

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 8th May, 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. **PLANNING PROTOCOL**

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

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

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

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

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

3. APOLOGIES

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 28)

To confirm and sign the minutes of the Planning Sub Committee held on 10 April 2017.

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations.

Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. 52-68 STAMFORD ROAD N15 (PAGES 29 - 164)

Proposal: Demolition of existing building and erection of a mixed use development comprising 1140 sqm (NIA) of commercial floorspace (Use Class B1) and 48 residential units (Use Class C3), together with associated vehicular access, car and cycle parking spaces, bin stores, plant, landscaping and amenity space.

RECOMMENDATION: GRANT planning permission and authorise the Head of Development Management to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms.

Addendum item 8

9. LAND AT HARINGEY HEARTLANDS, WOOD GREEN (PAGES 169 - 222)

Proposal: Submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance, for Building C7 comprising a total of 104 residential homes and 337sqm (GEA) of commercial floorspace, pursuant to 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 Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

RECOMMENDATION: GRANT planning permission and authorise the Head of Development Management to issue the planning permission and impose conditions and informatives.

Addendum item 9

10. UPDATE ON MAJOR PROPOSALS (PAGES 225 - 240)

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

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 241 - 262)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 31 March – 21 April 2017.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

13. DATE OF NEXT MEETING

12 June 2017

Felicity Foley, Principal Committee Co-ordinator

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Bernie Ryan

Assistant Director – Corporate Governance and Monitoring Officer

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

Tuesday, 16 May 2017

MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 10TH APRIL, 2017

PRESENT:

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

15. FILMING AT MEETINGS

Noted.

16. APOLOGIES

Apologies for absence were received from Councillor Jennifer Mann.

17. URGENT BUSINESS

The Chair drew the Committee's attention to the omission of the standing planning protocol item from the agenda. Copies of the planning protocol summary document were available to members of the public present at the meeting.

18. DECLARATIONS OF INTEREST

None.

19. MINUTES

RESOLVED that the minutes of the Planning Committee held on 13 March 2017 be approved.

20. PLANNING APPLICATIONS

Noted.

21. 1 STATION SQUARE, STATION ROAD, N17 9JZ

The Committee considered a report on the application to grant planning permission for the 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.

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

The Committee raised a number of questions and issues, responses to which are summarised as follows:

- The proposal on waste management had changed to increase the size of the bin store, following the objections made by the Waste Management Team.
- Wind modelling had been carried out on the initial development, however once other developments were in place, the conditions would likely improve.
- In relation to wheelchair access, the site had step free access and was easily connected to Tottenham Hale station, which was an accessible station.
- The s106 money available for use in Down Lane Park would be used on a number of different projects identified in the green open space strategy.
- The site was not in a Controlled Parking Zone, but the surrounding areas were, and it was expected that a large proportion of residents would use public transport. There would be a large loading bay on Station Road and Hale Road, and this could be used by delivery vehicles accessing the site.
- Bike parking was provided on the 1st and 2nd floor, using a two tiered parking system.
- The architects had met with the Quality Review Panel on three occasions and had significantly changed and sculpted the scheme through this process. The site was a challenging one, however, the architects did not feel that the scheme had been constrained due to this.

The Chair moved the recommendation and following a vote, it was

RESOLVED

- i) 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.
- ii) That the section 106 legal agreement referred to in resolution (i) 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
- iii) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

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

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

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

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.

iv) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) 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.
- v) In the event that the Planning Application is refused for the reasons set out in resolution (iv) 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.

22. FIRST AND SECOND FLOORS, 524-528 HIGH ROAD, N17 9SX

The Committee considered a report on the application to grant planning permission 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 (10 dwellings in total). Modification to proposed residential entrance at ground floor level.

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

The Committee raised a number of questions and issues, responses to which are summarised as follows:

- The façade of the building would remain the same, as would the retail unit on the ground floor. The first and second floor of the building had been vacant for around 15 years, and the proposal was to create 7 residential units.
- Cycle parking would be provided on the 1st floor of the premises.

The Chair moved the recommendation, and following a vote it was

RESOLVED

- i) 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.
- ii) That the section 106 legal agreement referred to in resolution (i) 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
- iii) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

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

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

2. The 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.

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
- iv) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) 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.
- v) In the event that the Planning Application is refused for the reasons set out in resolution (iv) 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.

23. PRE-APPLICATION BRIEFINGS

Noted.

24. BHS, 26 HIGH ROAD, WOOD GREEN, N22

This item was withdrawn from the agenda.

25. UPDATE ON MAJOR PROPOSALS

The Committee received the report detailing updates on major proposals, and the Chair requested that where Members had questions regarding specific schemes that they should contact officers directly.

RESOLVED that the report be noted.

26. 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.

27. NEW ITEMS OF URGENT BUSINESS

None.

28. DATE OF NEXT MEETING

Noted the date of the next meeting – 8 May 2017.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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Planning Sub Committee 8th May 2017

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/0426

Ward: Tottenham Green

Address: 52-68 Stamford Road N15 4PZ

Proposal: Demolition of existing building and erection of a mixed use development comprising 1140 sqm (NIA) of commercial floorspace (Use Class B1) and 48 residential units (Use Class C3), together with associated vehicular access, car and cycle parking spaces, bin stores, plant, landscaping and amenity space.

Applicant: Mr John Gray

Ownership: Private

Case Officer Contact: Christopher Smith

Site Visit Date: 17/02/2017

Date received: 02/02/2017 **Last amended date:** 30/3/2017

Drawing number of plans:

197_PLN_020 revC, 197_PLN_021 revC,
197_PLN_022 revC, 197_PLN_030 revB*,
197_PLN_031 revB*, 197_PLN_032 revB*,
197_PLN_033 revB*, 197_PLN_040 revB*,
197_PLN_041 revB*, 197_PLN_200 revF,
197_PLN_201 revE, 197_PLN_202 revE,
197_PLN_203 revE, 197_PLN_204 revE,
197_PLN_205 revE, 197_PLN_206 revD,
197_PLN_300 revE, 197_PLN_301 revE,
197_PLN_302 revE, 197_PLN_303 revE,
197_PLN_304 revE, 197_PLN_305 revE,
197_PLN_306 revD & 197_PLN_307 revD

Supporting documents also assessed:

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology

Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

1.1 This application is being reported to the planning committee as it is a major application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle, given that the development provides a mix of employment and residential uses, promotes an increased amount and improved quality of business space, and given that a reasonable amount of residential development is expected in order to help provide the commercial improvements in this location, all in accordance with the requirements of Site Allocation TH13;
- The development provides a significant proportion of flexible and affordable workspace for occupation by small and medium-sized businesses in the Borough, for which there is an established demand;
- The development would be of a high quality contemporary design that respects the character of the nearby residential properties and improves the overall visual quality of the local built environment;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and additional play space;
- The development would provide an adequate number of parking spaces given the site's excellent access to public transport, in addition to the provision of sustainable transport initiatives including cycle parking and appropriate travel plans, which will be secured by condition and legal agreement;
- The development would provide a financial contribution to public realm and local park improvements, secured by legal agreement, and would also provide appropriate ecological enhancements;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and solar panels, management of overheating, and ultimately through a financial contribution towards carbon off-setting Sustainable drainage systems would be provided to minimize surface water run-off.
- The application provides sufficient analysis to demonstrate that land contamination and archaeological matters can be adequately dealt with and as such these matters will be secured by condition;
- The application is acceptable for all other reasons as described below.

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 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 30th May 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 shall be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development to commence within three years
- 2) In accordance with approved plans
- 3) Materials to be submitted for approval
- 4) Use within Use Class B1 only
- 5) Construction management/logistics plan
- 6) Delivery and service plan
- 7) Parking management plan
- 8) Electric vehicle parking
- 9) Cycle parking
- 10) Piling method statement
- 11) Construction hours
- 12) Hard/soft landscaping for application site
- 13) Tree protection
- 14) Sustainable drainage
- 15) Secured by design
- 16) Energy efficiency
- 17) Boiler details
- 18) Air source heat pump
- 19) Renewables details
- 20) Sustainability assessment
- 21) Overheating reduction methodologies
- 22) Living roof details
- 23) Biodiversity provision
- 24) Drainage details
- 25) Land contamination investigations
- 26) Archaeology investigations
- 27) Plant noise limits

- 28) Air quality and dust management plan
- 29) NRMM registration
- 30) Lighting scheme
- 31) Ultra-fast broadband

Informatives

- 1) Community co-operation
- 2) CIL liable
- 3) Party Wall Act
- 4) Asbestos Survey
- 5) Street Numbering
- 6) Fire prevention
- 7) Drainage
- 8) Water pressure
- 9) Legal agreements
- 10) Advert consent
- 11) Archaeology

Section 106 Heads of Terms:

- 1) Affordable Workspace
 - To provide the affordable workspace development prior to the occupation of the first residential unit;
 - To provide the affordable workspace at a rate of no more than 50% of market rate for a period of ten years from the first occupation of the affordable workspace unit;
 - To confirm with the Council in writing, six months prior to the occupation of any part of the development hereby approved, the detailed internal layout of the office elements of the development (clearly identifying which office is to provide affordable workspace), with the layout of the affordable workspace area to be retained as such thereafter unless prior written consent from the Council is sought;
 - To provide the Council with a copy of a lease agreement for an element of the affordable workspace to allow the Council to verify its reasonable operation.
- 2) Car Club
 - Pay for the cost of membership to a car club for two years for all first residential occupiers of each dwelling in the development who hold a valid full drivers licence;
 - Provide £50 credit for each membership registration;
 - To provide marketing evidence to occupiers in respect of the car club.
- 3) Considerate Contractors Scheme

- 4) Jobs for Haringey
 - Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;
 - That 20% to undertake appropriate training;
 - To assist local suppliers and businesses to tender for works as appropriate;
 - To provide the Council with information to enable the effective implementation of the above;
 - All of the above are to be followed unless practical considerations dictate otherwise.

- 5) Travel Plans; Residential and Commercial – Monitoring only
 - Within three months of the development first being occupied the applicant is required to:
 - pay the monitoring contribution of £3,000.
 - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council
 - To comply with the Travel Plan during the lifetime of the development.

- 6) Parking Control Measures
 - Within three months of the commencement of the development the applicant is required to:
 - i. Contribute a sum towards the design and consultation of parking control measures on Markfield and Fountayne Road;
 - ii. Also contribute towards amending existing traffic management orders;
 - The sum provided shall be £18,000.

- 7) Public Realm Improvements
 - Works to the public highway to provide the following to Coppetts Road:
 - i. Remove existing dropped kerbs and re-instate the footways
 - ii. Provide shared vehicular access for residential and commercial aspects from Constable Crescent;
 - iii. Install car parking bays on Stamford Road;
 - iv. Install service/delivery parking on Stamford Road;
 - v. Install new trees and raised planter on Stamford Road and Constable Crescent.
 - Works are estimated to cost £51,186.

- 8) Public Park Enhancements
 - Works to the park to improve its safety and security, in line with the following:
 - i. Detailed plans to be submitted to and approved by the Council prior to the commencement of the development;

- ii. Local residents groups, Earlsfield Primary School pupils and the Council's Arboricultural Officer shall be consulted prior to submission;
 - iii. The scheme shall be developed in accordance with the Council's Open Space and Recreation Standards SPD and the Mayor of London's Play and Informal Recreation SPG;
 - iv. The plans shall be fully costed and be supported by an implementation plan and planting strategy;
 - v. Details of hardstanding materials, drainage, furniture, play equipment and tree protection measures shall also be provided;
 - vi. The works to the park shall be completed prior to the first occupation of the units hereby approved
- Works shall cost a minimum of £75,000.

9) Carbon Offsetting

- To carry out the Development in accordance with the Energy Statement;
- Within six months of the Completion Date to submit to the Council the Sustainability Review for its written approval;
- To pay to the Council within 21 days of written demand therefore the reasonable and proper costs of an independent consultant engaged by the Council to verify and assess the Sustainability Review and the Final Emissions Figure and the Carbon Offsetting Contribution.
- To use reasonable endeavours to agree with the Council the amount of the Carbon Offsetting Contribution as soon as reasonably practicable after submission of the Sustainability Review.
- To pay to the Council the Carbon Offsetting Contribution within 21 days of the Council and the Owner agreeing in writing the amount.
- The applicant is installing 286m² of PV panels with a rated output 43kWp which will reduce the development's regulated CO₂ emissions by 18%. In addition the applicant is installing ASHP for heating and hot water will reduce the development's regulated CO₂ emissions by 11%, and drain water heat recovery will reduce the development's regulated CO₂ emissions by 5%. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of on-site affordable workspace, would provide an excessive level of

residential development within this designated Local Employment Area that could negatively impact on the ongoing commercial viability of the surrounding area, would not provide a suitable uplift in the quality, quantity and affordability of the local commercial floorspace, and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy DM38 of the emerging Development Management Policies DPD and the aims and objectives of the emerging Tottenham Area Action Plan.

2. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan Policies SP8 and SP9.
 3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, service and delivery plans, and a parking management plan by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, and Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2 and Local Plan Policy SP4.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
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- 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

This is an application for full planning permission for the demolition of all existing buildings on site and the erection of a mixed use development consisting of 1140sqm of office space and 48 residential units.

The proposed ground floor would cover the existing site footprint and include two offices (Use Class B1); one for the use of the current occupant (Diamond Build) and another that would provide affordable workspace for the local community. Each office would be provided with half of the proposed commercial space (570sqm).

The flats would be provided above the ground floor 'podium' level in the form of four blocks ranging from three to six storeys in height above ground level. The unit mix would be as follows:

- 20 x 1 bedroom flats;
- 23 x 2 bedroom flats;
- 4 x 3 bedroom flats;
- 1 x 4 bedroom flat.

The existing vehicle accesses would be closed up with a single entrance to the ground floor level car park provided from Constable Crescent. 17 car parking spaces are proposed (including 6 accessible spaces) plus 92 cycle parking spaces.

The development would be finished in high quality materials including red brick walls with grey aluminium window frames and flat roofs finished with greenery or ply membranes. Grey metal would be used for balustrades, fences, gates and entrances. Metal fins would also be used to clad the stairwells. Lighting is proposed to indicate entrance points.

Pedestrian access to the residential units is from Stamford Road. Soft landscaping is provided at the first floor podium level. The applicant also proposes a financial contribution towards re-landscaping the adjacent park.

The development is expected to lead to an increase in full-time employees on site from 23 to 75.

The application site is designated (TH13) for residential and commercial use in the Council's emerging Tottenham Area Action Plan (AAP) pre-submission version.

The application site contains no listed or locally listed buildings, and is not located within a conservation area.

3.2 Site and Surroundings

The application site is numbered 52-68 Stamford Road and is located in the east of the borough on the corner of Stamford Road and Constable Crescent. The site lies within the West Green Ward.

It currently consists of a two-storey complex of 1950/60s office buildings and storage space located on the northern and eastern edges of the site. The remainder of the site is an open hardstanding area currently used for car parking and additional storage.

The site covers an area of 0.2 hectares in size with the internal floor space of the existing building being 9852sqm. Diamond Build PLC operates from the site as their national headquarters and primary office location.

The surrounding area is predominantly a mix of residential and industrial land uses. Stamford Road runs along the western boundary of the site and is fronted by two storey 1930's terraced housing, which face towards the site. To the east and south of the site are neighbouring industrial warehouses. To the north is a public park.

The adjacent park, which is currently unnamed, is enclosed by the office buildings of the application site in the south, a four-storey residential block to the north, and industrial buildings to the east. It is accessed from Stamford Road via two pedestrian entrances on its western side.

Further away from the site there are four and six storey blocks of flats nearby to the north and west of the site. To the south and east is predominantly double-height or two storey industrial storage units although vehicle maintenance works and artists studios are also prominent businesses locally, whilst O'Donovan Waste Disposal have several sites locally including a large waste sorting premises. Markfield Park is located a short distance to the south of the site on the opposite side of the nearby elevated railway line.

The application site contains no listed or locally listed buildings, and is not located within a conservation area. There are no buildings or areas designated as such nearby.

3.3 Policy Designations

The site is subject to the following policy designations as identified by the Council's Strategic Policies Proposals Map (January 2016).

- Locally Significant Industrial Sites
- Local Employment Area – Regeneration Areas

The site is also covered by part of the Site Allocation designation 'TH13' (as identified by the emerging Tottenham Area Action Plan (AAP), pre-submission version dated January 2016), which identifies the following additional designations.

- Flood Zone 2
- Area of Archaeological Importance
- Adjacent to an Ecological Corridor

Furthermore, the site also falls within the Upper Lea Valley Opportunity Area.

3.4 Relevant Planning History

The planning history for the application site since the 1990s is described below:

HGY/1996/1432. Change of use to include additional usage as builders merchants ancillary to existing uses. Granted January 1997.

HGY/2015/0400. Prior approval for change of use of property from B1 (a) (offices) to C3 (residential). Refused April 2015.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application

4.2 The Pre-Application Briefing was held on 12th December 2016.

4.3 The minutes of the meeting relevant to this proposal are described below:

- Concerns were raised over the early comments of the Quality Review Panel (QRP), which did not appear to be supportive of the scheme. Officers advised that the panel had identified a number of points for the applicant to reconsider in developing the full application and as such their comments were not final;
- The Committee commented that the maps within the briefing were unhelpful in identifying the location of the site and that the corner design was unsightly;
- Clarification was sought on the reason for residential accommodation being provided at podium level. The applicant advised that this was due to the site being located in a flood zone.

4.4 Quality Review Panel (QRP)

4.5 The QRP first considered the development proposals on 7th September 2016. The minutes of that meeting are set out in Appendix 3 and are also summarised below. Officer comments have also been provided to demonstrate how the Panel's recommendations have been addressed.

<i>Panel Comments</i>	<i>Officer Response</i>
A simpler development approach without a podium should be considered that locates the residential uses to the north of the site and the office uses to the south;	The podium development-style is necessary as the development is located within a flood risk zone.
The ground floor office use should be re-considered, potentially with residential front doors facing Stamford Road and the park to the north;	Ground floor residential development should be avoided when the site is within a flood risk zone.
The building to the east of the site	The height of the eastern block has

should be limited to four storeys in height;	been reduced by one storey. Additional windows and openings have been provided to enable the bulk of this elevation to appear less substantial.
The windows of the eastern block should be moved further away from the site boundary;	The proposed eastern elevation has been set further away from the site boundary.
The interface with the park should be exploited to its maximum;	All physical borders between the development and the park will be removed increasing visual permeability and natural surveillance.
More generous entrance, circulation and parking areas should be provided;	The entrance, circulation and parking areas have been maximised, given the limited extent of the proposed floor plate.
Lighter materials than dark grey brick should be used;	The finishing materials have been changed to a red brick that better respects and reflects the positive characteristics of the surrounding area
The office areas suffer from a lack of day/sunlight;	Both offices will benefit from dual aspect via full length windows on two sides. This is considered adequate for office environments.
More information on the design of the podium courtyard and energy efficiency/sustainability is requested	The reasons for the podium layout will be explained in detail at the next (second) QRP. Full energy/sustainability information is provided in the submitted Energy Statement.

4.6 The proposal was resubmitted for assessment by the QRP on 26th April 2017. Whilst the scheme presented at the second QRP did not wholly differ from that presented at the first meeting there were some significant alterations, such as changes to the brick colour and the building's relationship with the park, whilst the applicant also explained in greater detail the circumstantial and policy reasons why a podium layout with office facilities provided at ground floor level is the only viable option for development at this site.

4.7 The minutes of that second meeting are set out in Appendix 3 and are also summarised below.

4.8 The panel noted that:

Panel Comments	Officer Response
The scale and bulk are just within the limits of what is acceptable for the site;	Noted;
The reduction in the height of the eastern block from seven to six storeys is acceptable;	Noted;
The overlooking towards the park will help to activate that area;	Noted;
Additional consideration of the design and size of office windows could lead to improved daylight to the work spaces;	Additional daylight can be provided through inclusion of additional roof lights, which is preferable to completely redesigning the appearance of ground floor windows which work well with the overall design of the development;
Improved natural ventilation to the office areas should also be considered;	Additional ventilation can also be provided through additional roof lights;
Waste storage areas will need to be robustly designed to avoid negative impact on pedestrian entrance to podium;	Waste storage is located off Stamford Road due to necessity and will be collected directly by waste operatives. No negative impact on residential amenity is anticipated;
Design detail and use of red brick responds well to local context;	Noted;
The management of the affordable work space could be taken on by a charity;	The applicant has expressed a wish to manage the affordable work space themselves;
There is no affordable housing.	Affordable work space is a priority for this site and no affordable housing can be provided according to the independently-assessed viability report.

4.9 Development Management Forum (DMF)

4.10 The DMF was held on 22nd September 2016. The notes of the meeting are set out in Appendix 4 and summarised below:

- Residents in attendance generally viewed the development positively;
- The scheme was noted to improve the visual appearance of Stamford Road and the adjacent park;

- Comments were raised requesting the removal of balconies from the corner of Stamford Road and the park, and this has been implemented;
- Representatives of O'Donovan Waste Disposal indicated they are concerned that residential units could lead to an increase in complaints against their business operations.

4.11 The following were consulted regarding this planning application:

Internal

- Design Officer
- Building Control
- Transportation
- Housing
- Regeneration
- Tottenham Team
- Arboricultural Officer
- Cleansing
- Parks
- Homes for Haringey
- Drainage Engineer
- Carbon Management
- Pollution – Air Quality and Contaminated Land
- Noise Officer
- Emergency Planning

External

- Environment Agency
- Thames Water
- London Borough of Barnet
- Metropolitan Police
- London Fire Service
- Natural England
- Historic England – Archaeology
- Network Rail

4.12 Responses are set out in full in Appendix 1 and are also summarised below as follows:

4.13 INTERNAL

4.14 Design Officer

4.15 The officer is satisfied that the proposal is of the highest quality design, and is appropriate for its location and proposed functions. The development would provide high quality, durable, robust and attractive living and working accommodation and would fit confidently and comfortably into the changing streets around its location.

4.16 Transportation

4.17 The site is in an area of very high public transport accessibility (PTAL 6a). A review of the total trip generation and distribution over various transport modes, including vehicle traffic, has been completed and it has been concluded that the impacts of the trips generated by the proposed development would not significantly impact on the operation of the various modes.

4.18 On reviewing the results of the car parking survey there is spare capacity available on the local network with between 85-87 residential car parking spaces available. However, Markfield Road and Fountayne Road may suffer from residual car parking demand generated by the development and therefore the applicant will be required to contribute a sum of £18,000 (eighteen thousand pounds) towards the design and consultation of parking control measures.

4.19 The applicant is proposing to provide a total of 17 car parking spaces including 6 wheel chair accessible car parking space. Of the proposed car parking spaces 10 car parking spaces will be allocated to the residential aspect of the development including 5 wheel chair accessible car parking spaces 10% of the total number of units proposed in line with the London Plan and life time homes. The remaining 7 car parking space will be allocated to the commercial element of the proposal including 1 wheel chair accessible car parking space. The residential car parking and commercial car parking are in line with the London Plan and the Council's Saved UDP Policy M10.

4.20 The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 76 long stay secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units.

4.21 The amendments proposed to the street on Stamford Road have been reviewed by the Council's Highways Infrastructure Team and the cost of the works have are estimated at £51,186 (fifty one thousand one hundred and eight six pounds) the applicant will be required to enter into S.278 agreement for the implementation of these works.

4.22 Financial Viability

4.23 The Applicant has reported a Residual Land Value of £0. The Applicant did not undertake an Argus appraisal. They modelled their proposed scheme on their own Excel (spreadsheet) modelling with a view that as owner/developer certain items are negated. An independent Argus appraisal has therefore been conducted. A thorough review of the scheme has been carried out and a Residual Land Value of £149,632 reached, with a Site Value Benchmark of £2.15m. On this basis it is considered there is a deficit of £2m. It is concluded the site cannot viably provide affordable housing either on site or as a contribution off site.

4.24 It is noted that the applicant has taken the Stamp Duty out of their appraisal. This is not typical procedure. However, if the Stamp Duty was removed from the appraisal the scheme could still not viably provide any affordable housing.

4.25 Housing

4.26 No comments made.

4.27 Building Control

4.28 No objections.

4.29 Regeneration – Tottenham Team

4.30 The development achieves an acceptable transitional character between the residential and commercial uses in the locality. The additional workspace will be discounted by 50% of market value and leased to small and medium sized enterprises. The applicant has proposed a focus on construction industries within the affordable workspace. This sector focus is well aligned with the industrial character of the area. However, the team have requested more information on the proposed 'open workspace model' and how the commercial floorspace will be effectively managed.

4.31 The proposed design will add to the streetscape by providing an active frontage along Stamford road, as well as providing natural surveillance to the currently neglected green space adjacent to the site. The applicant's developer contributions will be used to deliver improvements to the green space on Stamford Road, adjacent to the development site, and this is welcomed.

4.32 Arboricultural Officer

- 4.33 No objections. There are no trees on the site but there are some in the adjacent open space. However, these will be adequately replaced within a comprehensive landscaping scheme for the park.
- 4.34 Waste Management
- 4.35 No objections.
- 4.36 Parks
- 4.37 No objections raised.
- 4.38 Homes for Haringey
- 4.39 Local residents and the Earlsfield Primary School should be consulted on the final layout of the park. The maintenance requirements of the Council's Parks team should also be taken into account.
- 4.40 Drainage Engineer
- 4.41 The calculations regarding the rainwater runoff and storage from the proposed development are acceptable and meet the Council's requirements.
- 4.42 Carbon Management
- 4.43 The scheme delivers an overall 36.6% improvement beyond Building Regulations 2013. The policy requirement for residential is zero carbon and 35% improvement beyond Building Regulations 2013 for commercial. The applicant has offered an offsetting contribution of £113,230. A central ASHP heating and hot water solution is proposed to serve the development - hot water will be generated centrally via the ASHP and distributed to serve each dwelling's heating and hot water requirement. The dwelling heating solution is under floor heating. Provision will be made for future Heat Network connections. In addition, solar PVPs and drain water heat recovery systems will be used.
- 4.44 There are no domestic units at risk from overheating, but there is a requirement for comfort cooling in the commercial space. To reduce the heat entering the building shade will be provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas. High levels of thermal insulation will also be used to control heat entry to the building. As such, there are no objections to the proposal subject to appropriate conditions.
- 4.45 Pollution

- 4.46 The development is not air quality neutral and mitigation measures will be required to minimise emissions (of NO₂ and PM₁₀). As such, sustainable transport initiatives and low emission boilers are recommended. Further site investigations in respect of land contamination will be required but there are no objections in principle. Conditions are recommended to deal with the remaining matters.
- 4.47 Noise Officer
- 4.48 Any cumulative noise emissions are likely to be at acceptable levels but the applicant should aim to design for 10dB below background where possible.
- 4.49 Emergency Planning
- 4.50 No comments to make, should initial comments from the Fire Brigade be addressed.
- 4.51 EXTERNAL
- 4.52 Environment Agency
- 4.53 No objections. We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect groundwater quality from further deterioration: No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- 4.54 The proposed development falls within Flood Zone 2 as defined by Table 1 of the NPPG. This proposal must conform to our Flood Risk Standing Advice (SFRA).
- 4.55 Thames Water
- 4.56 With regard to water infrastructure and sewerage capacity, and subject to conditions and informatives, no objections are raised.
- 4.57 Historic England – GLAAS
- 4.58 The planning application lies in an area of archaeological interest.
- 4.59 The application site lies on the low gravel terrace of the Lea with coverings of brickearth, a geology that has elsewhere been archaeologically productive. It lies at the eastern edge of the mediaeval settlement of Page Green that developed

along the old Roman to the west. There is potential for early prehistoric Arctic Beds to be present in the gravel and although later remains have not been recorded nearby, this may be more connected to a lack of formal investigation than a genuine dearth. The site also stands just to the north of a small tributary to the Lea, Stonebridge Brook now culverted, which may have made it more attractive to past settlement.

- 4.60 Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
- 4.61 Additional comments – after the applicant supplied further documentation:
- 4.62 No change is advised from the earlier advice, namely that an archaeological condition securing archaeological trench evaluation of the site and possible mitigation work is proposed.
- 4.63 Metropolitan Police
- 4.64 Whilst the Metropolitan Police have no formal objection to this application, the risk of crime within both the public and non-public areas of the proposed development, as well as the interaction between the two, should be considered and preventative measures made. Our recommendations should be adopted where possible and appropriate.
- 4.65 London Fire Service
- 4.66 The Brigade is satisfied with the proposals for fire fighting.
- 4.67 Network Rail
- 4.68 No objection or further observations to make.
- 4.69 Natural England
- 4.70 Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features nearby. In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of

the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

4.71 The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

5. LOCAL REPRESENTATIONS

5.1 The following were notified:

- 426 neighbouring properties;
- Six site notices were erected in the vicinity of the site;
- Local community groups, including:
 - Page Green Residents Association;
 - Interlink Foundation;
 - Interfaith Matters Jewish-Christian Forum;
 - Agudas Israel Community Service.

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

5.3 No of individual responses:

- 1 in Objection:
 - 55 Stamford Road (two letters).
- 26 in Support:
 - 28, 36, 48 Newton Road
 - 21, 22 (two letters), 24 Harold Road
 - 1, 3 Page Green Road
 - 148 West Green Road (two letters)
 - 7 Stamford House (two letters)
 - 15, 16 Ashby Road
 - 14, 55, 63 Stamford Close
 - 25, 51, 105, 107, 119 Stamford Road
 - 25 Duffield Drive
 - 19, Floor 1 37, Cunningham Road
 - 2 Condor House
 - 49 Markfield House
 - 2b Ashmount Road

5.4 The following local groups/societies made representations:

- None.

5.5 The following Councillors made representations:

- None.

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

- Excessive overlooking;
- Loss of day/sunlight;
- Excessive height.

5.7 The following issues raised are not material planning considerations:

- N/A.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Demolition
 - Site Allocation
 - Commercial Regeneration and Affordable Workspace
 - Housing Provision
2. Housing Mix and Density
 - Housing Mix
 - Density
3. Design, Appearance and Layout
4. Impact on the Amenity of Adjoining Occupiers
 - Impact on Day/Sunlight, Outlook and Privacy
 - Noise, Light and Dust
5. Living Conditions for Future Occupants
6. Parking and Highway Safety
7. Tree Protection and Landscaping
8. Sustainability and Biodiversity/Ecology
9. Flood Risk and Water Management
10. Air Pollution and Land Contamination
11. Archaeology
12. Emergency Planning and Security
13. S106 Agreement Heads of terms

6.2 Principle of the development

6.2.1 The National Planning Policy Framework (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 to support '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.'

6.2.2 The NPPF also encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.

6.2.3 Demolition

6.2.4 The existing building on the application site are not listed or locally listed, and do not fall within a conservation area. As such, planning permission is not required to demolish these structures.

6.2.5 Site Allocation

6.2.6 Located in the Tottenham Green Ward, the site area is approximately 0.22 hectares in size and forms part of the site allocation 'TH13' as identified within the Council's emerging Tottenham Area Action Plan (TAAP) Development Plan Document. This allocation also includes the industrial properties to the south of Constable Crescent and to the north of the railway line, although these properties do not form part of this planning application. The allocation identifies the site as being suitable for residential development of 66 units, plus commercial development of approximately 2,300sqm in floor area.

6.2.7 The specific 'site requirements' for this allocation are as follows:

- The site will be given a Designated Employment Area: Regeneration Area status to reflect the Council's aspiration to create a mix of uses on this site through the re-introduction of creative employment uses;
- The quantum of dedicated employment floorspace on the site should be maximised through any development. Residential uses will be permitted only on the Stamford Road frontage to cross-subsidise new employment stock, and should be located adjacent to the existing residential uses adjoining the site;
- Capped commercial rents may be expected in this area in line with Policy DM38;
- An element of Warehouse Living will be accepted on this site. This will be required to be in conformity with the requirements of Policy DM39.

6.2.8 The 'development guidelines' for the site allocation are set out as follows:

- Reintroducing suitable employment generating uses is the key aim of this policy;
- This site is identified as being in an area with potential for being part of a decentralised 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;
- 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;
- Development along the edge of the retained South Tottenham LSIS area should be employment only, to avoid the creation of unsuitable neighbouring uses;
- The creation of development which overlooks the park on Stamford Road will be supported to improve passive surveillance.

6.2.9 The application proposes demolition of the existing buildings on site and re-provision of business space for the existing occupier, Diamond Build, plus additional affordable business space for let to small and medium local businesses.

6.2.10 The business floor space would cover the entire ground floor area, except for areas required for car parking and servicing. The total usable business floor space would be 1140sqm.

6.2.11 48 flats would also be provided and these are indicated as being necessary to facilitate the financial viability of the increased quantum and quality of business floor space. This matter will be discussed further in the financial viability section of this report below. Due to the number of flats required and the siting of all of the business provision on the ground floor of the proposed development the residential units are located in four towers of 3-6 storeys across the site and not just on the Stamford Road side of the site. Although this is contrary to the requirements of the site allocation it is considered acceptable in terms of enabling the aims and objectives of this Regeneration Area overall, subject to the development also being acceptable in design terms, and for all other reasons as discussed in the sections below.

6.2.12 The development would provide 'capped' commercial rents in the form of affordable workspace, the detailed layout and management of which is described in the relevant section below. No warehouse living is proposed.

6.2.13 The suitability of the employment activities proposed is discussed below, and relevant considerations in respect of a decentralised energy network, land contamination, and residential amenity for the proposed occupiers will also be

discussed later in this report. The proposed development includes a six storey element with residential units (including north-facing balconies) on the first to fifth floors overlooking the 'unnamed' park to the north, with additional passive surveillance also achieved from the north-facing window of the northern commercial unit that would directly adjoin the re-landscaped park. Further information on this will also be provided in the appropriate section below.

6.2.14 Employment Regeneration and Affordable Workspace

- 6.1.1 Policy DM37 of the Development Management DPD pre-submission version 2016 states that within Locally Significant Industrial Sites (LSIS) proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported by the Council where the development: (a) is consistent with the range of acceptable uses identified in Policy SP8 of the Local Plan; (b) is designed where possible to allow for future flexibility of use by a range of business types and sizes, including for small businesses; (c) makes adequate provision of space for on-site servicing and waiting goods vehicles; (d) improves and enhances the quality of the environment of the site and business area; and (e) makes demonstrable improvement in the use of the site for employment purposes, with regard to (i) quality and type of employment space provided, (ii) quality and density of jobs to be accommodated, and (iii) the proposal's contribution to the achievement of economic objectives and outcomes of the Council.
- 6.1.2 Policy DM37 also states that within LSIS areas proposals for uses not within Use Classes B1-B8 will only be supported in exceptional circumstances.
- 6.1.3 Policy DM38 of the Development Management DPD pre-submission version 2016 states that the Council will support proposals for mixed-use development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration of existing employment land and floorspace. In order to meet the requirements of this policy developments must (a) maximise the amount of employment workspace within any mixed-use scheme; (b) provide demonstrable improvements in the site's suitability for employment/business use, with regard to (i) job provision, (ii) flexibility and adaptability of space, (iii) site environmental quality; (c) provision of affordable workspace; (d) appropriate standard of amenity for residential occupiers; (e) not conflict with the site's or neighbouring commercial functions; and (f) be designed to enable connection to ultra-fast broadband.
- 6.1.4 Policy SP8 of the Local Plan states that the Council will secure a strong economy in Haringey and will protect the Borough's hierarchy of employment land. To this end the Council will protect Use Class 'B' activities, support local employment and regeneration activities, support local employment policies to minimise travel to work, support SMEs and contribute to a diverse economy. In LSIS areas activities within Use Classes B1(b), B1(c), B2 and B8 will be promoted where

they continue to meet local demand and need. However, this policy does not preclude activities within Use Class B1(a) i.e. offices from coming forward in these identified areas.

6.1.5 *Change of Use and Maximisation of Employment Floorspace*

6.1.6 The site allocation requires employment uses to be re-provided and maximised on site (as part of a mixed use scheme if necessary), including the provision of an element of creative activities. However, it is noted that employment generating uses also need to be 'suitable' for the site. Capped commercial rents in the form of 'affordable workspace' should also be provided.

6.1.7 The existing site contains 982sqm of internal floor space in the form of office and storage uses that would be lost as part of the proposals and re-provided in the form of 1140sqm of usable floor space within Use Class B1(a) (office). The site also currently contains a builder's yard (Use Class B8) that would be lost as part of this application.

6.1.8 These new office areas would result in an overall increase in 158sqm of office floor space. However, it is noted that the existing office building is currently under-utilised due to its inefficient design and layout.

6.1.9 The applicant contends that the poor design and layout of the existing office contributes to an additional loss of internal floor space so that only 742sqm of it is currently usable. As such, the proposed new office space provision actually represents an increase in 55% of usable office floor space at the site.

6.1.10 Half of the new office provision would be in the form of affordable workspace, which intends to create 50 new full-time jobs for small-medium enterprises (SMEs) within a business 'hub' environment. Further information on the affordable workspace is contained in the section below.

6.1.11 The other half of the business space would provide a purpose-built open-plan head office for the applicant, Diamond Build PLC, who are a local firm that have operated from the host site since the 1980s, and who are keen to retain their business operations in the area.

6.1.12 It is relevant to note that the site, although located within the LSIS designation, is not currently used for purposes that are particularly industrial. The existing site is currently active primarily for office purposes as the head office for Diamond Build and, although an element of storage is available around to the south of the office building, this is predominantly used for the ancillary storage of building equipment and vehicle parking rather than the wholesale storage of building materials for onward movement or sale. As such, the current site activities are understood as relating predominantly to Use Class B1(a) and as such it is considered that there would not be a significant loss of intensive and/or protected

industrial activities as the result of the proposed development. Furthermore, the more flexible use of this site is permitted by Policy DM38 where this is necessary to facilitate the renewal of this identified regeneration area.

6.1.13 The loss of the builder's yard would also provide visual and amenity improvements for local residents as described in more detail in the sections below.

6.1.14 As such, it is considered that the loss of the under-used builder's yard facility is acceptable in the circumstances given that alternative commercial floor space would be provided in the form of office space in this 'transitional' location between the residential area to the west and the commercial activities that remain to the east.

6.1.15 It is also considered that the office floor space on the site has been maximised given the uplift in the quantity and quality of the facilities to be provided, and the affordable nature of half of the office area. Further discussion, on the quality and nature of the affordable workspace and the financial viability of the development is provided below.

6.1.16 Improvements in servicing and the visual environment, also requirements of Policies DM37 and DM38, are expected but will be discussed in detail later in this report. As such, it is considered that the proposals would modernise, renew and intensify the LSIS in line with the requirements of Policy DM37 of the emerging DM Policies DPD and Policy SP8 of the Local Plan.

6.1.17 In reference to part (e) of Policy DM38, the site's commercial functions are being re-provided, whilst impact on neighbouring commercial properties will be considered in the relevant section below.

6.1.18 The provision of ultra-fast broadband at the site is a requirement of Policy DM38, and will be secured by condition in the event of an approval.

6.1.19 Affordable Workspace

6.1.20 In line with part (c) of DM38 affordable workspace would be included within the proposed development at ground floor level. Affordable workspace is defined as employment land provided at a reduced rent for a set number of years with access provided to local tenants including local small and medium enterprise (SME) businesses.

6.1.21 The applicant has confirmed that local SMEs will be prioritised for access to the new affordable workspace area, whilst the rental levels will be capped at 50% of the market rate for ten years. These aspects of the proposal will be secured by legal agreement.

- 6.1.22 It has not yet been determined which of the offices will be occupied by Diamond Build and which will be identified as providing affordable workspace. This would be confirmed to the Council in writing after a decision is made, should the planning application be approved, and secured within the proposed legal agreement.
- 6.1.23 The applicant intends to operate the affordable workspace themselves with the intention of maximising the agglomeration benefits from the site for the local economy by generating a 'construction sector hub'. However, this will not prevent other types of businesses from using the facilities depending on demand.
- 6.1.24 The offices would also result in a demonstrable overall improvement in the quality, type and density of employment activities on the site with both offices to be built with good quality internal fit-out to facilitate modern working environments and an increase in the number of employees on site from 23 to 75
- 6.1.25 Both proposed office areas would be laid out as 'open plan' spaces to allow maximum flexibility in the internal operation of those spaces. Both units would be finished to a high specification.
- 6.1.26 As such, it is considered that an appropriate type, degree and quality of affordable workspace would be provided as part of this development, subject to the financial viability of the development also being acceptable, as discussed below.
- 6.1.27 Financial Viability
- 6.1.28 London Plan Policy 3.12 states that the maximum reasonable amount of affordable housing should be provided on all development sites. The current Policy SP2 of the Council's Core Strategy states that sites that are capable of providing 10 or more residential units will be subject to a 50% affordable housing target (based on quantity of habitable rooms), although this policy is currently subject to amendments reducing this level to 40%, subject to financial viability, as part of the Council's revised emerging Core Strategy.
- 6.1.29 The applicant has submitted a *Viability Appraisal* dated January 2017, prepared by Colliers International, to the Council that has been independently assessed by Carter Jonas LLP. The exact contents of the Appraisal are confidential.
- 6.1.30 The assessor has concluded that, after a thorough review of the scheme, because the development is in deficit as proposed, given the current amount of commercial floor space including 50% affordable workspace, it is unfortunately not possible for any affordable housing to be provided within the site.
- 6.1.31 Furthermore, on this site that is identified for commercial regeneration, with reference to point (c) of DM38, it is considered that the provision of commercial

workspace can be taken ahead of affordable housing due to the identified employment improvement priorities for the site.

6.1.32 Therefore, it is considered reasonable in this case that, in order to re-develop the existing offices and provide an uplift in the quality of business premises for the applicant, whilst also providing an adequate degree of high quality flexible working space for local businesses, 48 flats for market sale are required to be built in this location. It is also considered that the amount of affordable workspace provided is the maximum that can be provided in the context of the existing site circumstances and given the applicant's office requirements.

6.1.33 As such, subject to the further assessment of relevant parts later in this report, the development would be acceptable in principle with respect of Policy DM38 of the emerging DM Policies DPD, as it provides a mixed use development that would facilitate the renewal and regeneration of existing employment land and floor space in this locale.

6.1.34 Housing Provision

6.1.35 The NPPF (paragraph 47) states that local authorities should act to 'boost significantly the supply of housing'. Paragraph 49 also states that applications for housing should be considered in the context of the presumption in favour of sustainable development.

6.1.36 London Plan (FALP 2016) Policy 3.3D states that the Council should exceed its individual housing target in an attempt to fairly contribute towards the minimum net increase in housing required across London of 42,000 new homes. Policy 3.4 of the same document states that housing output should be optimised given local context.

6.1.37 Local Plan Policy SP1 relates to housing, and indicates that the Council will aim to provide homes to meet local housing needs in Haringey and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed its identified and challenging target (recently increased by 83% to 1,502 new dwellings per annum).

6.1.38 Policy DM10 of the emerging DM Policies DPD states that the Council will support proposals for new housing on sites allocated for residential development, including mixed use schemes.

6.1.39 Given the policy context above, it is considered that there is a clear and identified need for housing London-wide as well as in the Borough of Haringey and this site provides land of an appropriate size and scale for a mixed use development including a significant element of new housing, subject to all other relevant planning considerations being acceptable, as discussed in the sections below.

6.1.40 Therefore given that the site is designated for a mixed use scheme including an element of residential development by site allocation TH13 of the emerging Tottenham Area Action Plan, and noting that the residential units are necessary to enable the viable re-provision of the existing business operations and the erection of new dedicated affordable workspace local businesses, it is considered that the development meets the relevant policies described above and is acceptable in principle in land use terms, subject to all other matters also being acceptable such as affordable housing, mix and density, impact on neighbouring occupiers, design quality, etc, as described in the remainder of this report.

6.2 Housing Mix and Density

6.2.1 Housing Mix

6.2.2 Policy DM11 of the Development Management DPD pre-submission version 2016 states that new developments including mixed use schemes should provide a bespoke mix of dwelling types in response to site circumstances, whilst ensuring inclusiveness within the development, as well as balanced and mixed communities. This view is also reflected in London Plan Policy 3.4.

6.2.3 The overall mix of housing within the proposed development is as follows:

Unit Type	Units	%
1 bed 2 person flat	20	42
2 bed 4 person flat	23	48
3 bed 5 person maisonettes	4	8
4 bed 7 person maisonettes	1	2
TOTAL	80	100%

6.2.4 Five units (approximately 10% of the total) are family houses which are in demand throughout the Borough. The Council's Housing team has raised no objections to this mix of units. As such, it is considered that the proposed mix of housing provided within this development is acceptable.

6.2.5 Density

6.2.6 Policy 3.4 of the London Plan states that, having regard to local context, design principles and transport connections, development should seek to optimise housing output in line with the indicative density ranges matrix (within Table 3.2 of that document).

6.2.7 The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are

particularly important, as well as social infrastructure. This approach to density is reflected in adopted and emerging local policy.

- 6.2.8 Core Policy SP2 and emerging Development Management Policy DM11 refer to the London Plan matrix mentioned above but also state that the optimum housing potential of a site will be determined through a design-led approach.
- 6.2.9 The application site is located in an area that is considered to be urban, whilst the public transport accessibility level (PTAL) is also very high (6a). This allows for an indicative development capacity of up to 260 units per hectare.
- 6.2.10 The density calculation for this application has been made in line with the Mayor's Housing SPG recommendations in respect of calculating densities for mixed use developments. In this case the commercial ground floor space (1140sqm) is equivalent to approximately one-quarter (25%) of the overall usable floor space for the proposed development (4552sqm). Reducing the site area by the same proportion gives an area of 0.165ha. Therefore, the final density calculation for this development is 291 u/ph.
- 6.2.11 Whilst this figure is high above the maximum level quoted in the Matrix it is noted that local transport connectivity is excellent and is set to continue to improve in coming years with additional investment in London's transport infrastructure such as Crossrail 2, which is expected to serve both Seven Sisters and Tottenham Hale stations. It is also noted that there are higher density developments in the local area, such as Cordell House on the nearby Newton Road (13 storeys). The development is also of an exceptional design quality that successfully masks its density through appropriate siting of the most bulky elements of its mass away from street level as well as through a high degree of visual permeability. The development would also contribute to other local infrastructure improvements such as increased natural surveillance, improved public realm and a re-designed public park.
- 6.2.12 As such, it is considered that, on balance, the application is acceptable in terms of its density being suitable for this location. Further amplification on matters of development density, including design and neighbouring amenity are provided in the relevant sections below.

6.3 Design, Appearance and Layout

- 6.3.1 The proposals are for a podium form of development, with complete site coverage at ground floor, topped by a perimeter block formed of four slightly separated blocks aligning with each boundary.
- 6.3.2 The Council's Design Officer has provided comments on the proposals and these are described in the section below.

- 6.3.3 *Gaps between each of those blocks allow glimpses into the landscaped podium courtyard from surrounding streets.*
- 6.3.4 *The different uses on the site are layered rather than separated in plan; with non-residential and ancillary uses filling the ground floor and with all living accommodation above.*
- 6.3.5 *The most significant gain from the podium form is that it completely removes potential flood risk concerns as there would be no ground floor residential accommodation. Furthermore, locating all the office floorspace on one level allows maximum flexibility of layout and therefore increases efficiency and potential occupancy of this area.*
- 6.3.6 *Street frontages, especially along otherwise residential Stamford Road, are not enlivened with residential front doors and living room windows, but must instead rely for the essential characteristic of active frontage on the single communal residential entrance, two commercial entrances and commercial office windows, that latter element being especially unlikely to be active frontage; they may well be screened to give office workers privacy, and given the street frontages are west or south facing, also for sun shading. Usefully, the park frontage is to the north, so ground floor office windows looking onto the park are likely to provide the right amount of passive surveillance.*
- 6.3.7 *The eastern residential block is designed to place sensitive rooms and windows (to living rooms and bedrooms) away from the adjacent industrial unit, whilst windows and openings onto the circulation space on the eastern side are present to give greater articulation on that elevation. The proposed housing is therefore reasonably protected from potential noise and disturbance on the neighbouring site, whilst also providing sufficient visual interest in public views from the east.*
- 6.3.8 *The applicants have shown that a number of different forms of development would be possible on the immediately adjacent site, including blocks as close to the mutual boundary as this application proposes, with a similar layout looking the opposite way, and therefore the Council considers that this proposal would not prejudice potential developments on that adjoining site.*
- 6.3.9 *The height is graded between three and six storeys. Heights start similar to the existing two storey residential context on the western side of Stamford Road, with the proposed block at three storeys fronting that road, but with the top floor deeply cut into with roof terraces. The southern block, lining Constable Crescent, is of four storeys, with the thin end of this block forming a “bookend” and corner punctuation to Stamford Road. At its highest the proposal rises to six storeys on the eastern and northern block, the latter with its top floor partially set-back. Between these blocks, on the podium and the four gaps between the blocks, it is just of one storey.*

- 6.3.10 *Much of the existing street context is of just two storeys; both the houses on the other side of Stamford Road (and nearby Page Green and Ashby Road), but also most of the existing industrial buildings to the east. However the next nearest context, the blocks of flats on the north side of the small park immediately north of the site, are of six storeys; these are only 67m away.*
- 6.3.11 *Furthermore the existing heights in the industrial areas cannot be considered to be a good precedent, as they do not use their sites efficiently or sustainably, generally taking the form of low rise sheds set in large expanses of hard standing, and providing a car friendly but pedestrian unfriendly environment. Redevelopment of adjoining industrial sites is likely to take place over time in the form of similar mixed uses to this proposal, as part of a migration towards more intensive, cleaner, knowledge and creative based employment. The Council's Urban Character Study indicates that mid-rise, three to six storeys would be suitable on this site.*
- 6.3.12 *The height proposed is further justified by the measures incorporated into the design that ensure a transition from the higher eastern and northern blocks of the development down to the lower western surrounding context.*
- 6.3.13 *This will minimise potential for overshadowing of those houses. The proposal also minimises any overlooking concern by locating bedrooms on the lower (first floor) level on this western side, the same level of the bedrooms of the houses opposite, with living rooms at proposed second floor level.*
- 6.3.14 *The scheme's detailed design, in particular the language of cut-outs running through the proposals, assists in minimising its apparent bulk and massing. Above podium the development is split into four separate blocks with distinct gaps between, rather than a continuous "perimeter block", and these blocks have numerous balcony cut outs, which at intermediate floors reduce the size of elevation planes, especially at corners, and at top floors erode the visual impact of the roofline.*
- 6.3.15 *As such, it is considered that the height of the development is modest in the local context and the overall proposal would sit comfortably in its local street views.*
- 6.3.16 *All the flats are accessed off a single residential entrance to the podium; this would be a wide gateway set at the mid-point of the commercial frontage on Stamford Road and would open into a covered, double height space containing a lift and generous, broad staircase leading directly up to the podium. The flats that are accessed at podium level, including the maisonnettes that make up the western block, have their own front doors. Flats on 2nd to 5th floors in the northern, eastern and southern block are accessed off the free-standing stair and lift towers that are positioned in the gaps between the northern and eastern and southern blocks. These access towers are angled towards the main access staircase, giving the pedestrian access routes through the development a logic*

as well as a dynamism from the exploitation of the diagonal pathways within the podium.

- 6.3.17 Apart from the single street entrance, and the contribution of the residential units to servicing, refuse collection, car and cycle parking, for street animation the proposal relies on the non-residential uses. The ground floor employment space is divided into two separate blocks either side of the residential entrance and around the internal ground floor service spaces and parking. One office area is located to the north filling the park frontage and the other is positioned to the south at the corner of Stamford Road and Constable Crescent. Each has a wide entrance, with glazed doors and frontages that are ideal for a reception area with opportunities for display and waiting, set within a broad, shallow recess. The sides of the recess have been identified by the applicant as providing opportunities for signage, whilst the recess itself provides a slight visual and psychological separation from the pavement, and a modicum of sun shading, whilst maintaining transparency, interaction and approachability from the street.*
- 6.3.18 The recess for the southern office turns the corner into the facade at the street junction, and a third recess animates a significant section of Constable Crescent, although this is not further enlivened by doors providing accessibility in this location. None of the three recesses are to be entirely glazed; floor to ceiling glass panels or doors are to be interspersed with several floor to ceiling metal panels or doors, thus breaking up the glazing giving more privacy and shading, whilst maintaining the appearance of openness and active street frontage.*
- 6.3.19 There are also three utilitarian entrances; doors to bin stores either side of the residential entrances and the archway to the car and cycle parking. The former are cunningly included in the office entrance recesses, so that their metal doors fit into their language of interspersed metal panels, and their outward swing does not obstruct the pavement. Parking is accommodated along the eastern side of the ground floor plan, and would not be identifiable from areas of public realm except for the vehicular entrance door off Constable Crescent. Overall, it is considered that the scheme's design minimises the amount of street frontage lost to utilitarian entrances.*
- 6.3.20 Although the occupation of the ground floor by commercial premises would not result in a highly active frontage, it is noted that the two street frontages are not busy main streets, but rather relatively quiet hinterland, and therefore incorporating a highly active street frontage is not essential for this development. The very wide commercial glazed frontages provide much of the appearance of retail shop fronts and would have the desired effect in providing an appearance of activity, as well as improvements in terms of safety and security from natural surveillance. It is also relevant to note that the proposal would result in significantly greater activity along the building's frontage than currently occurs from the much smaller office frontage and under-utilised storage yard.*

- 6.3.21 Furthermore, the development has been assessed by the Quality Review Panel twice. At the first Panel some design concerns were raised as per the Table in paragraph 4.5 above. However, some of these concerns cannot be addressed due to site constraints. For example, the podium approach is necessary as the application site is located within a Flood Zone, and residential units accessed from street level should be avoided in these areas due to the higher than normal risk of flooding. The location of the office use at ground floor level is also necessary as it provides an opportunity for active frontage given that housing cannot be provided at ground floor level.
- 6.3.22 The height of the building to the east of the site has been reduced in height by one storey. Additional windows on the eastern elevation have been added to improve visual permeability.
- 6.3.23 The windows within the eastern elevation of the eastern block have been moved slightly further away from the eastern site boundary, as requested by the QRP, in order to further reduce the bulk of that elevation. All physical borders with the park have been removed in order to maximise the visual permeability and natural surveillance from the office activities, and the residential units on the floor above, with the park area.
- 6.3.24 All entrance, circulation and parking areas have been maximised given the constraints of the available floor plate, whilst a richer material palette of red brick would be used that better reflects the character of the surrounding area. Offices benefit from dual aspect views adequate for internal office environments and will also benefit from good quality natural ventilation, as well as being both internally lit and mechanically ventilated when required. All of these measures were requested by the Panel and have been met.
- 6.3.25 Information in respect of the layout and management of the podium was provided at the second QRP and no negative matters were received in relation to these elements of the proposal.
- 6.3.26 It is relevant to note that, after the changes were made to the first iteration of the design, and given the explanations for the design rationale references above, the QRP raised no objections to the size, bulk, massing or detailed design of the proposal during the second Panel discussion.
- 6.3.27 As such, it is considered that the proposal would result in a high quality scheme of an excellent and bespoke contemporary design that would respect the character and appearance of the local area and the visual amenity of the area generally.
- 6.3.28 Therefore, the proposed development is acceptable in design terms.

6.4 Impact on the amenity of adjoining occupiers

- 6.4.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Emerging DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.4.2 The development would be erected in a designated industrial area and as such there are a limited number of residential properties nearby. However, a row of terrace properties is located across Stamford Road to the west. The distance between the proposed development and the closest (bay) windows of those properties would be at least 15m. The closest residential properties to the north, within the block of flats on the other side of the park, are more than 50m away. There would be no material adverse impacts on the amenity of surrounding residents.
- 6.4.3 Impact on Sun/Daylight, Outlook and Privacy
- 6.4.4 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.4.5 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 within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 6.4.6 The scale and massing of the development is lowest in closest proximity to Stamford Road. The three and four storey elements (eastern and southern blocks respectively) that lies across the road from the residential properties on Stamford Road are not tall enough to have an impact on the day/sunlight of those dwellings given the proposed separation.

6.4.7 The six storey elements of the northern and western blocks are separated by even greater distances – a minimum of 27m and 41m – and thus are also not anticipated to lead to a significant loss of day/sunlight to neighbouring properties given their orientation (i.e. due east of those houses and, in the case of the northern block, angled facing north-south).

6.4.8 The *Daylight, Sunlight and Overshadowing Report* by Callahan Green demonstrates that all windows for properties on Stamford Road meet the minimum BRE guidelines for daylight. Although the properties noted below would be slightly affected the reduction in vertical sky component (VSC) is never more than 40% and therefore considered to be a relatively insignificant change to the existing situation and not significant enough to result in a reason for refusal given that the proposed VSC to their indicated rooms would not ultimately drop below a level of 20 which is generally considered to be acceptable in urban areas:

- 63 to 73 Stamford Road (odd numbers only)

6.4.9 The report also notes that all windows meet the BRE sunlight requirements, other than five. In all of these cases the APSH in winter is less than 5% with a greater than 20% reduction against the previously existing value. The affected properties are referenced below:

- 55 Stamford Road – 4% with 43% reduction;
- 59 Stamford Road – 4% with 33% reduction;
- 63 Stamford Road – 4% with 43% reduction;
- 67 Stamford Road – 3% with 57% reduction;
- 71 Stamford Road – 4% with 43% reduction.

6.4.10 In addition, these windows do not face directly southwards and as such are already subject to limited access to sunlight, as well as in some cases also being subject to self-shading from existing bay windows.

6.4.11 It should be noted that the BRE Guide states that it has been written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations such as London. The Mayor's Housing SPG acknowledges this fact and also states that BRE guidelines should be applied more sensitively when higher density development is being considered.

6.4.12 As such, it is considered that no significant change in circumstances would occur as the result of this proposal.

6.4.13 In terms of outlook, although the main habitable room of the houses on Stamford Road is to the front of the dwelling the properties have significant amenity spaces such as dining areas/secondary living rooms and private gardens at the rear that would be unaffected by this proposal. Nevertheless, although there would be a significant increase in built form at the application site, this would not be in close

enough proximity to the nearby properties to result in a detrimental loss of outlook. Furthermore, the development would result in visual improvements to the site in comparison to its current industrial appearance.

- 6.4.14 There would be balconies included within the proposed development, both to the maisonettes to be sited on the east of Stamford Road and to other flats facing north, south and east. The development has been carefully designed so as to avoid locating windows to main habitable rooms facing towards the east, other than for those flats in the eastern block which are a minimum of 41m away.
- 6.4.15 The windows and balconies located closest to Stamford Road properties are for rooms that would not typically be occupied for long periods of time throughout the day. Those dwellings also, as previously mentioned, benefit from quality amenity spaces located towards the rear of the house.
- 6.4.16 As such, it is considered that the amenity of neighbouring properties would not be adversely affected in terms of a loss of sun/daylight, outlook or privacy.
- 6.4.17 Impact from Noise, Light and Dust
- 6.4.18 There is a significant amount of human activity in the local area that currently arises from the residential properties to the west of Stamford Road and also from local businesses on Constable Crescent and adjacent roads. It is considered that the increase in noise or light from occupants of the proposed development would not cause additional concerns to local residents.
- 6.4.19 Disturbances from dust and noise relating to demolition and construction on site are considered to be temporary nuisances that are typically controlled by other non-planning legislation. Nevertheless, the demolition and construction methodology for the development will be controlled by the imposition of a relevant condition on any grant of planning permission should the development be acceptable for all other reasons.

6.5 Living Conditions for Future Occupants

- 6.5.1 The Mayor of London's Housing SPG sets out detailed design requirements for new dwellings. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be 'accessible and adaptable', with 10% 'wheelchair user dwellings' according to the building regulations (Parts M4 (2) and (3)). Emerging Policy DM12 states that family housing should have access to private gardens.
- 6.5.2 All properties within the development have been designed to meet the internal space requirements of the Mayor's Housing SPG. In many cases the identified thresholds have been comfortably exceeded.

- 6.5.3 Private amenity space would be provided for each of the flats in the form of external balconies. Additional amenity space is also provided at podium level, whilst access to the neighbouring park (that is to be re-landscaped) further increases the site's amenity offer, as does access to Markfield Park which is a short walk away. The park is intended to provide an appropriate level of play space for local children and this will be secured within the final design by legal agreement.
- 6.5.4 Each property benefits from substantial non-obscured outlook with the eastern and western blocks designed with their main habitable rooms facing inwards.
- 6.5.5 The separation between blocks and also their variation in height is considered adequate for an urban area such as this allows for the maximum levels of sun and daylight to permeate into habitable rooms. Furthermore, the eastern block has been set away from the eastern site boundary so as to protect the occupiers of the flats within it from any potential negative impact should a development of a similar height ever be erected on the adjacent site to the east.
- 6.5.6 The *Daylight, Sunlight and Overshadowing Report* by Callahan Green has confirmed that all of the flats meet the BRE or the Mayor's requirements for access to daylight and sunlight. The internal podium courtyard also meets BRE guidelines for access to light.
- 6.5.7 A detailed *Noise Report* by Peter Brett Associates has been submitted with the application. The assessment undertaken demonstrates that the site is suitable for residential development. It also recommends plant noise emissions criteria for the commercial development so these would not impact on the proposed residents, and this can be secured by condition should the proposal be approved.
- 6.5.8 All blocks have been designed to provide dual-aspect from the proposed flats, with this facilitated by a balcony where not otherwise achieved by positioning within the block.
- 6.5.9 All flats have been designed to be adaptable for people with disabilities with 10% of the total number of flats also adaptable to be wheelchair accessible. The proposed maisonettes all have ground (podium) floor bathrooms. Level access is provided to all flats with lift access from street level available for all properties. The main residential entrance will be clearly visible from the main area of public realm (Stamford Road) and will also have level access.
- 6.5.10 The circulation cores with associated external deck access to the residential units will comply with approved fire document Part B and escape distances will be designed to meet statutory requirements.

6.5.11 Adequate refuse storage for the properties would be provided and bins are accessible by waste collection operatives at a short walk from public areas. Waste vehicles will not need to enter the site and the Council's refuse storage requirements have been met. As such, the Council's Cleansing team have raised no objections to the proposal.

6.5.12 The development has been influenced by 'Secured by Design' principles and would have a high degree of natural surveillance and ground floor level activity which contributes to a safe and secure place. Indeed natural surveillance during evening periods across Stamford Road and Constable Crescent would be improved as a result of this proposal. The relevant formal accreditation will be secured by condition in the event of grant of planning consent.

6.5.13 As such, it is considered that the application is acceptable in terms of its layout and provision of adequate living conditions for the proposed occupiers.

6.6 Parking and Highway Safety

6.6.1 Local Plan 2013 Policy SP7 states that the Council aims to tackle climate change, and improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in emerging DM Policies DM31 and DM32.

6.6.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.

6.6.3 17 car parking spaces are proposed within the covered ground floor area, including 6 accessible parking spaces for people with disabilities. 92 cycle parking spaces are also proposed, with 80 of these for the residential element.

6.6.4 The Council's Transportation team have considered parking and highway impact matters in detail. Their comments are described in the section below:

6.6.5 *"The site is located in an area with a high public transport accessibility level, PTAL 6a (0 being the worst and 6b being the best). The site has good accessibility to public transport with 10 bus routes (349, 259, 279, 243, 318, 476, 149, 76, 41, and W4) operating in close proximity to the site. The frequencies of buses on the routes serving the site range from 4 to 12 vehicles per hour, with an average frequency of 87 vehicles per hour. Seven Sisters Rail and LUL Stations are approximately 631m from the site, 8 minutes walk time. South Tottenham*

Rail Station is approx. 873m from the site and can be reached by walking within 11 minutes.”

6.6.6 Trip Generation

6.6.7 *“The applicant has conducted surveys (multi-modal surveys) of office element and service yard of the existing development 3 days survey was conducted in November 2016, the results of the survey concluded that the existing office element of the development generated and average of 194 trips over a 12 hour period 07:00-19:00 hours, with a total of 14 in/out trips during the Am peak hour and 19 in/out trips during the PM peak period.*

6.6.8 *The Service Yard element of the proposal which is located on Constable Crescent generated a total of 105 trips over the 12 hour period with 13 in/out trips during the AM peak hour and no trips during the PM peak period. The cumulative trips generated by the development is some 299 trips over a 12 hour, with 27 in/out trips during the Am peak hour and 19 in/out trips during the PM peak hour.*

6.6.9 *The applicant transport consultant (SYSTRA) has produced trip generation forecast based on the following sites from the TRICS database (residential): Oval Road Regents Park, Lamb Walk Bermondsey. Using the above sites the applicant’s transport consultant has forecasted that the proposed 48 units will generate a total 269 person trips between 7am and 7pm. Using the journey to work information from the 2011 census data the majority of the residential trips will be by sustainable modes of transport with only 14% of the trips generated by the site by car drivers and car passengers with 86% of the trip by sustainable modes of transport. The applicant is proposing to make the majority of the development a car free development; however based on the 2011 Census data the development will generate some 5 in/out car drive trips in the AM peak hour and 1 in/out car drive trip during the PM peak hour.*

6.6.10 *The office element of the site is divided into two sections, the retained element of the Diamond Build office some 570 SQM and the new affordable rent offices of some 570 SQM. The retained Diamond Build offices have been surveyed and the results of the survey has confirmed that the development would generate 194 two-way persons trip between 7am and 7pm with 14 two-way vehicular trips during the AM peak period and 19 two-way peak trips during the PM peak periods. The applicant has used the TRICS trip forecast database to produce the trips that are likely to be generated by the new office space of some 570 SQM. We have considered that the Transport Statement should have used the trips surveyed from the Diamond Build offices to forecast the trips that are likely to be generated by the new office space. The sites selected underestimate the trips that will be generated by the new office building. We have concluded that the trips generated by the new office use would be similar to the trips generated by the existing office use. However as the majority of the trips to the new office building will be by sustainable modes of transport (86% by mode) we will assess*

the likely impacts of the additional trips by sustainable modes of transport and the various modes.

6.6.11 *The trip generation analysis presented in the Transport Assessment suggests that the proposed development will generate a total of 548 person trips between 07:00-19:00 with a total of 57 in/out trips during the AM peak hour (12 in/out vehicular trips) and 35 in/out trips during the PM peak hour (11 in/out vehicular trips). We have considered that give the redevelopment of the site will not result in any significant increase vehicular trips on the transportation and highways network, there is no need for the applicant to complete highways junction modeling.*

6.6.12 *The trip generation analysis shows that the proposal will create an increase in trips by public transport (Bus, Rail and Underground). The net trip generation for public transport forecasted some 418 two-way trips over a 12 hour period (07:00 to 19:00). This translates into 41 two-way public transport trips in the AM peak and 24 two-way public transport trips in the PM peak.*

6.6.13 *The breakdown per public transport mode is: 14 two-way bus trips in the AM peak period and, 8 two way trip during the PM peak period, 18 two way underground trips in the AM peak period and 8 two way underground trips during the Pm peak periods. The rail trips are 7 two way trips in the AM peak hour and 4 two way rail trips during the PM peak periods. A small net increase in cycle movement is predicted 2 two-way cycle trips during the AM and PM peak traffic periods respectively. Such a small increase would have little impact on the adjoining road network. Given the relatively small increase public transport trips generated by the site the underestimation of the new office trips would not have any significant impact on the various modes of public transport.*

6.6.14 *We have reviewed the total trip generation and distribution over the various modes and have concluded that the impacts of the trips generated by the proposed development would not significantly impact on the operation of the various modes.”*

6.6.15 Parking Provision

6.6.16 *“The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads: Ashby Road, Constable Crescent, Harold Road, Markfield Road, Newton Road, Page Green Road, Stamford Close, Stamford Road, Victoria Road and Walton Road; the parking surveys were conducted in line with the Lambeth methodology on; Wednesday 2nd November and Thursday 3rd November 2016; the parking surveys conducted overnight when the majority of residents were at home and the demand for on street car parking spaces will be at the highest, the length of car parking spaces was assumed to be 6 metres which is a worst case scenario. On reviewing the results of the car parking survey there is spare capacity*

available on the local network with between 85-87 residential car parking spaces available. All the roads within the study area have spare capacity with the exception of Constable Crescent which is suffering from high car parking pressure. It is to be noted that several of the roads (Markfield Road and Fountayne Road) to the east of the site is currently not covered by a control parking zone and as such, these roads may suffer from residual car parking demand generated by the development; we will therefore require the applicant to contribute a sum of £18,000 (eighteen thousand pounds) towards the design and consultation of parking control measures on these road as well amend the existing traffic management orders.

6.6.17 The applicant is proposing to provide a total of 17 car parking spaces including 6 wheel chair accessible car parking space. Of the proposed car parking spaces 10 car parking spaces will be allocated to the residential aspect of the development including 5 wheel chair accessible car parking spaces 10% of the total number of units proposed in line with the London Plan and life time homes. The remaining 7 car parking space will be allocated to the commercial element of the proposal including 1 wheel chair accessible car parking space. The residential car parking and commercial car parking are in line with the London Plan and the Council's Saved UDP Policy M10. The applicant will be required to ensure that 20% of all the proposed residential car parking space have active electric charging points with a further 20% of the spaces having passive provision for future conversion, in addition the car parking space for the B1 element of the proposal must provide 10% active electric charging provision with a further 10% passive electric charging provision for future conversion. The applicant will be required to provide a parking management plan which demonstrates how the car parking to the residential and commercial aspect of the development will be allocated, the plan must also include details on how the allocated car parking spaces will be enforced to ensure that allocated residents car parking spaces are not used by occupiers of the B1 offices.

6.6.18 The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 76 long stay secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. Based on the total office floor spaces of 1,140 SQM the applicant is required to provide 8 long stay cycle parking spaces for the B1 element of the development. The applicant has provided locations of the cycle shelter for the commercial and residential aspect of the development however details have not been provided on the type of cycle parking including dimensions and method of security, 5% of the proposed residential cycle parking must be able to accommodate large cycle such as tandems and bikes with trailer, the design and layout of the cycle parking must be provided in line with the London Cycle Design Standard. We will require a condition to securing the type layout and method of access/security for the proposed cycle parking.

6.6.19 *As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units, prior to occupation of the development the applicant will be required to implement a car club scheme and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit. The approach to parking under the proposal is consistent with London Plan 6.13 and saved UDP policy M9 i.e. encouraging minimum car parking provision in areas of excellent transport accessibility, in order to promote the use of non-car modes of travel.”*

6.6.20 Access and Servicing Arrangements

6.6.21 *The applicant is proposing to remove the existing 4 dropped kerbs/ crossover and reconstruct the footways way and provide on shared vehicular access for the commercial and residential access on Constable Crescent, the applicant is also proposing to construct inset car parking bays on Stamford Road with new trees and a raised planter on the junction of Constable Crescent with Stamford Road as per Drawing No:197-PIN-200 REV-E. The amendments have been reviewed by the Council’s Highways Infrastructure Team and the cost of the works have been estimated at £51,186 (fifty one thousand one hundred and eight six pounds) the applicant will be required to enter into S.278 agreement for the implementation of the works.*

6.6.22 *Access to the residential and commercial bin storage is from Stamford Road, the applicant is proposing to construct a new shared use bay on Stamford Road to enable refuse trucks to service the development”.*

6.6.23 There is no clear local accident problem that would be exacerbated by the proposal given the limited amount of likely traffic expected from the proposal.

6.6.24 Therefore, there are no objections to the proposed development in parking and highway terms.

6.7 Tree Protection and Landscaping

6.7.1 Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate. London Plan Policy 7.21 requires existing trees of value to be retained and the planting of additional trees where appropriate.

6.7.2 The Council’s Arboricultural Officer has raised no objections to the proposal. One tree within the adjacent part would need to be removed. No other trees are expected to be impacted, whilst in any case a detailed and high quality re-landscaping of the park is to be agreed at a later date as part of a legal agreement, should planning consent be granted.

- 6.7.3 Additional tree planting would be provided on street and would replace existing tree planting which currently has a limited impact on the local street scene. Other landscaping aspects of this proposal include significant soft landscaping within the podium area, including low level planters, raised planters and new tree planting, and green roofs. Exact details for these are to be agreed by condition.
- 6.7.4 Therefore it is considered that the tree protection and planting measures proposed are acceptable.

6.8 Sustainability and Biodiversity

- 6.8.1 The NPPF and London Plan Policies 5.1 (Climate change mitigation), 5.2 (Minimising carbon dioxide emissions), 5.3 (Sustainable design & construction), 5.5 (Decentralised Energy Networks), 5.6 (Decentralised energy in development proposals), 5.7 (Renewable energy), 5.8 (Innovative energy technologies) and 5.9 (Overheating and cooling) and Local Plan Policies SP4 and SP11 set out the approach to climate change and require developments to meet the highest standards of sustainable design, including ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.8.2 Policies DM1, DM21 and DM22 of the emerging Development Management Policies DPD expect proposals to incorporate sustainable design and construction principles and implement appropriate techniques, whilst also contributing to and making use of decentralised energy infrastructure where possible.
- 6.8.3 The application is supported by a *Sustainable Design and Construction Statement* by Callaghan Green which demonstrates that consideration has been given to sustainable design principles throughout the designing of the proposed scheme. The building is designed to minimise its environmental impact through various means including a low carbon energy strategy, adherence to the cooling hierarchy in the commercial element, reduced water run-off from the site, water efficient fittings and the use of green roofs. This is in addition to the employment of sustainable construction practice from procurement through to construction and commissioning.
- 6.8.4 The proposed development proposes to incorporate a range of energy efficiency measures including levels of insulation significantly exceeding current Building Regulations requirements (overall 36.6% reduction), the installation of high performance glazing and energy efficient lighting and the use of natural ventilation. The London Plan currently requires a zero carbon target to be achieved and as such a carbon offsetting financial contribution is proposed of £113, 230 in lieu of an additional reduction which cannot be reasonably achieved on site.

- 6.8.5 The applicant also undertook a feasibility study to establish the potential implementation of renewable technologies as part of the redevelopment of the site. The analysis identified photovoltaic solar panels, air source heat pumps and drain water heat recovery as the most suitable technologies.
- 6.8.6 The development will leave space for a heat exchanger within the plant space and blank connections from the main heating header pipe work to enable ease of installation of a step-down heat exchange to connect to the district heating network.
- 6.8.7 Solar (photovoltaic) panels would be provided on the flat roofs of the development's northern and eastern blocks whilst green roofs are also proposed to other flat roof areas of the proposed buildings, including those of the western and southern blocks. New grass areas and additional landscaping is also proposed at podium level. However, further details are required in respect of the make-up of the living roofs and the quality of the panels also needs to be monitored by the Council. These matters can be dealt with by condition if planning approval is granted.
- 6.8.8 No domestic units are at risk from overheating, but there is a requirement for comfort cooling in the commercial space. The cooling demand to these spaces has been reduced by 27% compared to the notional building by efficient passive design, minimising the number of hours this active cooling will run.
- 6.8.9 The development would achieve the agreed rating of BREEAM 'Very Good' for the commercial space and Homes Quality Mark '3 stars' for the proposed flats.
- 6.8.10 The Council's Carbon Management team has commented on this application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, requiring the provision of more detailed information, or requiring financial contributions, as appropriate.
- 6.8.11 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. Emerging Policy DM19 and London Plan Policy 7.19 make clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.8.12 It is relevant to note that the application site is currently a commercial premises within located towards the edge of a strategic industrial area. The site and immediate surroundings have a negligible potential to contain protected or notable species.
- 6.8.13 Natural England have been consulted on this application and determined that the proposal as submitted would not have a significant negative impact on nature conservation interests.

6.8.14 Enhancements to the site's ecology are expected from improvements in landscaping within the site and also within the adjacent park. Opportunities for ecological enhancement are recommended within the *Ecology Report* by The Ecology Consultancy and will be secured through conditions in the event of an approval. These include wildlife planting being integrated within proposed landscaping schemes, including the potential for native species to be used. The green roofs should be low-maintenance and include additional habitat features including log piles. Two bird boxes can also be incorporated within the scheme's facades.

6.8.15 As such, the application is considered to be acceptable in terms of its sustainability and biodiversity provision, subject to the appropriate conditions.

6.9 Flood Risk and Water Management

6.9.1 Local Plan Policy SP5 makes clear that (amongst other things) development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Emerging Policies DM24 and DM25 call for measures to reduce and manage flood risk, and incorporate SUDS. London Plan Policies 5.12 (Flood risk management) and 5.13 (Sustainable drainage) also call for measures to reduce and manage flood risk.

6.9.2 The application site is located within an area designated as being a 'Flood Zone 2' and as such residential properties are advised to be located above ground floor level in this location. This has informed the development design which instead locates the commercial units at ground floor with a podium level above featuring residential units. The site is not within a Critical Drainage Area.

6.9.3 Although Greenfield run-off rates will not be achievable run-off from approximately 49% of the surface area of the site will be intercepted which is as low as is practicable for this scheme. Attenuation will be provided by way of green roofs, permeable paving and underground tanks.

6.9.4 Despite its flood risk zone location (Flood Zone 2), the podium design of the proposed development has contributed towards the Environment Agency raising no objections to the proposal. Furthermore, the Council's Drainage Officer also raises no objections given the expected water volume and flow calculations presented, subject to detailed drainage drawings being provided for comment at a later date.

6.9.5 Thames Water has raised no objections to the proposal in terms of either sewerage infrastructure capacity or water infrastructure capacity. However, any piling of foundations would need to be agreed with Thames Water and the Council in advance before commencement of such works. This matter can be secured by condition in the event of an approval.

6.9.6 As such, it is considered that the proposal is acceptable as it would not lead to an increase in local flood risk or any other water management issues.

6.10 Pollution and Land Contamination

6.10.1 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality and make provision to address local problems of air quality and promote sustainable design and construction. In order to minimise air pollution and protect air quality the following documents should also be considered: the Mayor's Sustainable Design and Construction SPG, TFL's Guidance on Delivery and Servicing Plans, and The Control of Dust and Emissions during Construction and Demolition SPG.

6.10.2 Photo voltaic panels are proposed with this planning application which is welcomed. The Energy Statement refers to the use of Air Source Heat Pumps to provide under floor heating, and electric water heaters and a centralised energy efficient gas boiler for domestic hot water. In addition, electric vehicle charging points are proposed.

6.10.3 However, the *Air Quality Assessment* submitted with the application, prepared by WSP, has determined that the proposed development is not air quality neutral and therefore mitigation measures will be required. It is essential that additional mitigation measures are developed as part of the development to minimise emissions of NO₂ and PM₁₀. The Council's Pollution Officer has stated that these measures must include: a low emission car club space; 100% electric vehicle charging points (50% active/50% passive); a Delivery and Servicing plan to reduce the number of overall trips and increase the number of trips made by electric or ultra low emissions; selection of boilers with as low NO_x emissions as possible to minimise emissions from combustion plant. These matters can be adequately secured by condition in the event planning consent is granted.

6.10.4 Saved UDP Policy ENV11 and emerging Policy DM23 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.

6.10.5 A *Preliminary Risk Assessment* by WSP has been submitted in support of this application. The assessment identified that potential contaminant sources may be present on site from historic and current uses, although the risk to future users of the site from soil contamination is noted to be low.

6.10.6 Therefore, the Council's Pollution Officer recommends that land contamination matters can be dealt with by conditions requiring further investigation on site, followed by appropriate remediation.

6.10.7 As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

6.11 Archaeology

6.11.1 Policy DM9 of the DM Policies DPD requires proposals in Archaeological Priority Areas to consider the significance of the archaeological asset and its setting, the impact of the proposal on archaeological assets, and give priority to its preservation and management.

6.11.2 The applicant has submitted an *Archaeological Desk Based Assessment* by Wessex Archaeology. This document has been reviewed by the Greater London Archaeological Advisory Service (GLAAS) at English Heritage. The report acknowledges that the application site is in an area of archaeological interest. In appraising the proposal GLAAS have indicated that field evaluation is required. However, given the site circumstances they consider that this can be dealt with by condition and no on site evaluation is required prior to the grant of planning consent.

6.11.3 As such, the application is considered to be acceptable in terms of its impact on archaeology, subject to conditions.

6.12 Emergency Planning and Security

6.12.1 The London Fire Service and the Council's Emergency Planning sections have no objections to the proposal.

6.12.2 Local Plan policy SP11 requires proposals to incorporate solutions to reduce crime and fear of crime. Emerging Policy DM2 makes clear that development should comply with the principles of 'Secured by Design'.

6.12.3 The Metropolitan Police have stated that the development is likely to achieve Secured by Design accreditation as currently proposed. This will be secured by condition.

6.12.4 As such, the development is acceptable from an emergency planning and security perspective.

6.13 S106 Agreement Heads of terms

6.13.1 Policy DM48 permits the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure

requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.13.2 The following obligations are to be secured from the development should planning permission be granted, by way of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended):

- Provision of affordable workspace for one of the two ground floor office units at no more than 50% of market rate for a period of 10 years;
- Provision of car club membership for two years for all eligible future residential occupiers;
- Enrolment of the developers on the Considerate Contractors Scheme;
- Minimum 20% of on-site workforce to be residents of LB Haringey, in addition to other local employment and business assistance;
- Payment to enable residential and commercial travel plan monitoring (£3,000);
- Payment towards parking control measures and traffic management orders in the local area (£18,000);
- Payment towards local public realm improvements (principally on Stamford Road) (£51,186);
- Payment to enable enhancements to the public park, to be agreed in discussion with local community groups (£75,000);
- The applicant has also contributed £5,000 towards new signage for the park, although as this is not a requirement of planning consent it will be secured informally and not as part of the proposed legal agreement;
- Payment in respect of offsetting against the Council's carbon reduction targets (£113,230), in addition to securing potential additional payment should the development not meet the agreed energy reduction targets.

6.13.3 As such, the development is acceptable in terms of its provision of planning obligations.

6.14 Conclusion

6.14.1 This application is a major development that has received one letter of comment. Having assessed all relevant material planning considerations, officers consider that:

- The development is acceptable in principle, given the derelict and vacant nature of the existing buildings on site, given that the site allocation TH13 promotes an increased amount and improved quality of business space, and given that a reasonable amount of residential development is expected in order to help provide the commercial improvements in this location;

- The development provides a significant proportion of flexible and affordable workspace for occupation by small and medium-sized businesses in the Borough, for which there is an established demand;
- The development would be of a high quality contemporary design that respects the character of the nearby residential properties and improves the overall visual quality of the local built environment;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and additional play space;
- The development would provide an adequate number of parking spaces given the site's excellent access to public transport, proposed Travel Plans, and other sustainable transport initiatives which will be secured by condition and legal agreement;
- The development would provide a significant financial contribution to public realm and local park improvements, secured by legal agreement, and would also provide ecological enhancements in the way of bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and solar panels, management of overheating, as well as providing sustainable drainage systems to minimise surface water run-off;
- The development would provide sufficient analysis to demonstrate that land contamination and archaeological matters would be adequately dealt and these matters will be secured by condition;
- The application is acceptable for all other reasons as described above.

6.14.2 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.

6.15 Community Infrastructure Levy

6.15.1 Based on the information given on the plans, the Mayoral CIL charge will be £209,999.23 (4,882sqm x £35 x 1.229) and the Haringey CIL charge will be £59,161.02 (3,742sqm x £15 x 1.054).

6.15.2 The floor space of the existing buildings on site may be removed from the CIL calculation as they have been in lawful use for at least six months within the last three years.

6.15.3 This is based on the following figures:

- Existing floor space – 732sqm;

- Commercial space – 1140sqm;
- Residential space – 3412sqm;
- Other (communal/circulation space) – 1062sqm.

6.15.4 This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

Applicant's drawing No.(s):

197_PLN_020 revC, 197_PLN_021 revC,
197_PLN_022 revC, 197_PLN_030 revB*,
197_PLN_031 revB*, 197_PLN_032 revB*,
197_PLN_033 revB*, 197_PLN_040 revB*,
197_PLN_041 revB*, 197_PLN_200 revF,
197_PLN_201 revE, 197_PLN_202 revE,
197_PLN_203 revE, 197_PLN_204 revE,
197_PLN_205 revE, 197_PLN_206 revD,
197_PLN_300 revE, 197_PLN_301 revE,
197_PLN_302 revE, 197_PLN_303 revE,
197_PLN_304 revE, 197_PLN_305 revE,
197_PLN_306 revD & 197_PLN_307 revD

Supporting documents also approved:

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

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:

197_PLN_020 revB, 197_PLN_021 revB,
197_PLN_022 revB, 197_PLN_030 revB*,
197_PLN_031 revB*, 197_PLN_032 revB*,
197_PLN_033 revB*, 197_PLN_040 revB*,
197_PLN_041 revB*, 197_PLN_200 revE,
197_PLN_201 revD, 197_PLN_202 revD,
197_PLN_203 revD, 197_PLN_204 revD,
197_PLN_205 revD, 197_PLN_206 revD,
197_PLN_300 revD, 197_PLN_301 revD,
197_PLN_302 revD, 197_PLN_303 revD,
197_PLN_304 revD, 197_PLN_305 revD,
197_PLN_306 revD & 197_PLN_307 revD

Supporting documents also approved:

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

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

3. Details (including samples) of appropriately high quality and durable finishing materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Brick treatments shall be demonstrated to be appropriately variegated, if necessary, to reflect the approved plans. Samples should include, at a minimum, sample panels or brick types and roofing material samples, combined with a schedule of the exact product references for other materials. Details of the finishing treatments for the ground floor recessed elements, the vehicle/pedestrian access gates, and the underside of soffits will be of particular interest.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The commercial units within the ground floor of the proposed development shall be used only for purposes falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the character and appearance of the area in accordance with Policy DM3 of the emerging Development Management Policies Development Plan Document.

5. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's approval three months prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Stamford Road and other surrounding roads around the site is minimised. In addition, construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

6. Prior to the commencement of the development hereby approved the applicant is required to submit to the Local Planning Authority for its written approval Delivery and Service Plan (DSP), details of which must include servicing of the residential units including facilities to collect deliveries for residents when they are out via concierge or parcel drop.

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

7. An on-site Parking Management Plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby approved. The agreed plan shall be implemented prior to first use of the approved car parking area and permanently maintained during its operation.
8. Prior to occupation of the development hereby approved, 50% of car parking shall be provided with electric vehicle charging infrastructure, with a further 50% allocated for passive provision.

Reason: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy 6.13 of the

London Plan 2016, Policies SP0 and SP4 of the Haringey Local Plan 2013, and the recommendations of the GLA Sustainable Design and Construction SPG.

9. Prior to the commencement of the development hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards document should be followed. The approval plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 of the London Plan.

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

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

11. The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. No development shall take place on site until full details of both hard and soft landscape works to take place within the application site (not including the adjacent park) have been submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage

power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); where relevant.

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

13. Prior to the commencement of works on site a meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees at adjacent sites. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural Report. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist and reports made available to the Council Arboriculturist. All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

14. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Any approved scheme shall be implemented wholly in accordance with the approved plans and before any above ground works commence.

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

15. The development hereby approved shall be designed to Secured by Design Compliance. Confirmation of the final certification shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets Police standards for the physical protection of the building and its occupants, and to comply with Haringey Local Plan 2013 Policy SP11 and Policy DM2 of the emerging Development Management Policies Development Plan Document

16. You must deliver the energy efficiency standards (Be Lean) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.

Building Element	Proposed specification for the residential development (u-values)	Proposed specification for the commercial development
Walls	0.16	0.18
Floor	0.12	0.15
Roof	0.12	0.10
Door	1.35	1.54
Windows	1.35	1.2
G-value	Mixture of 0.4 for north facing windows and 0.2 for South, East & West facing	0.39
Air tightness	4 m ³ /hr/m ²	4 m ³ /hr/m ²

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 2.9%% beyond BR 2013 with a carbon saving of 2.7 tonnes – set out in the approved Energy Strategy. 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.

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.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP 4

17. Prior to installation, details of the Ultra Low NOx boilers for space heating or domestic hot water should be forwarded to and approved in writing by the Local Planning Authority. The boilers to be provided shall have dry NOx emissions not exceeding 20 mg/kWh (at 0%O₂).

Reason: To protect local air quality and offset transport emissions.

18. Design details of the Air Source Heat Pump (ASHP) facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:
 - a) location of the energy centre;
 - b) specification of equipment;
 - c) flue arrangement;
 - d) operation/management strategy; and
 - e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

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.

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

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP 4 and DM 22.

19. The applicant will install the renewable energy technology (PV Solar Panels, ASHP and drain water heat recovery) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.

The applicant is installing 286m² of PV panels with a rated output 43kWp which will reduce the development's regulated CO₂ emissions by 18%. In addition the applicant is installing ASHP for heating and hot water will reduce the development's regulated CO₂ emissions by 11%, and drain water heat recovery will reduce the development's regulated CO₂ emissions by 5%.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP4

20. The applicant must deliver the sustainability measures as set out in approved Sustainable Design and Construction document by CallaghanGreen, dated January 2017. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM 'Very Good' for the commercial space (indicative total score 65.5%) and HQM 3 stars for domestic space (indicative total score 316) and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

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

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

21. The applicant must deliver building shading - provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas - in accordance with the approved Energy Strategy, by CallaghanGreen, dated January 2017.

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.

22. Prior to the commencement of development on site details of the living roof shall be submitted to and approved in writing by the local authority. The submitted details will include the following:

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

Confirmation that the living roof will not be used for amenity or sitting out space of any kind will be required. Access will only be permitted for maintenance, repair or escape in an emergency.

The installation of the living roof(s) shall then be carried out strictly in accordance with the details approved by the Council, and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and local policy SP:05 and SP:13.

23. The biodiversity and ecological features as set out in Section 4 of the Preliminary Ecological Appraisal by The Ecology Consultancy (dated October 2016) must be delivered as part of the development hereby approved. This shall include:

- The incorporation of at least two 'woodcrete' bird boxes into facade of the proposed development;
- Wildlife planting within the soft landscaping schemes;
- Low-nutrient biodiverse roofs including additional features such as log piles and varying substrate depths.

The development shall then be constructed in strict accordance with these details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 month after construction works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costings of remedial works required to achieve a similar level of biodiversity improvements

on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and local policy SP:05 and SP:13.

24. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented wholly in accordance with the approved plans.

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

25. Before development commences other than for investigative work:

- a. Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

Reason: London Plan Policy 5.9 and Local Plan Policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

26. No demolition or development shall take place until a 'Stage 1' written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which has archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the 'Stage 2' WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In order to comply with The National Planning Policy Framework (Section 12) and the London Plan (2016) Policy 7.8.

27. The development shall be constructed in accordance with the Noise Report dated January 2016, with specific reference to the cumulative plant noise emission limitations (p22) which state that at 1 metre from the nearest residential window such emissions should not exceed the levels prescribed below:

- Daytime (0700h-2300h) – 35 dBA (LAeq,16 hours)
- Night-time (2300h-0700h) – 31 dBA (LAeq,16 hours)

These limits shall be followed in perpetuity unless written consent is given in advance by the Local Planning Authority.

Reason: To comply with emerging Policy DM1 of the Local Plan.

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

Reason: To comply with Policy 7.14 of the London Plan.

29. No works shall commence on site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which details proof of emission limits for all equipment. This documentation shall be made available to local authority officers as required until development completion.

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

30. No external illumination of the external elevations to the buildings shall take place other than in accordance with a detailed building lighting scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved.

Reason: To ensure that any external lighting of the building has regard to the visual amenity of the area including the character and appearance of the conservation area, the amenities of surrounding properties and the safety of users of the surrounding highway network.

31. Prior to the first occupation of the development hereby approved evidence shall be submitted to the Local Planning Authority for its written approval that demonstrates the business and residential properties will benefit from access to an ultra-high speed broadband connection.

Reason: To facilitate improvements in the quality of employment land within the borough and to comply with Policies DM38 and DM54 of the emerging Development Management Policies DPD.

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 : Based on the information given on the plans, the Mayoral CIL charge will be £209,999.23 (4,882sqm x £35 x 1.229) and the Haringey CIL

charge will be £59,161.02 (3,742sqm x £15 x 1.054).

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

INFORMATIVE : The 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 0800 009 3921.

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 development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 agreements

INFORMATIVE: The applicant is reminded that this consent does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.

INFORMATIVE: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Appendix 1: Consultation responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p><u>Location, Description of the site, Policy context</u></p> <p>The site location is in the south-east of the borough, in southern Tottenham, east of the High Road but about the same distance west of the River Lee. The site is just over 400m east of Tottenham High Road, the primary north-south traffic and activity spine through the east of the borough. The nearest point on the High Road to the site is also the major street and public transport node of Seven Sisters, where Seven Sisters Road, West Green Road and Broad Lane all meet the High Road; in addition to plentiful bus routes, this is also a significant interchange Underground (Victoria Line) and Overground station; West Green Road and a short stretch of the High Road at this point also forms a designated District Centre, with a wide range of local and supermarket shops.</p> <p>The site is just less than 200m south of Broad Lane, the nearest major through street, running north-east to south-west from Tottenham Hale to Seven Sisters and intermittently lined with local shopping parades. Stamford Road, a relatively quiet residential street, runs in a straight line due south off Broad Lane, forming the western frontage to this application site; the street continues just a short distance south where it ends in a T-junction with Page Green Road, an even more quiet residential street that ends in culs de sac in both directions, with the embankment of the Gospel Oak to Barking Overground railway line to its south. However Stamford road is joined by Constable Crescent at the corner of the site, running east and forming the southern edge of the site; this is a different street. Of industrial character, this reflects the nature of the site, being at the edge of a large industrial area, the designated “South Tottenham” Employment Area: Regeneration Area (Local Plan: Strategic Policies, as amended from the version adopted 18th March 2013 to</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>the Pre-Submission Draft Alterations, January 2016).</p> <p>The site therefore has employment land, currently of an industrial character, on two sides, the south (across Constable Crescent) and east (backing onto the site), and residential to the west (two storey, late 19th / early 20th century, terraced houses facing the site on the other side of Stamford Road) and north (four to six storey, mid 20th century, flatted council blocks on the other side of a pocket park adjoining the site). Constable Crescent ends shortly east of the site in a T-junction with Markfield Road, which runs parallel to Stamford Road but is of a yet more industrial character, although undergoing significant transformation; it continues under the railway embankment, providing an access to Markfield Park, a large public park some 200m (via those streets) from the application site.</p> <p>However the nature of the industrial employment land is changing, with cleaner, more creative and more knowledge based business, including offices, artists' studios and light, high-tech manufacturing replacing warehouses, sheds and yards carrying out heavier industry, "metal-bashing", sweatshops, storage and distribution. The industrial property at no. 39 Markfield Road, adjoining the north eastern corner of this site, was recently granted permission for conversion and change of use to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) with associated amenity spaces (HGY/2016/1377), and the council is investigating a coordinated redevelopment of the sites on the south side of Constable Crescent.</p> <p>The small pocket park to the north is one of a number of small public open spaces in this area subject of a community led improvement project; for this park a community group has been set up to carrying out short term improvements to the park, with the intention of using the S106 secured through this development to carry out longer term design changes.</p> <p>The site is within the area covered by the Tottenham AAP (pre-submission draft, January 2016) and is part of a site allocation within that document, as</p>	

Stakeholder	Question/Comment	Response
	<p>TH 13 “Constable Crescent”, the larger part of which covers nos. 1 – 7 Constable Crescent on the opposite (south side of the street, continuing to the east. The AAP has been consulted on and subjected to Examination in Public (EiP, August-September 2016), and therefore has significant weight, but as part of the outcome of the EiP, the council has proposed some minor modifications intended to address issues arising in the EiP, including to this allocation. The Planning Inspectorate has stated the Examiner intends to issue her report on the soundness of the plan, including whether to accept the modifications, in April 2017.</p> <p>The allocation, as modified (subject to these being accepted, with additions bold and underlined, deletions crossed out) is:</p> <p><i>“Potential <u>mixed use employment-led</u> development to increase accessibility, provide increased <u>maximise</u> employment floorspace and <u>provision for</u> warehouse living accommodation”</i>,</p> <p>With commentary that:</p> <p><i>“This area has a range of buildings of variable quality which has the potential to accommodate a mix of employment and warehouse living accommodation in the South Tottenham area”</i>,</p> <p>Site Requirements that:</p> <ul style="list-style-type: none"> • <i>“The site will be given <u>is within</u> a Designated Employment Area: Regeneration Area status to reflect the Council’s aspiration <u>and proposals for mixed-use employment-led development will be supported, where appropriate,</u> to create a mix of uses on this site through the re-introduction of creative employment uses.</i> • <i>The quantum of dedicated employment floorspace on the site should be maximised through any development. Residential uses will be permitted only on the Stamford Road frontage to cross-subsidise <u>optimise the delivery of</u> new employment stock, and should be located adjacent to the existing residential</i> 	

Stakeholder	Question/Comment	Response
	<p><i>uses adjoining the site.</i></p> <ul style="list-style-type: none"> • <i>Capped commercial rents may be expected in this area in line with Policy DM38.</i> • <i>An element of Warehouse Living will be accepted on this site. This will be required to be in conformity with the requirements of Policy DM39.</i> • <u><i>This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application</i></u>, <p>and Development Guidelines that:</p> <ul style="list-style-type: none"> • <i>“Reintroducing suitable employment generating uses is the key aim of this policy.</i> • <i>This site is identified as being in an area with potential for being part of a decentralised 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.</i> • <i>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.</i> • <i>Development along the edge of the retained South Tottenham LSIS area should be employment only, to avoid the creation of unsuitable neighbouring uses.</i> • <i>The creation of development which overlooks the park on Stamford Road will be supported to improve passive surveillance”.</i> <p><u>Principal of Development</u></p> <p>The principle of the land use is established in the Site Allocation as explained</p>	

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	<p>above; mixed use development incorporating residential could be acceptable provided employment is retained. The site allocation guidance talks about development along the edge of the retained South Tottenham LSIS area (bordering the east of the site) being employment only, to avoid the creation of unsuitable neighbouring uses, but the requirement to accommodate the site's flood risk status should take precedence.</p> <p>The applicants are a building contracting company, who state they wish to remain on site but build a bespoke development that meets their changed needs commensurate with changes to the building contraction business in particular they no longer need a "builder's yard" to store materials as suppliers deliver all materials directly to site. Their main need is therefore enhanced quality office space, both for themselves and to let out to others, potentially including specialist consultants and contractors who they work closely with. This has the potential not only to fulfil the letter of the requirements but also the spirit, acting as an incubator to the building industry related knowledge economy, contributing to the enhancement of the employment area.</p> <p><u>Form & Development Pattern</u></p> <p>The proposals are for a <i>podium</i> form of development, with a solid block of ground floor 100% site coverage, topped by a "fractured" perimeter block; formed of four slightly separated blocks aligning with each boundary, lining those in the three of those four cases where the boundary is the street or park, but with gaps between each of those blocks allowing glimpses into the landscaped podium courtyard from surrounding streets and out from that courtyard. The different uses on the site are therefore layered rather than separated in plan; with non-residential and ancillary uses filling the ground floor and all living accommodation above. This has potential disadvantages as well as advantages.</p> <p>Street frontages, especially along otherwise residential Stamford Road, are not enlivened with residential front doors and living room windows, but must</p>	

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	<p>instead rely for the essential characteristic of active frontage on the single communal residential entrance, two commercial entrances and commercial office windows, that later being especially unlikely to be active frontage; they may well be screened to give office workers privacy, and given the street frontages are west or south facing, sun shading. Usefully, the more in need of overlooking, but more private and less likely to be overlooked, park frontage is to the north, so ground floor office windows looking onto the park are likely to provide the right amount of passive surveillance.</p> <p>It is also not ideal to have residential, even at upper floors, close to the boundary of the site where adjoining what could legitimately be in disturbing industrial uses, that could be unacceptable neighbours, and the site allocation guidance recommends against this. But the residential blocks are designed to place sensitive rooms and windows (to living rooms and bedrooms) away from this boundary, whilst windows onto circulation spaces are present to ensure it is not a totally blank facade. The proposed housing is therefore reasonably protected from noise and disturbance on the neighbouring site, whilst not turning a completely blank and potentially ugly facade to the currently low rise buildings.</p> <p>Proposals for this site also have to accommodate the likelihood that its immediate neighbours will change over the coming years, and not prejudice potential developments on those sites. The applicants have shown that a number of different forms of development would be possible on the immediately adjacent site, including blocks as close to the mutual boundary as this application proposes, with a similar layout looking the opposite way; the “mirror test”.</p> <p>The most significant gain from the podium form is it completely removes the concern about flood risk as there would be no ground floor residential accommodation, providing services are installed at suitable height, which would be a matter for detailing. But also, having all the office floorspace on one level allows maximum flexibility of layout and therefore the greatest</p>	

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	<p>chance for parts that are let out being occupied.</p> <p><u>Height, Bulk & Massing</u></p> <p>The height is not unacceptable overall, in my view, and is graded from heights between two and six storeys. Heights start similar to the existing two storey residential context west of Stamford Road, with the block immediately opposite, lining Stamford Road at three storeys, but with the top floor deeply cut into with roof terraces. The southern block, lining Constable Crescent, is of four storeys, with the thin end of this block forming a “bookend” and corner punctuation to Stamford Road. At its highest the proposal rises to six storeys on the eastern and northern block, the latter with its top floor partially set-back. Between these blocks, on the podium and the four gaps between the blocks, it is just of one storey.</p> <p>Much of the existing context is of just two storeys; both the houses on the other side of Stamford Road (and nearby Page Green and Ashby Road), but also most of the existing industrial buildings to the east (and west of Ashby Road). However the next nearest context, the blocks of flats on the north side of the small park immediately north of the site, are of six storeys; these are only 67m away.</p> <p>Furthermore the existing heights in the industrial areas cannot be considered to be a good precedent, as they do not use their sites efficiently or sustainably, generally taking the form of low rise sheds set in large expanses of hard standing, a car friendly but pedestrian unfriendly environment. Significant redevelopment of them is to be expected and planned for in the council’s Development Plan as noted above, sometimes as mixed uses as here, with residential above, otherwise as part of a migration towards more intensive, less extensive, cleaner, more office, knowledge and creative based employment. The Urban Characterisation Study anticipates mid-rise, three to six storeys (12 – 21m high) being suitable on this site and to its east, north and south.</p>	

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	<p>I consider the height proposed further justified by the measures to ensure a transition down to the lower western context within the development, with a three storey, just one additional storey Stamford Road frontage, who's impact is further reduced with the significant cut-outs for roof terraces. This will ensure virtually no overshadowing of those houses, both perceptually and certainly not formally, in the daylight sense. The proposal has maisonettes on this side, so the designs also minimise any overlooking concern by locating bedrooms on their lower level, the same level of the bedrooms of the houses opposite, with living rooms at the neighbours' roof level.</p> <p>The scheme design, in particular the language of cut-outs running through the proposals, assist in minimising its' apparent bulk and massing. This can be seen both at the scheme scale in that above podium it is split into four separate blocks with distinct gaps between, rather than a continuous "perimeter block", and at block level with numerous balcony cut outs, which at intermediate floors reduce the size of elevation planes, especially at corners, and at top floors erode the roofline.</p> <p>The modest height of the proposal and their location away from sensitive visual receptors or any lines of sight to them, means that there has never been any need for distant, or even near distant views of it to be prepared. Nevertheless the applicants have included fully rendered contextual views from nearby, north and south of the site on Stamford Road; in my view these show the proposal would sit comfortably in its local street context.</p> <p><u>Approach to the front door(s), Accessibility & Legibility of the street layout</u></p> <p>As mentioned above, all the flats are accessed off a single residential entrance to the podium; this would be a wide gateway set at the mid-point of the store frontage on Stamford Road and would open into a covered, double height space containing a lift and generous, broad staircase leading directly up to the podium. From the podium flats at that level, including the maisonettes that</p>	

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	<p>make up the western block, have their own front doors. Flats on 2nd to 5th floors in the northern, eastern and southern block are accessed off free-standing stair and lift towers in the gaps between the northern and eastern and eastern and southern blocks. These are angled towards the podium staircase, giving the access routes through the development a logic as well as dynamism from the exploitation of the diagonals.</p> <p>However, apart from the single street entrance, and the contribution of residential to servicing, refuse collection, car and cycle parking (covered below), for street animation the proposals largely rely on the non residential uses. The ground floor employment space is divided into two separate blocks, either side of the residential entrance, service spaces and parking, to the north filling the park frontage and to the south the corner of Stamford Road and Constable Crescent. Each has a wide entrance, with doors and glazed frontage, ideal for a reception area with opportunities for display and waiting, set within a broad, shallow recess. The applicants idea for this it that the sides of the recess form opportunities for signage, and the recess itself provides a slight, visual and psychological separation from the pavement, and a modicum of sun shading, whilst maintaining transparency, interaction and approachability from the street. The recess for the southern office turns the slight corner into the faceted street junction facade, and a third, all glazed recess animates a significant section of Constable Crescent, although this is not further enlivened by doors and could well be screened. None of the three recesses are totally glazed; floor to ceiling glass panels or doors are to be interspersed with several floor to ceiling metal panels or doors, breaking up the glazing giving more privacy and shading, whilst maintaining the appearance of openness and active street frontage.</p> <p>There are also three of utilitarian entrances; doors to bin stores either side of the residential entrances and the archway to the car and cycle parking. The former are cunningly included in the office entrance recesses, so that their metal doors fit into their language of interspersed metal panels, and their outward swing does not obstruct the pavement. Parking is accommodated</p>	

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	<p>along the eastern side of the ground floor plan, all away from street frontage except for the archway entrance off Constable Crescent. Overall, the design minimises the amount of street frontage lost to utilitarian entrances.</p> <p>It would have been preferable in principle if there was more active frontage, with active ground floor business “shop windows” and/or some ground floor flats or maisonettes with their own front doors. However, the two street frontages are not busy main streets, but relatively quiet hinterland, so highly active frontage is not essential. The proposed wide, almost shop like, commercial glazed frontages provide much of the appearance of shopfronts and should have much of the desired effect in providing an appearance of activity.</p> <p><u>Dwelling Mix and Block(s) Layout, including Aspect</u></p> <p>The dwelling mix is of three and four bedroom maisonettes in the western block, 2 bedroom floats in the northern and southern block and one bedroom flats in the eastern block, with 20 x 1 bedroom, 23 x 2 bedroom, 4 x 3 and 1 x 4 bedroom units. The mix is considered acceptable, and is logically laid out with the larger family sized units to the west, closest to the existing terraced housing, and the smaller units closer to the industrial areas.</p> <p>The largest number of flats served by one core is 24, which is acceptable. It should of course be noted that the entire development is gated with entry control off the street, that entrance and the lift and stairs from ground to podium being shared by all 48 flats in the development. This street entrance door, to be treated as a gate and metallic screen, will need video entry phone and /or concierge controls and care to ensure it is well maintained. But all residents have to step out into the podium to get to their front door or lift or stair to their higher level flat; this should give a sense of community within the podium.</p> <p>All the residential units are at least dual aspect, with some units in the ends of the blocks and all units by virtue of side windows onto their recessed balconies</p>	

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	<p>having three aspects. The one bedroom flats in the eastern block have both bedrooms and living rooms facing west, into the central courtyard, away from the industrial areas, but always have a hall or kitchen window facing east giving cross ventilation and light.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>All flat layouts meet Mayors Housing SPG space and layout standards. Larger flats and maisonettes are not provided with a second living room (with one exception, where one three bedroom maisonettes has a “study” which could easily be a fourth bedroom). However their open plan living/dining rooms are very spacious, daylit from both sides and have separate kitchens.</p> <p>Private amenity spaces are provided for each flat and maisonette in the form of inset, recessed, balconies or roof terraces opening off their living rooms and sized to meet or exceed London Housing SPD recommendations, in addition to everyone being able to benefit from the large communal amenity space in the podium courtyard. It is also notable that almost every flat and maisonette, including almost all the one bedroom flats, has a separate window daylighting their kitchen.</p> <p>I am therefore satisfied that the residential design standards are significantly higher than the minimum acceptable.</p> <p><u>Daylight, Sunlight and Overshadowing</u></p> <p>The applicants provided a Daylight Sunlight and Overshadowing Report, prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011).</p> <p>The report assesses the daylight and sunlight levels achieved in applicable habitable rooms within the proposed development and the impact of the development in existing neighbouring windows and amenity spaces. The</p>	

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	<p>report finds exceptionally good results for the proposed development, with all inhabitable rooms achieving more than the minimum recommended daylight and sunlight. This is an exceptionally good result given that the BRE Guide is only for guidance and assumes a lower density, more suburban setting. The report also assesses the internal courtyard in the proposed development, a communal amenity space for residents (although not required to meet planning guidelines) and finds 69% of it would receive at least 2hours sunlight at the spring equinox; well over the 50% recommended to make the space “feel well sunlit” as defined by the BRE Guide.</p> <p>The report further finds that the neighbouring public open space, the park beside Stamford Road immediately north of the site, 85% would continue to receive at least 2hours sunlight at the spring equinox; well over the 50% required as defined by the BRE Guide. This is pleasing given that the proposal is for a six storey block against the southern boundary of the park, which might have been expected to cause an overshadowing problem, but is testimony to both the lower rise context either side of the park to its east and west, its longer, north-south dimension admitting more sunlight, and to the broken up profile of the proposed block.</p> <p>However the report does find that some residential windows to existing neighbouring dwellings would experience a noticeable loss of daylight or sunlight within the definitions of the BRE Guide. One window of three on nos. 63 – 73 incl. Stamford Road would each loose a <i>just</i> noticeable amount of daylight from their ground floor bay window, whilst every other house between nos. 55 – 71 would lose a significant amount of winter sunlight to their 1st floor right hand window, i.e. the window to the north of their projecting bay window. The windows that would lose a noticeable amount of daylight are never the same as the windows that would lose a noticeable amount of sunlight, and those that would lose a noticeable amount of sunlight, would only lose winter sunlight hours, not year round sunlight hours.</p> <p>The loss of daylight found is never more than 3% less than the minimum 27%</p>	

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	<p>Vertical Sky Component (VSC) recommended in the BRE Guide. It should also be noted however that the recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Regarding the five windows that fail to meet the winter sunlight recommended in the BRE Guide, the applicants' consultants stress, reasonably in my view, that they are all in positions where their existing winter sunlight is <i>only just</i> acceptable, due to them being self-shaded by their own projecting bay windows immediately to their south. I would also consider that they are likely to be bedroom windows not living rooms (although this cannot be known for sure), and living rooms are considered to be the only rooms where sunlight is important. I would therefore consider this loss of winter sunlight is not likely to be at all detrimental.</p> <p>It is notable that the applicants' consultants spread their net for assessments generously wide, assessing residential properties on the north side of the park over 60m away and those on the opposite side of Stamford Road well to the north and south of the site, even assessing an industrial property on the south of Constable Crescent that appeared to be operating as a dormitory in part despite not being designed for this (industrial properties are not considered to have any day or sunlight requirements); all the wider net of properties assessed passed.</p> <p><u>Privacy & Overlooking</u></p> <p>Residents of both existing neighbouring dwellings and the housing in the proposed development have a reasonable expectation of privacy from overlooking from other nearby dwellings, amenity spaces and public realm. The greatest sensitivity is to bedrooms, but they also come with a greater expectation that residents will take their own measures (i.e. by drawing curtains) to make their bedrooms private, although proposed dwellings should avoid wherever possible any loss of privacy to any habitable room of currently secluded private amenity space in nearby existing dwellings. Experiment has</p>	

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	<p>shown that the human face cannot be recognised at distances over 18m, so a clear distance of over this becomes to all intents and purposes sufficiently private to be acceptable, particularly in a denser urban environment.</p> <p>The proposed development is directly opposite two storey terraced houses on Stamford Road. However these are facing the public street, and therefore have a reduced expectation of privacy; in particular, ground floor windows facing the street across a short or sparsely landscaped garden cannot have any expectation of privacy. The 1st floor, presumably primarily bedroom windows of the houses opposite, will have new windows directly opposite them, facing across the street at distances of about 15m. However, in the proposal, these would also be bedrooms, their living rooms are on the 2nd floor and to the other side of the block, with just kitchens and roof terraces on this side, separated by, higher cills or balustrades with window boxes, the change in level and steeper angle of view, so unlikely to be a significant over looking. So the proposed development would merely revert the street into the conventional arrangement of houses facing houses, 1st floor bedrooms facing 1st floor bedrooms, across a reasonably wide street. Any other parts of the development, such as the balconies of the upper floors of the northern block or the set-back corner of the southern block, are significantly further away from the houses on the other side of Stamford Road and so are likely to be over 18m away.</p> <p>No other housing is within anything like a close enough distance to have any question of privacy or overlooking a concern.</p> <p>As for overlooking within the development, the distance across the central courtyard east to west is just under 18m, so there will be some overlooking from the living rooms and bedrooms of the eastern block to the 2nd floor (only) living rooms of the western maisonettes, but only marginally. There are several instances where 2nd or 3rd bedrooms on the podium (1st) floor could have overlooking from neighbours on the podium, but never to main bedrooms, and in all cases there is an identified zone where residents could, if</p>	

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	<p>they wish, establish defensible space, planting or screening to discourage this. There is also a danger of angular overlooking between neighbouring blocks, particularly where the angle between them is an acute angle, less than 90°; that is between the eastern and northern block and the western and southern block, but in both cases, in one block (the northern or southern, the affected areas is deck access circulation, so less sensitive, and provided with intermittent screening to reduce the concern.</p> <p>On balance, I am therefore satisfied that the minor overlooking concerns identified are never sufficiently serious to be of concern.</p> <p><u>Elevational Treatment & Fenestration</u></p> <p>Much has been alluded to above regarding the elevational composition, for it is mentioned in the approach to form and massing that a process of progressive fracturing appears to inform their design methodology, and this continues into the elevational treatment and fenestration. As stated above, the overall block is broken into four separate above-podium blocks, with gaps between; these are then cut into with in-set balconies and on their top floor roof terraces to give a broken, “castellated” block form at the roof line and ends of blocks. This is further carried forward in subtle, repeating variations in the fenestration pattern, alternating some windows, but not all, to create a balance between order and variation.</p> <p>One guiding principle is that there are the greatest variations between the “base”, the ground floor podium, and the residential upper floors; the wide, horizontal windows and areas of rusticated brickwork mark its significant difference and establish a difference expressive of its functional difference, both in its contents and its more direct relationship to the street, but this difference is not established as a hard line between the podium and the blocks above; rather they seem to “grow” out of the base, carrying elements like window alignments and memories of the rusticated brickwork upward (the latter being used in some of the recessed balconies and roof terraces).</p>	

Stakeholder	Question/Comment	Response
	<p>A guiding principle that sharply distinguishes residential from commercial, base from upper, appears to be opening proportioning, with upper floor residential windows and cut-outs being of a strongly vertical proportion. Even openings to access decks, on the internal courtyard facing elevations of the north and south block and external west facing elevation of the eastern block, are broken into smaller openings of more vertical proportions, with an alternating floor pattern of variation. This gives the proposed design distinguished, urban, residential proportions, that jog memories of some of the better existing buildings in the vicinity, including the older late 19th century housing opposite and of much housing across London.</p> <p>The most significant variation in form, elevational treatment and fenestration is to the two stair towers, providing access to all the flats above podium level; these are located in the gaps between the northern and eastern block and between the eastern and southern block and are treated as semi-transparent objects, as a part of the space, open to the elements on all sides but enclosed in closely spaced vertical fins, providing just a hint of transparency and just glimpses in and out. They are also designed as unvarying objects, with no fenestration pattern, as continuous screens, contrasting with the brick mass.</p> <p>I am confident that the proposal, if built as currently designed, would be an attractive, confident and elegant addition to the locality.</p> <p><u>Materials & Details</u></p> <p>The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just one bricks is proposed, with variation mostly achieved through the form, massing and fenestration, but with one significant variation in the way the brick is used. This is to introduce variation, texture and roughness in parts of the ground floor and within inset balconies and roof terraces using “burnt end snap headers”; this sounds to me to be an intelligent, imaginative way to achieve variation with continuity, a way</p>	

Stakeholder	Question/Comment	Response
	<p>to add texture and signify difference without too much added complexity, expense and waste.</p> <p>The specific brick proposed is to be agreed at condition, but it is agreed at this stage that it is to be a red brick, with some natural tonal variation. Detailing is simple and minimalist, including simple flush brick on edge to parapets and no distinction of lintels. This is appropriate to the architectural style but care over specification, detailing and workmanship will be required to ensure quality and durability, which should be secured by condition. I have not seen any detail of the proposed material to the underside of soffits.</p> <p>The most significant variation in materials is to the two stair towers; these are to be screened in closely spaced vertical metal fins, proposed to be in steel. This would have echoes in the vertical steel balustrades proposed to the inset balconies and access terraces. On both cases the depth of the fins would provide privacy to them, preventing views in unless standing “square-on”. Window frames, external doors and solid spandrel panels within window openings are proposed to be in aluminium, coloured dark grey, to be detailed by condition.</p> <p><u>Conclusions</u> As design officer I am satisfied that the proposal is of the highest quality design, and is appropriate for its location and proposed functions. There are a few details as well as the usual materials that I would seek to have secured buy condition, as noted above. But otherwise I have no concerns regarding its impact on neighbours, whether from daylight, sunlight or privacy, and am confident it would provide high quality, durable, robust and attractive living and working accommodation and fit confidently and comfortably into the changing streets around its location.</p>	
Transportation	The development site is located between Tottenham Hale and Seven Sisters, the site has road frontages on Stamford Road and Constable Crescent, the site is accessed via Constable Crescent, Markfield Road to Broad Lane and	Observations have been taken into account. The recommended legal

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	<p>via Stamford Road to Broad Lane.</p> <p>The site currently has vehicular crossover on Constable Crescent, there is a redundant vehicular access on Stamford Road and an active vehicular access on Stamford Road close to the entrance with the park. The site is located in an area with a high public transport accessibility level, PTAL 6a (0 being the worst and 6b being the best). The site has good accessibility to public transport with 10 bus routes (349, 259, 279, 243, 318, 476, 149, 76, 41, and W4) operating in close proximity to the site. The frequencies of buses on the routes serving the site range from 4 to 12 vehicles per hour, with an average frequency of 87 vehicles per hour. Seven Sisters Rail and LUL Stations are approximately 631m from the site, 8 minutes walk time. South Tottenham Rail Station is approx. 873m from the site and can be reached by walking within 11 minutes.</p> <p><u>Description of Development</u></p> <p>The applicant is proposing to demolish the existing office and builders yard and redevelopment the site to provide:</p> <ol style="list-style-type: none"> 1) 42 residential units including (20 one bed, 23 two-bed 4 three bed and 1 four bed duplex dwelling 2) 570 square metres of replacement office space for Diamond Build 3) 570 square metres of new affordable office space. 4) 17 parking space, including 6 disabled car parking and 5) 92 cycle parking space with 80 cycle parking spaces for the residential aspect of the development and 12 cycle parking spaces for office element. <p><u>Trip Generation</u></p> <p>The applicant has conducted surveys (multi-modal surveys) of office element and service yard of the existing development 3 days survey was conducted in November 2016, the results of the survey concluded that the existing office</p>	<p>agreement clauses, conditions and informatives will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>element of the development generated and average of 194 trips over a 12 hour period 07:00-19:00 hours, with a total of 14 in/out trips during the Am peak hour and 19 in/out trips during the PM peak period.</p> <p>The Service Yard element of the proposal which is located on Constable Crescent generated a total of 105 trips over the 12 hour period with 13 in/out trips during the AM peak hour and no trips during the PM peak period. The cumulative trips generated by the development is some 299 trips over a 12 hour, with 27 in/out trips during the Am peak hour and 19 in/out trips during the PM peak hour.</p> <p>The applicant transport consultant (SYSTRA) has produced trip generation forecast based on the following sites from the TRICS database (residential): Oval Road Regents Park, Lamb Walk Bermondsey. Using the above sites the applicant's transport consultant has forecasted that the proposed 48 units will generate a total 269 person trips between 7am and 7pm. Using the journey to work information from the 2011 census data the majority of the residential trips will be by sustainable modes of transport with only 14% of the trips generated by the site by car drivers and car passengers with 86% of the trip by sustainable modes of transport. The applicant is proposing to make the majority of the development a car free development; however based on the 2011 Census data the development will generate some 5 in/out car drive trips in the AM peak hour and 1 in/out car drive trip during the PM peak hour.</p> <p>The office element of the site is divided into two sections, the retained element of the Diamond Build office some 570 SQM and the new affordable rent offices of some 570 SQM. The retained Diamond Build offices have been surveyed and the results of the survey has confirmed that the development would generate 194 two-way persons trip between 7am and 7pm with 14 two-way vehicular trips during the AM peak period and 19 two-way peak trips during the PM peak periods. The applicant has used the TRICS trip forecast database to produce the trips that are likely to be generated by the new office space of</p>	

Stakeholder	Question/Comment	Response
	<p>some 570 SQM. We have considered that the Transport Statement should have used the trips surveyed from the Diamond Build offices to forecast the trips that are likely to be generated by the new office space. The sites selected underestimate the trips that will be generated by the new office building. We have concluded that the trips generated by the new office use would be similar to the trips generated by the existing office use. However as the majority of the trips to the new office building will be by sustainable modes of transport (86% by mode) we will assess the likely impacts of the additional trips by sustainable modes of transport and the various modes.</p> <p>The trip generation analysis presented in the Transport Assessment suggests that the proposed development will generate a total of 548 person trips between 07:00-19:00 with a total of 57 in/out trips during the AM peak hour (12 in/out vehicular trips) and 35 in/out trips during the PM peak hour (11 in/out vehicular trips). We have considered that give the redevelopment of the site will not result in any significant increase vehicular trips on the transportation and highways network, there is no need for the applicant to complete highways junction modeling.</p> <p>The trip generation analysis shows that the proposal will create an increase in trips by public transport (Bus, Rail and Underground). The net trip generation for public transport forecasted some 418 two-way trips over a 12 hour period (07:00 to 19:00). This translates into 41 two-way public transport trips in the AM peak and 24 two-way public transport trips in the PM peak.</p> <p>The breakdown per public transport mode is: 14 two/way bus trips in the AM peak period and, 8 two way trip during the PM peak period, 18 two way underground trips in the AM peak period and 8 two way underground trips during the Pm peak periods. The rail trips are 7 two way trips in the AM peak hour and 4 two way rail trips during the PM peak periods. A small net increase in cycle movement is predicted 2 two-way cycle trips during the AM and PM peak traffic periods respectively. Such a small increase would have little</p>	

Stakeholder	Question/Comment	Response
	<p>impact on the adjoining road network. Given the relatively small increase public transport trips generated by the site the underestimation of the new office trips would not have any significant impact on the various modes of public transport.</p> <p>We have reviewed the total trip generation and distribution over the various modes and have concluded that the impacts of the trips generated by the proposed development would not significantly impact on the operation of the various modes.</p> <p><u>Parking Provision</u></p> <p>The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads: Ashby Road, Constable Crescent, Harold Road, Markfield Road, Newton Road, Page Green Road, Stamford Close, Stamford Road, Victoria Road and Walton Road; the parking surveys were conducted in line with the Lambeth methodology on; Wednesday 2nd November and Thursday 3rd November 2016; the parking surveys conducted overnight when the majority of residents were at home and the demand for on street car parking spaces will be at the highest, the length of car parking spaces was assumed to be 6 metres which is a worst case scenario. On reviewing the results of the car parking survey there is spare capacity available on the local network with between 85-87 residential car parking spaces available. All the roads within the study area have spare capacity with the exception of Constable Crescent which is suffering from high car parking pressure. It is to be noted that several of the roads (Markfield Road and Fountayne Road) to the east of the site is currently not covered by a control parking zone and as such, these roads may suffer from residual car parking demand generated by the development; we will therefore require the applicant to contribute a sum of £18,000 (eighteen thousand pounds) towards the design and consultation of parking control measures on these road as well amend the existing traffic management orders,</p>	

Stakeholder	Question/Comment	Response
	<p>The Councils Saved UDP Policy M9 “Car-free Developments” state that: Proposal for new development without the provision of car parking spaces will be permitted in locations where:</p> <ul style="list-style-type: none"> a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development <p>In addition the Council’s Local Plan SP7: Transport, which focuses on promoting sustainable travel and seeks to adopt maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development in areas with a good public transport accessibility level provided a CPZ exist.</p> <p>The applicant is proposing to provide a total of 17 car parking spaces including 6 wheel chair accessible car parking space. Of the proposed car parking spaces 10 car parking spaces will be allocated to the residential aspect of the development including 5 wheel chair accessible car parking spaces 10% of the total number of units proposed in line with the London Plan and life time homes. The remaining 7 car parking space will be allocated to the commercial element of the proposal including 1 wheel chair accessible car parking space. The residential car parking and commercial car parking are in line with the London Plan and the Council’s Saved UDP Policy M10. The applicant will be required to ensure that 20% of all the proposed residential car parking space have active electric charging points with a further 20% of the spaces having passive provision for future conversion, in addition the car parking space for the B1 element of the proposal must provide 10% active electric charging provision with a further 10% passive electric charging provision for future conversion. The applicant will be required to provide a parking management plan which demonstrates how the car parking to the residential and commercial</p>	

Stakeholder	Question/Comment	Response
	<p>aspect of the development will be allocated, the plan must also include details on how the allocated car parking spaces will be enforced to ensure that allocated residents car parking spaces are not used by occupiers of the B1 offices.</p> <p>The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 76 long stay secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. Based on the total office floor spaces of 1,140 SQM the applicant is required to provide 8 long stay cycle parking spaces for the B1 element of the development. The applicant has provided locations of the cycle shelter for the commercial and residential aspect of the development however details have not been provided on the type of cycle parking including dimensions and method of security, 5% of the proposed residential cycle parking must be able to accommodate large cycle such as tandems and bikes with trailer, the design and layout of the cycle parking must be provided in line with the London Cycle Design Standard. We will require a condition to securing the type layout and method of access/security for the proposed cycle parking.</p> <p>As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units, prior to occupation of the development the applicant will be required to implement a car club scheme and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit. The approach to parking under the proposal is consistent with London Plan 6.13 and saved UDP policy M9 i.e. encouraging minimum car parking provision in areas of excellent transport accessibility, in order to promote the use of non-car modes of travel.</p> <p><u>Accident Analysis</u></p> <p>The applicant has reviewed the last 5 years accident to the end of April 2016</p>	

Stakeholder	Question/Comment	Response
	<p>the area surrounding the site which include Broad Lane to Tottenham Hale Station, Broad Lane to Seven Sisters Station including the Junction of Seven Sister Road/ High Road N15 and West Green Road junction with High Road N15 and Broad Lane, the area reviewed also include Stamford Road, Markfield Road, Constable Crescent, and Rangemore Road. Within the immediate area surrounding the site Stamford Road, Constable Crescent and Markfield Road and the junction of Stamford Road with Broad Lane; there were a number of accidents, however it is to noted that due to the recent changes to the operation of Broad Lane from one-way to two-way operation the accident analysis does not represent the current highways layout as such, it is not possible to draw any conclusion from the current accident data. In addition give the relatively low levels of vehicular trips generated by the development, the development is not likely to worsen the existing accident problem.</p> <p><u>Access and Servicing Arrangements</u></p> <p>The applicant is proposing to remove the existing 4 dropped kerbs/ crossover and reconstruct the footways way and provide on shared vehicular access for the commercial and residential access on Constable Crescent, the applicant is also proposing to construct inset car parking bays on Stamford Road with new trees and a raised planter on the junction of Constable Crescent with Stamford Road as per Drawing No:197-PIN-200 REV-E. The amendments have been reviewed by the Council's Highways Infrastructure Team and the cost of the works have been estimated at £51,186 (fifty one thousand one hundred and eight six pounds) the applicant will be required to enter into S.278 agreement for the implementation of the works.</p> <p>Access to the residential and commercial bin storage is from Stamford Road, the applicant is proposing to construct a new shared use bay on Stamford Road to enable refuse trucks to service the development, the carrying distance for the proposed Euro Bins are in excess.</p>	

Stakeholder	Question/Comment	Response
Financial Viability	<p>The Applicant has reported a Residual Land Value of £0. The Applicant did not undertake an Argus appraisal, they modelled their proposed scheme on their own Excel modelling with a view that as owner/developer certain items are negated. We have therefore modelled our own Argus appraisal. We have carried out a thorough review of the scheme and reach a Residual Land Value of £149,632 based on the assumptions detailed within this report. As outlined in Section 6 of this report we have adopted a Site Value Benchmark of £2.15m. On this basis we consider there is a deficit of £2m. We conclude the site cannot viably provide affordable housing either on site or as a contribution off site.</p> <p>We note the Applicant has taken the Stamp Duty out of their appraisal. We would not undertake an appraisal on this basis, however, if the Stamp Duty was removed from our appraisal the scheme could still not viably provide any affordable housing.</p>	Comments noted.
Regeneration	<p>The application site is located within a Locally Significant Industrial Site, the South Tottenham Employment area and is within the Tottenham Regeneration Area. The site is currently under-utilised and has the potential to accommodate a greater amount of commercial floor-space.</p> <p>By providing an employment-led scheme that achieves a transitional character between established industrial and residential uses, the proposed development is aligned with the ambition set out by the Tottenham Strategic Regeneration Framework (SRF) and the Tottenham Area Action Plan.</p> <ul style="list-style-type: none"> • Employment Floorspace <p>The site is within a Designated Employment Area, where proposals for development are required to maximise the quantum of dedicated employment floorspace. Residential uses will only be permitted in order to optimise the</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>delivery of new employment space.</p> <p>The development will provide 1140 sqm of workspace, securing an additional 398 sqm of workspace that currently exists. The additional workspace will be discounted by 50% of market value and leased to small and medium sized enterprises. The applicant has proposed a focus on construction industries within the affordable workspace- This sector focus is well aligned with the industrial character of the area. There is significant demand for Class B floorspace within the borough, which the development site will accommodate. The employment floorspace should provide workshop and studio spaces to cater for light-industrial and small- scale production uses, consistent with the surrounding industrial uses.</p> <p>The Tottenham Regeneration team have requested more information on the proposed 'open workspace model' and how the commercial floorspace will be effectively managed. The proposed model should ensure a high concentration of quality and diverse employment opportunities, as well as encourage business growth.</p> <ul style="list-style-type: none"> • Design <p>The surrounding area comprises a mix of uses. The site marks the western edge of the industrial uses that exist along Constable Crescent, separating it from residential properties located along Stamford Road. The proposed mixed use development achieves LBH's ambitions to secure a transitional character between established industrial and residential uses.</p> <p>The proposed design will add to the streetscape by providing an active frontage along Stamford road, as well as providing natural surveillance to the currently neglected green space adjacent to the site. The development consists of four distinct blocks which vary in height and layout, responding to their immediate context.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant must demonstrate that the relationship between the workspace and the residential element of the development will be effectively managed, and provide demonstrable improvements in the site's suitability for employment activities.</p> <ul style="list-style-type: none"> • Improvements to Green Space <p>The applicant's developer contributions will be used to deliver improvements to the green space on Stamford Road, adjacent to the development site. The green space is currently under-used and poorly designed- encouraging anti-social behaviour and discouraging community stewardship. The park is under the ownership of Homes for Haringey, who have began exploring interventions to improve the space, including the establishment of a community steering group. The applicant has been engaged in these activities, and intends to continue to play an active role in the improvement project going forward.</p>	
Arboricultural Officer	<p>I have no objection to this proposed development. There are no trees on the development site, but there will be some impacts on trees in the adjacent open space, which is owned by Homes for Haringey. I have been informed that there will be a S106 agreement for improvements to the open space, discussions are ongoing to agree a programme of improvements which may involve the loss of some existing trees and the planting on new ones.</p>	Comments noted.
Waste Management	<p>Adequate waste storage facilities should be in place to service the proposed residential units so as to avoid side waste and dumped bulky goods.</p> <p>Commercial waste should be presented separate from residential waste.</p> <p>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</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>Waste must be properly contained to avoid spillage, side waste and wind blown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.</p> <p>Amber</p>	
Drainage Officer	<p>We are happy with the concept and outline including calculations for volume and flow presented during the meeting on Monday. From a drainage perspective the presentation was very positive and constructive.</p> <p>We now need to request detailed drainage drawings for final comment, alteration if necessary and sign off. I believe the site owner was to commission a consultant to produce these.</p>	Comments noted.
Homes for Haringey	<p>What we would want at every stage is for the local resident to be involved with the design, be consulted and have an input in the final lay out. In the plans there are mentions of a natural play area, can you involve Earlsmead Primary School on Newton road with this.</p> <p>With the landscaping, Parks Services must be involved regarding ongoing maintenance concerns.</p>	Comments noted.
Carbon Management	<p>Energy – Overall</p> <p>The scheme delivers an overall 36.6% improvement beyond Building Regulations 2013. The policy requirement for residential is zero carbon and 35% improvement beyond Building Regulations 2013 for commercial. The applicant has offered an offsetting contribution of £113,230.</p> <ul style="list-style-type: none"> The domestic on-site saving is 35.8% 	Observations have been taken into account. The recommended conditions will be included with any grant of planning permission and some aspects will be

Stakeholder	Question/Comment	Response																								
	<ul style="list-style-type: none"> The commercial on-site saving is 42% <p>Energy – Lean</p> <p>The applicant has proposed an improvement of beyond Building Regulations by 3.3% through improved energy efficiency standards in key elements of the build. While this is not best practice it is policy compliant and a positive.</p> <p>This should be conditioned to be delivered on site:</p> <p>Suggested Condition:</p> <p>You must deliver the energy efficiency standards (Be Lean) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.</p> <table border="1" data-bbox="606 792 1470 1356"> <thead> <tr> <th>Building Element</th> <th>Proposed specification for the residential development (u-values)</th> <th>Proposed specification for the commercial development</th> </tr> </thead> <tbody> <tr> <td>Walls</td> <td>0.16</td> <td>0.18</td> </tr> <tr> <td>Floor</td> <td>0.12</td> <td>0.15</td> </tr> <tr> <td>Roof</td> <td>0.12</td> <td>0.10</td> </tr> <tr> <td>Door</td> <td>1.35</td> <td>1.54</td> </tr> <tr> <td>Windows</td> <td>1.35</td> <td>1.2</td> </tr> <tr> <td>G-value</td> <td>Mixture of 0.4 for north facing windows and 0.2 for South, East & West facing</td> <td>0.39</td> </tr> <tr> <td>Air tightness</td> <td>4 m³/hr/m²</td> <td>4 m³/hr/m²</td> </tr> </tbody> </table>	Building Element	Proposed specification for the residential development (u-values)	Proposed specification for the commercial development	Walls	0.16	0.18	Floor	0.12	0.15	Roof	0.12	0.10	Door	1.35	1.54	Windows	1.35	1.2	G-value	Mixture of 0.4 for north facing windows and 0.2 for South, East & West facing	0.39	Air tightness	4 m ³ /hr/m ²	4 m ³ /hr/m ²	<p>incorporated in the proposed legal agreement.</p>
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Stakeholder	Question/Comment	Response
	<p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 2.9%% beyond BR 2013 with a carbon saving of 2.7 tonnes – set out in the approved Energy Strategy. 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.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:4</p> <p>Energy – Clean</p> <p>A central ASHP heating and hot water solution is proposed to serve the development - hot water will be generated centrally via the ASHP and distributed to serve each dwelling’s heating and hot water requirement. The dwelling heating solution is under floor heating.</p> <p>The developer will leave space for a heat exchanger within the plant space and blank connections from the main heating header pipe work to enable ease of installation of a step-down heat exchange to connect to the district heating network. In addition, incoming ducts can be installed to allow new district</p>	

Stakeholder	Question/Comment	Response
	<p>heating pipe work installation to be installed with minimum disruption.</p> <p>Suggested Condition:</p> <p>Design details of the ASHP facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</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 ASHP 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:4 and DM 22.</p>	

Stakeholder	Question/Comment	Response
	<p>Energy – Green</p> <p>That application has reviewed the installation of various renewable technologies. They have concluded that the most appropriate technology is solar PV panels, ASHP and drain water heat recovery.</p> <p>This is supported and should be conditioned:</p> <p>Suggested condition</p> <p>You will install the renewable energy technology (PV Solar Panels, ASHP and drain water heat recovery) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.</p> <p>The applicant is installing 286m² of PV panels with a rated output 43kWp which will reduce the development’s regulated CO₂ emissions by 18%. In addition the applicant is installing ASHP for heating and hot water will reduce the development’s regulated CO₂ emissions by 11%, and drain water heat recovery will reduce the development’s regulated CO₂ emissions by 5%.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:4</p> <p>Sustainability Assessment</p> <p>The applicant has not submitted a Sustainability Assessment within their Energy Strategy.</p> <p>Suggested condition:</p>	

Stakeholder	Question/Comment	Response
	<p>You must deliver the sustainability measures as set out in approved Sustainable Design and Construction, by CallaghanGreen, dated January 2017.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM 'Very Good' for the commercial space (indicative total score 65.5%) and HQM 3 stars for domestic space (indicative total score 316) and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:4 of the Local Plan.</p> <p>Overheating Risk</p> <p>The developments overheating risk has been assessed through the applicants Energy Strategy, by CallaghanGreen, dated January 2017. The dynamic thermal model (under London's future temperature projections, CIBSE TM49 Weather Files) submitted shows that there are no domestic units at risk from overheating, but there is a requirement for comfort cooling in the commercial space. The cooling demand to these spaces has been reduced by</p>	

Stakeholder	Question/Comment	Response
	<p>27% compared to the notional building by efficient passive design, minimising the number of hours this active cooling will run.</p> <p>To reduce the heat entering the building shade will be provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas. The g-value of the glass in both areas will balance overheating with the desire to maximise beneficial solar gains in the winter. High levels of thermal insulation were used to control heat entry to the building on the hottest of days. The applicant has proposed a mixture of g-values for domestic areas of 0.4 for north facing windows and 0.2 for South, East & West facing, and 0.39 for commercial areas.</p> <p>Suggested Condition:</p> <p>You must deliver building shading - provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas - in accordance with the approved Energy Strategy, by CallaghanGreen, dated January 2017.</p> <p>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.</p> <p>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.</p>	
<p>Pollution (Air Quality & Contaminated Land)</p>	<p><u>Air Quality:</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMA) where development is likely to be 	<p>Comments have been taken into account and conditions will be requested.</p>

Stakeholder	Question/Comment	Response
	<p>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</p> <ul style="list-style-type: none"> • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>Photo voltaic panels are proposed with this planning application. CHP is considered unsuitable for this development proposal and as such has been screened out in the Energy Assessment. A condition with respect to emissions from CHP is not required. The energy statement refers to the use of Air Source Heat Pumps to provide under floor heating, and electric water heaters and a centralised energy efficient gas boiler for domestic hot water.</p> <p>17 car park spaces are planned with 20% of these spaces being provided with active electric vehicle charging points and 20% with passive points. A draft residential travel plan and draft Office travel plan have also been submitted.</p> <p>However the air quality neutral assessment has determined that the proposed development is not air quality neutral and therefore mitigation measures will be required.</p> <p>Therefore it is essential that mitigation measures are developed as part of the development to minimise emissions of NO2 and PM10. These measures must include:</p> <ul style="list-style-type: none"> • A low emission car club space; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • 100% electric vehicle charging points (50% active/50%passive); • a Delivery and Servicing plan to reduce the number of overall trips and increase the number of trips made by electric or ultra low emissions; • selection of boilers with as low NOx emissions as possible to minimise emissions from combustion plant. <p>In addition measures should comply as a minimum with the following guidance: The Mayor’s Sustainable design and construction SPG, TFL’s Guidance on Delivery and Servicing Plans, and The Control of Dust and Emissions during Construction and Demolition SPG.</p> <p>I recommend the following conditions:</p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:- <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</p>	

Stakeholder	Question/Comment	Response
	<p style="text-align: center;">Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2 :</u></p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><i><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p> <p><u>Combustion and Energy Plant:</u></p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating or domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided shall have dry NOx emissions not exceeding 20 mg/kWh (at 0%O2).</p> <p><i>Reason: To protect local air quality and offset transport emissions</i></p>	

Stakeholder	Question/Comment	Response
	<p><u>Management and Control of Dust and Emissions:</u></p> <ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases is compliant with Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <ul style="list-style-type: none"> • An inventory of all NRMM must be kept on site during the course of 	

Stakeholder	Question/Comment	Response
	<p>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> <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>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>	
Noise	<p>I have had a look at the noise report.</p> <p>In 2.5.1 Proposed Plant Noise Emission Criteria they identify proposed cumulative plant noise emissions to be designed to a level that is equal to a level 5dB below the typical background sound level during the daytime and equal to the typical background sound level during the night-time. In both cases the above limits would apply at 1 m from the nearest neighbouring residential window. This may be acceptable but they should aim to design for 10dB below background where possible.</p> <p>I do consider that a condition should be placed to require a report stating how they will achieve internal noise levels in accordance with BS 8233 Desirable</p>	Comments noted.

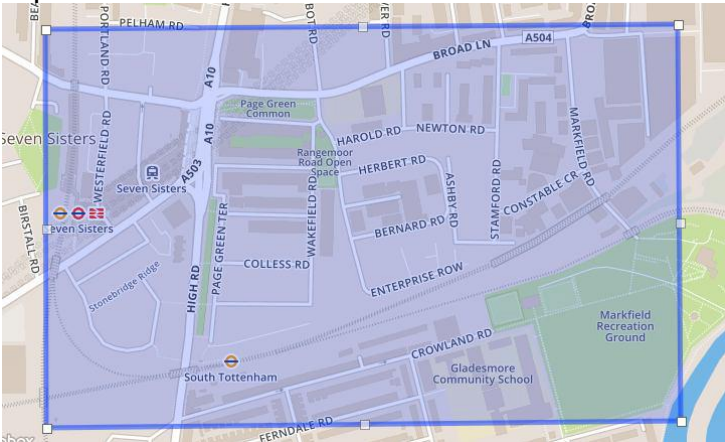
Stakeholder	Question/Comment	Response
	<p>Internal Ambient Noise Levels for Dwellings Table 2.1</p> <p>This may require specific types of glazing and action to enable passive or mechanical ventilation rather than having to open windows for ventilation.</p> <p><u>Possible condition</u></p> <p>In order to secure a comfortable internal environment, additional means of ventilation may be necessary, in accordance with BS8233 and Building Regulations. Details of the proposed ventilation / attenuation shall be submitted and approved in writing by the local planning authority.</p> <p>Reason: In order to secure a comfortable internal environment for the occupants of the residential properties.</p>	
Emergency Planning	<p>No additional comments from me, though I note the comments from London Fire Brigade and Building Control and would wish to see these satisfactorily addressed by the developer.</p>	Noted.
Building Control	<p>This department has no objection to this application. It is noted from the deposited drawings that with regard to Access for the Fire Brigade, more details may be required. This type of work will require a Building Regulation application to be made after Planning permission has been granted. We have been working to expand and improve the services and products we can offer our customers such as warranties, fire engineering, fire risk assessments, structural engineering, party wall surveying, SAP, EPC, SBEM calculations, BREEAM, CfSH calculations, acoustic advice, air pressure testing etc in consultation with the LABC (Local Authority Building Control) and I would be pleased to explain any of the services in more detail if required.</p> <p>Contacts us with any queries you may have at: building.control@haringey.gov.uk</p>	Comments are noted.

Stakeholder	Question/Comment	Response
EXTERNAL		
Environment Agency	<p>Thank you for consulting us with this planning application. Having reviewed the information submitted we have no objections to the proposed scheme. We have provided have provided the following advice regarding ground conditions and flood risk.</p> <p>Ground Conditions</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.</p> <p>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. 	Comments are noted.

Stakeholder	Question/Comment	Response
	<p>- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.</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 groundwater beneath the site:</p> <ul style="list-style-type: none"> - From www.gov.uk: <ul style="list-style-type: none"> <input type="checkbox"/> Groundwater Protection: Principles and Practice (August 2013) <input type="checkbox"/> 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 <input type="checkbox"/> Use MCERTS accredited methods for testing contaminated soils at the site - From the National Planning Practice Guidance: <ul style="list-style-type: none"> <input type="checkbox"/> Land affected by contamination - British Standards when investigating potentially contaminated sites and groundwater: <ul style="list-style-type: none"> <input type="checkbox"/> BS 5930: 1999 A2:2010 Code of practice for site investigations <input type="checkbox"/> BS 10175:2011 Code of practice for investigation of potentially contaminated sites <input type="checkbox"/> BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points <input type="checkbox"/> 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.</p>	

Stakeholder	Question/Comment	Response
	<p>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> <p>Flood Risk</p> <p>The proposed development falls within Flood Zone 2 as defined by Table 1 of the NPPG. This proposal must conform to our Flood Risk Standing Advice (SFRA).</p>	
<p>Thames Water</p>	<p><u>Waste Comments</u></p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site</p>	<p>Observations have been taken into account and recommended conditions/informatives will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>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><u>Water Comments</u></p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. 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.</p> <p>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>	

Stakeholder	Question/Comment	Response
Metropolitan Police	<p>Whilst the Metropolitan Police have no formal objection to this application, the risk of crime within both the public and non-public areas of the proposed development, as well as the interaction between the two, should be considered and preventative measures made.</p> <p>I have reviewed the crime rate in the local area of the proposed development on Police.uk as per the illustration below:</p>  <p>The crime map has highlighted that the following crimes were reported in the area and that Haringey as a whole has a higher than average crime rate in comparison to similar areas.</p> <p>To date we have not had any contact with the architects or developers for this proposal. However I note from the Design and Access Statement (Section 8) they have taken Secured by Design into consideration during the design and are planning to submit a formal application once planning consent is in place.</p> <p>I have also examined the drawings for the development and I would like to take this opportunity to make the following recommendations and highlight the</p>	<p>Observations have been taken into account and amendments to the plans made where possible. An appropriate condition will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>following concerns:</p> <p>Recommendations:</p> <p>All External Dwelling Door-Sets should be certificated to one of the following standards:</p> <ul style="list-style-type: none"> • PAS 24:2012 (PAS 24:2016) • LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher • STS 201 Issue 4:2012 • STS 202 Issue 3 (2011) Burglary Rating 2 • LPS 2081 Issue 1 (2015) Security Rating B or higher <p>All easily accessible windows should be certificated to one of the following standards:</p> <ul style="list-style-type: none"> • PAS 24:2012 • PAS 24:2016 • STS 204 Issue 4:2012 • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • LPS 2081 Issue 1 (2015) Security Rating A <p>Communal entrance door-sets should be certificated to:</p> <ul style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher <p>Developments containing more than 25 dwelling should have an access control system with following attributes:</p> <ul style="list-style-type: none"> • Access to the building via use of a restricted electronic key fob, card or key • Vandal resistant external door entry panel with an integral camera • Remote release of the primary entrance door-set from the dwelling • Audio/visual communication between the occupant and the visitor • Capture (record) images in colour of people using the door entry panel 	

Stakeholder	Question/Comment	Response
	<p>Lightweight Framed Walls: The security of a development can be severely compromised if lightweight framed walls do not offer sufficient resilience to withstand a criminal attack; this is recognised within Approved Document Q.</p> <p>Lightweight framed walls installed either side of a secure door-set (600mm for the full height of the door-set to restrict access to door hardware) or walls providing a partition between two dwellings, or a dwelling and shared communal space, shall meet the requirements below.</p> <p>Wall systems proven to meet the requirements of the following standards are preferred:</p> <ul style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • EN 1627: 2011 Resistance Class 2 <p>Compartmentalisation: Larger developments can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the building. We therefore seek to curtail unlawful free movement throughout the building through the use of an access control system.</p> <ul style="list-style-type: none"> • Controlled lift access – each resident is assigned access to the floor on which their dwelling is located via the use of a proximity reader, swipe card or key fob. • Dedicated door-sets on each landing preventing unauthorised access to the corridor from the stairwell. Each resident should be assigned access to the floor on which their dwelling is located. <p>Car Park: We recommend automatic roller shutters certificated to LPS 1175 SR1 are used over inward opening gates due to the operation speed to prevent tailgating.</p>	

Stakeholder	Question/Comment	Response
	<p>Concerns:</p> <p>Communal Entrance: The communal entrance is shown at street level as a gate set in a perforated screen. We would highly recommend this is changed to a solid wall, with purpose built communal entrance door-set tested to Loss Prevention Standard 1175 Security Rating 2 or above (LPS 1175 SR2).</p> <p>To date there are no security tested gates that meet the demands of a communal entrance. As the first line of defence it is vital the communal entrance is secure and will cope with constant use.</p> <p>Communal Entrance Hall: We would always highly recommend that an ‘air lock’ style lobby is created at communal entrances to help prevent tailgating and provide an additional layer of security. As this does not appear possible from the design, we would recommend the stairwells are secured on each level with a secure LPS 1175 SR2 door-set and the lift has an access control system preventing unauthorised access to the residential floors.</p> <p>Mail Delivery: The boxes are currently shown under the stairs in the entrance. We would discourage this as it means the postman or delivery personal has to enter the building and then has access to the residential floors above. We would recommend that ‘through-the-wall’ post boxes are installed in the wall adjacent to the communal entrance. Post boxes of this design must be tested to Technical Standard 008(TS008).</p> <p>Lift access: The design shows the lifts provide access straight out on the either the podium courtyard or residential landings without any access control points. As such</p>	

Stakeholder	Question/Comment	Response
	<p>the lifts must have an access control system in place to prevent unauthorised access.</p> <p>Bin Store: The current design shows the bin store has both an external door and an internal door. We would highly recommend the internal door is removed to decrease the opportunity for intrusion into the building. All refuse store door-sets should also LPS 1175 SR2.</p> <p>Cycle Storage: The residential cycle store shows storage for 80 bicycles. It is important that the cycle stores are broken down into smaller units with dedicated access so that only 20 bicycles can be accessed at a time. Cycle store door-sets must be LPS 1175 SR2 or above.</p> <p><u>The National Planning Policy Framework (NPPF)</u> The NPPF states that “Planning policies and decisions should aim to ensure that developments create:</p> <ul style="list-style-type: none"> • Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. • Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas”. <p><i>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards, I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject</i></p>	

Stakeholder	Question/Comment	Response
	<p>area.</p> <p><i>This experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</i></p> <p><i>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application.</i></p> <p><i>For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com</i></p> <p><i>Having reviewed the application and available documentation, I have taken into account not only Approved Document Q but also the proposed design and layout, there is no reason why, with continued consultation with a DOCO and the use of correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Gold award.</i></p> <p><i>I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.</i></p> <p>Therefore I would ask this development to fully adopt where possible and</p>	

Stakeholder	Question/Comment	Response
	<p>appropriate, the practices and principles of 'Secured by Design' and aim to achieve accreditation.</p> <p>Should the applicants or the Planning Authority have any queries, please do not hesitate to contact this office either by email - DOCOMailbox.NE@met.pnn.police.uk or telephone quoting the reference number shown above.</p> <p>I would ask that my interest in this planning application be noted and that I am kept apprised of developments.</p> <p>Applicant Response</p>	
London Fire Service	<p>The Brigade is not satisfied with the proposals for fire fighting as compliance with Part B5 of the building regulations is not shown.</p> <p><u>Update</u></p> <p>The applicant has provided additional comments in respect of fire fighting plans. The Fire Service then responded as follows:</p> <p>The Brigade is satisfied with the proposals for fire fighting as detailed in your letter dated 14th March 2017.</p>	Comments noted.
Network Rail	<p>After reviewing the information provided in relation to the above planning application, Network Rail has no objection or further observations to make.</p>	Comments noted.
Natural England	<p>Natural England's comments in relation to this application are provided in the following sections.</p> <p>Statutory nature conservation sites – no objection</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Lee Valley SPA & Ramsar have been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.</p> <p>In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.</p> <p>Protected species</p> <p>We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p> <p>If you have any specific questions on aspects that are not covered by our</p>	

Stakeholder	Question/Comment	Response
	<p>Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.</p> <p>Biodiversity enhancements This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that <i>'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'</i>. Section 40(3) of the same Act also states that <i>'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'</i>.</p> <p>Landscape enhancements This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.</p> <p>Sites of Special Scientific Interest Impact Risk Zones The Town and Country Planning (Development Management Procedure)</p>	

Stakeholder	Question/Comment	Response
	<p>(England) Order 2015 requires local planning authorities to consult Natural England on “Development in or likely to affect a Site of Special Scientific Interest” (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk</p>	
<p>Historic England - Archaeology</p>	<p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.</p> <p>The planning application lies in an area of archaeological interest.</p>	<p>Comments and recommended conditions noted.</p>

Stakeholder	Question/Comment	Response
	<p>The application site lies on the low gravel terrace of the Lea with coverings of brickearth, a geology that has elsewhere been archaeologically productive. It lies at the eastern edge of the medieaval settlement of Page Green that developed along the old Roman to the west. There is potential for early prehistoric Arctic Beds to be present in the gravel and although later remains have not been recorded nearby, this may be more connected to a lack of formal investigation than a genuine dearth. The site also stands just to the north of a small tributary to the Lea, Stonebridge Brook now culverted, which may have made it more attractive to past settlement.</p> <p>Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:</p> <p>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.</p> <p>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall</p>	

Stakeholder	Question/Comment	Response
	<p>be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</p> <p>B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Informative - Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>I envisage that the archaeological fieldwork would comprise the following:</p> <p>Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p>	

Stakeholder	Question/Comment	Response
	<p>Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.</p> <p>Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.</p> <p>Please note that this response relates solely to archaeological considerations. If necessary, Historic England’s Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p> <p><u>Additional Comments after further information was provided by the applicant</u></p> <p>I’ve looked at the desk-based assessment which complies with the appropriate professional standards.</p> <p>I am pleased to note that the authors consulted the Lea Valley Mapping work and also carried out a site visit as well as identifying areas of differential preservation.</p> <p>The study agrees with the earlier GLAAS advice. It identifies potential for prehistoric remains to be present at the site and it also notes that the lack of past investigation nearby makes it hard to provide firm evidence. Fieldwork is therefore the appropriate next step to evaluate whether any significant remains are present in the development footprint.</p> <p>Following this new submission, I do not advise any change from my earlier advice (attached), namely that an archaeological condition securing archaeological trench evaluation of the site and possible mitigation work following this is the appropriate NPPF planning response.</p> <p>I hope this is helpful and would be pleased to discuss further if appropriate.</p>	

Stakeholder	Question/Comment	Response
LOCAL REPRESENTATIONS		
	<p>Scale of development is excessive:</p> <ul style="list-style-type: none"> • Excessive height 	<p>Although the development is relatively high given the surroundings residential tower blocks of a similar scale are visible in the surrounding area, and the high visual permeability of the structure reduces the apparent bulk that may be perceived from height alone.</p>
	<p>Negative impact on residential amenity:</p> <ul style="list-style-type: none"> • Loss of day/sunlight • Loss of privacy 	<p>An independent study has found that indicative BRE thresholds have not been unacceptably exceeded in terms of restricting day or sunlight to individual windows of nearby residential properties. Furthermore,</p>

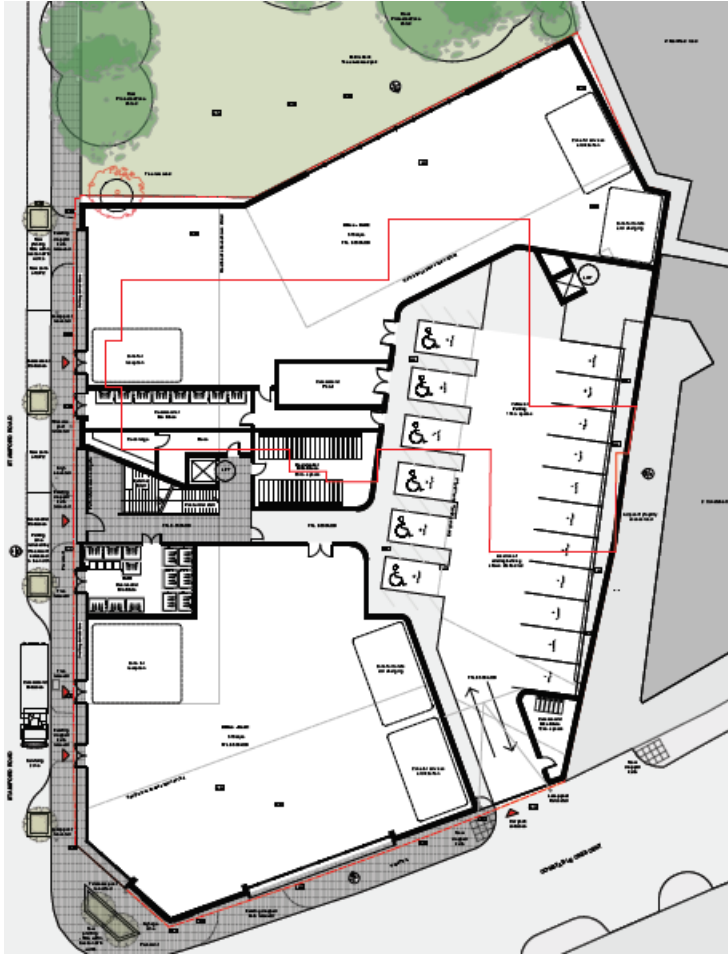
Stakeholder	Question/Comment	Response
		windows to habitable rooms and balconies for the new flats would be located facing away from properties on Stamford Road, other than those on the eastern block which would instead be located a significant distance away.

Appendix 2: Plans and images

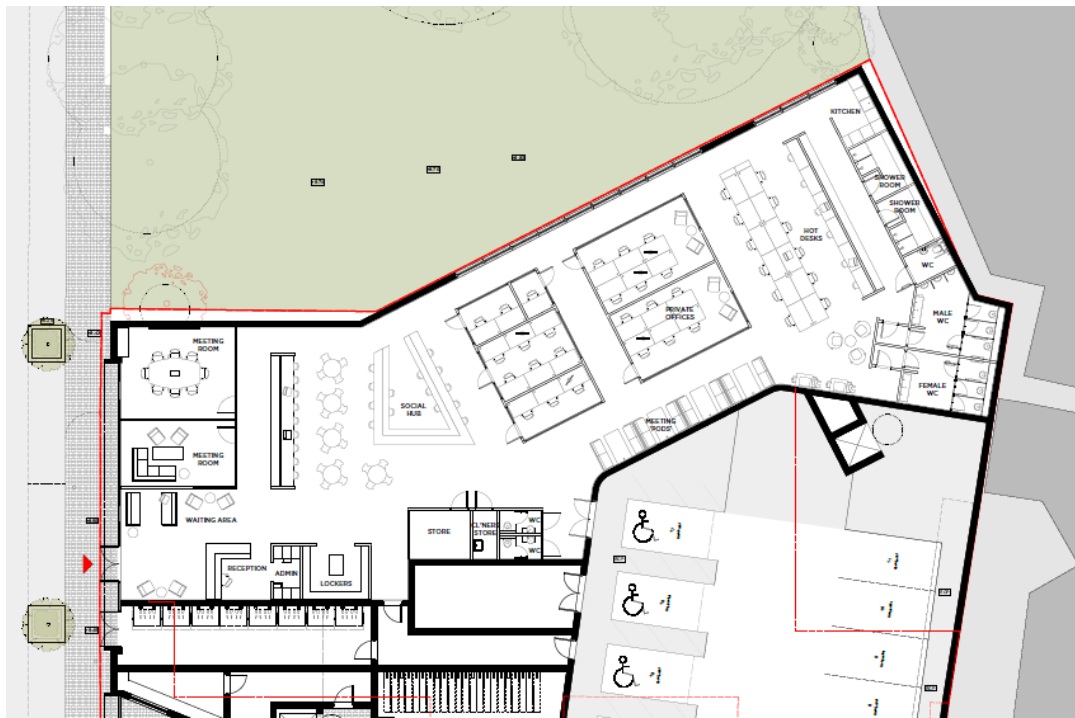
Existing Location Plan



Ground and First Floor Plans



Indicative Affordable Workspace Layout



Elevations from South and North along Stamford Road





Indicative View of the Development from the East on Constable Crescent



Indicative View of the Development from the Adjacent Park



Appendix 3: Quality Review Panel Reports

First Review – 7th September 2016

Summary

The Quality Review Panel welcomes the clear presentation, and is encouraged by the level of thought evident in the proposals. It was clear from the discussion that the development will benefit from the involvement of a client who knows the area well and is committed to ongoing occupation of part of the site. However, the panel questions some fundamental design decisions that have been taken, particularly the decision to locate the residential accommodation on a podium above ground floor employment space. This seems to be an overly complicated response to the brief that compromises the quality of both uses: ground floor offices are not particularly successful in a residential street, and the gated residential community above the podium would have an inward looking feel which would do little to enhance the character of Stamford Road or the park to the north. Looking at the opportunities and constraints presented by the site, the panel would encourage consideration of a simpler approach, in which the office uses are located in a building at the southern or eastern side of the site, which would leave the western and northern parts of the site free for a high quality residential development that could have a positive relationship both with the park and the houses on the opposite side of Stamford Road.

However, if a podium approach is to be retained, the panel highlights a number of specific areas with scope for improvement, which include: improving the interface with the park at the north of the site; reducing the scale of the block of accommodation at the eastern boundary; and improving the entrances to the residential accommodation. Further details on the panel's views are provided below.

Massing and development density

- The panel notes that a 'podium' model of development may be appropriate in some contexts; however this is typically in active and busy urban areas, compared to the comparatively low-rise, quieter area around Stamford Road.
- They consider that a simpler approach would be more appropriate here which locates the office uses in a single building on the southern or eastern side of the site, leaving the northern and western parts of the site free for a high quality residential development.
- However, if a podium configuration is to be pursued, very careful detailed design is required in order to mitigate some of its inherent problems.
- For instance, the panel feels that the seven storey block of accommodation to the east of the site has an overbearing relationship with the adjacent two storey industrial unit.
- They would suggest a reduction in building height at this boundary, perhaps limited to four storeys.

- This could help facilitate improvements to the amenity and quality of this block, in addition to establishing the ground rules for the massing of the future development of adjacent sites.

Place-making, character and quality

- The panel considers that office use at ground floor does not deliver an active frontage at street level; occupiers often choose to screen off windows to give privacy to staff working within. In any event, Stamford Road is a largely residential street where ground floor office uses would be incongruous.
- At the same time, placing all the residential accommodation above a first floor podium creates a gated community that makes little contribution to the character of Stamford Road or the park to the north.
- In terms of liveability, surveillance and neighbourliness, the panel would recommend the provision of residential accommodation with front doors onto Stamford Road and, ideally, also onto the park to the north..
- Improvements to the interface with the park at the northern boundary could significantly enhance the value and amenity of the park; the panel feels that the potential benefit is not sufficiently exploited.
- The panel welcomes the applicant's intention to contribute to park improvements through a Section 106 agreement.

Relationship to surroundings: access and integration

- If the podium approach is to be retained there is a need to provide a more generous communal entrance from the street and improve the design of the stairs, lifts and bin storage etc. High levels of visibility should be provided to lifts and stairs, especially with regard to residential accommodation located above a podium.
- Access to the residential accommodation needs to be able to support all of the different activities and functions involved in a residential setting, and the entrance should be clearly navigable and accessible for visitors and deliveries, and should be carefully considered with regard to waste management/collection.
- The panel welcomes the gaps created between the blocks of accommodation, and would encourage the design team to increase the generosity of these spaces, to improve visual links into and out of the site.
- The panel notes that the plans show windows within the eastern-most block of accommodation 1m away from the boundary; this is unlikely to be acceptable.

Scheme layout, architectural expression and sustainable design

- The overall architectural expression of the scheme could be successful for this location although the panel notes that a dark grey brick is proposed within the scheme, and thinks lighter materials should be considered.
- A more generous approach is required for the internal elements of the plan, which seem quite constricted, especially with regards to the parking.
- The office accommodation shown within the plan is deep in section and single aspect (due to the podium level); this will have an impact on the quality of office space particularly facing north, due to limited daylight penetration. A more successful approach would be to locate the offices in a single building with improved daylight and a shallower plan.
- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- They would also like to see more information about the detailed design of the central courtyard, if the podium approach is to be pursued further.

Next Steps

- The panel would prefer to see a simpler approach to the configuration of the accommodation and distribution of uses on site, which would avoid the use of a podium model of development that is inappropriate in a suburban context.
- The panel would welcome the opportunity for further review of the proposals.

Second Review – 26th April 2017

Summary

Whilst the Quality Review Panel would have liked to have seen an alternative approach taken to development on the site, they understand the practical constraints that have driven the current form of the proposals as a podium, and in this regard, they offer warm support for the scheme. They feel that the proposals have responded to the key points that were raised by the panel at the previous review, and appreciate the ambition of the scheme. Ideally, they would support some further refinement of the ground floor offices and edge treatments, in order to bring them up to the quality of the accommodation above the podium. Further details on the panel's views are provided below.

Massing and development density

- The panel feels that the scale and bulk of the proposals (both in depth and height) are just within the limits of what is acceptable for the site. In addition, the dimensions of the podium courtyard (18-20m) and the scale of the blocks forming the courtyard are also within acceptable limits.

- The panel previously noted that the relationship to the adjacent site at the east was a challenging one. The block at the east of the site has been reduced from 7 storeys to 6 storeys, which is acceptable given that the site immediately adjacent is protected for industrial uses.
- The block fronting onto the open space at the north of the site will cause some overshadowing of the park, but this negative impact will be offset by the good level of surveillance afforded from the windows and balconies that will overlook the space, and will help to activate it.

Quality of accommodation and scheme layout

- The panel notes that the office spaces at ground level are a key part of the scheme, and would encourage further refinement of the detailed design in order to ensure high quality accommodation.
- The office accommodation relies on natural light, and is all currently shown as directly fronting onto the pavement or onto the edge of the park.
- Further thought about the detailed design and size of the office windows could strike a better balance between the conflicting needs for providing good levels of daylight whilst allowing for privacy.
- The panel would also encourage exploration of whether parts of the podium courtyard could be opened up (e.g. with roof lights, or completely open to the elements) to allow light and natural ventilation to the rear of the office accommodation.
- The panel welcomes the increased space given to the pedestrian access up to the podium level residential accommodation, but notes that it is flanked either side by bin storage areas.
- Whilst they understand that locating the bin stores on Stamford Road has been driven by practical considerations concerning waste collection, they feel that robustness within design and detailing, in tandem with a strong management strategy, would be necessary to mitigate any negative impacts.

The panel notes that the building line of the development is hard up against the boundary of the park, which is not ideal. Agreement would need to be reached with the Borough to allow necessary access for maintenance from the park, and some planting along this edge of the park may be required to provide some privacy and protection for the office users.

- The panel supports the architectural expression of the scheme, and feels that the proposed red brick responds well to the existing context of Stamford Road.

Inclusive and sustainable design

- The panel understands that Diamond Build intends to manage the affordable workspace provision; they welcome this long-term commitment to the development and to the locality.
- They note that a successful model used in other schemes has been the transfer of the affordable workspace to a charity which takes on the management of the affordable workspace, and would hope that Diamond Build could provide a similar assurance that would guarantee affordability over the long term.
- The panel is surprised that no affordable housing is to be included within the development, given the relatively modest size of the affordable workspace.

Next Steps

- The panel understands the challenges and constraints within the site, and in this regard, offers warm support for the proposals.
- The panel is confident the project team will be able to address the minor points above, in consultation with Haringey officers.

Appendix 4: Development Management Forum – Briefing Note*Attendees*

3 attendees were present. One resident was from Stamford Road, and two individuals from O'Donovan's.

No Councillors were present.

Overview

The Forum was advertised to residents by Haringey Council via A4 signs posted around the site. The Forum was held at Markfield Park cafe.

The Forum was led by the Head of Development Management.

Generally, the discussion was robust and attendees had the chance to raise any concerns or questions and have them answered by officers or the project team.

Issues

Issue	Detail
Site Allocation	The site allocation was noted to be an evidence base that indicates possibilities for future development proposals and is not a prescriptive threshold for the upper limits or mix of any future development.
Design	Attendees generally accepted that the design was of high quality and should improve the visual quality and security of the local environment.
Park Improvements	Improvements to the park (north of the development site) are proposed as part of the application and these are welcomed by local residents. Further information is to come from the applicants on the detailed design of the park and further group discussions will be held before any works commence if the development is approved.

Overlooking/Privacy	<p>Balconies on the corner with Stamford Road and the adjacent park have been identified as potentially leading to overlooking.</p> <p>These will be assessed and removed where possible to prevent excessive overlooking.</p>
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Other issues raised:

- Development could negatively impact on operations of the nearby O'Donovan premises

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Planning Sub Committee 8 May 2017

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 8

Reference No: HGY/2017/0426	Ward: Tottenham Green
Address: 52-68 Stamford Road N15 4PZ	
<p>Proposal: Demolition of existing building and erection of a mixed use development comprising 1140 sqm (NIA) of commercial floorspace (Use Class B1) and 48 residential units (Use Class C3), together with associated vehicular access, car and cycle parking spaces, bin stores, plant, landscaping and amenity space.</p>	

AMENDED INFORMATION

Reference Number: HGY/2017/0426

Recommendation:

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

Conditions:

32) Accessible units

Section 106 Heads of Terms:

- 8) Public Park Enhancements
 - Works to the adjacent park to improve its safety and security, in line with the following:
 - i. Detailed hard and soft landscaping plans for the park are to be submitted to and approved by the Council prior to the commencement of the development;
 - ii. Local residents groups, Earlsfield Primary School pupils and the Council's Arboricultural Officer shall be consulted prior to submission of the landscaping plans to the Local Planning Authority, and any relevant comments from them shall be taken into consideration as part of the proposals;
 - iii. The Council's Parks team and Homes for Haringey shall also be consulted, and any relevant comments from them taken into

- consideration, ahead of formal submission to the Local Planning Authority;
- iv. The scheme shall be developed in accordance with the Council's Open Space and Recreation Standards SPD and the Mayor of London's Play and Informal Recreation SPG;
 - v. The plans shall be fully costed and be supported by an implementation plan and planting strategy to the acceptability of the Council's Arboricultural Officer and Parks team;
 - vi. Details of hardstanding materials, drainage, furniture, play equipment and tree protection measures shall also be provided;
 - vii. The works to the park shall be completed prior to the first occupation of the residential units hereby approved;
 - viii. The works shall be undertaken by Diamond Build limited, or any other companies or contractors reasonably employed by them, under the supervision of the Council's Parks team to which a monitoring fee of no more than 10% of the total cost of the park improvement works will be paid on commencement of the park improvement works.

Works shall be fully costed at minimum of £100,000 (plus monitoring fee).

CONSULTATION RESPONSE

4.1 Parks

4.2 Parks are aware of the scheme and we have also been approached by HFH in terms of managing the project delivery for them. We would be recommending to HFH that they seek a significant supervision and approval fee in order for them to be confident that the works are to a standard they can maintain in the future. We would also be recommending to them that they seek a warranty for a 3-5 year period on the works and 1-3 years on the planting.

4.3 It clear that the space needs a purpose and needs increased casual surveillance by increasing the views into the space from the development and from the road side. The overall quality of the space needs to be raised to both add value to the development and also to cope with a higher level of usage and bring people into the space. I think some small scale informal play may be appropriate in this location. If there is an existing group of residents then we could ensure that we or HFH continue to work with them to develop a suitable community led scheme.

5.3 No of individual responses:

- 1 in Objection:
 - 55 Stamford Road (two letters).

- 28 in Support:
 - 28, 36, 48 Newton Road
 - 21, 22 (two letters), 24 Harold Road
 - 1, 3 Page Green Road
 - 148 West Green Road (two letters)
 - 7 Stamford House (two letters)
 - 15, 16 Ashby Road
 - 14, 55, 63 Stamford Close
 - 25, 51, 73, 105, 107, 119 Stamford Road
 - 25 Duffield Drive
 - 19, Floor 1 - 37 Cunningham Road
 - 2 Condor House
 - 49 Markfield House
 - 2b Ashmount Road
 - 66 Twyford House, Chisley Road

5.4 The following local groups/societies made representations:

- Living Under One Sun

Subject to the following condition(s)

32. Prior to the commencement of the development hereby approved the residential units that constitute the 10% wheelchair accessible properties for the development shall be identified by way of plans submitted to and approved in writing by the Local Planning Authority. Each of these five units shall be allocated a single parking space.

Reason: To comply with Policy 3.8 of the London Plan 2016.

Planning Sub Committee 8 May 2017

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1661

Ward: Noel Park

Address: Land at Haringey Heartlands, between Hornsey Park Road, Coburg Road, Clarendon Road and the Kings Cross / East Coast Mainline, London N8

Proposal: Submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance, for Building C7 comprising a total of 104 residential homes and 337sqm (GEA) of commercial floorspace, pursuant to 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 Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

Applicant: St William Homes

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 16/03/2017

Drawing number of plans: 439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands and is identified in the London Plan 2015 (FALP), Haringey Local Plan: Strategic Policies 2013-2016, Haringey Heartlands Development Framework SPD, and Haringey Site Allocations DPD Pre-Submission Version – January 2016 (Clarendon Square – SA22).
- Outline Planning Permission was granted by Planning Sub Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services uses, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works. This outline permission included a number of parameter plans that guide and govern the reserved matters for the site.
- Two subsequent Section 73 (S73) applications were submitted for alterations to the scheme. The first was approved in 2014 which allowed for the remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions. The second, approved in May this year, allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a ‘Pocket Park’), and alterations to the phasing of conditions.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This application seeks approval for revised reserved matters for Block C7. These revised reserved matters, being Scale, Layout, Landscaping, and Appearance, are in accordance with the parameter plans approved as part of the outline permission, together with the alterations to these as approved under the previous S73 applications.
- It should be noted that Access was approved as part of the outline planning permission.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

Conditions

- 1) Development commencement
- 2) In accordance with approved plans
- 3) Secured by Design
- 4) S278 Agreement

Informatives

- 1) Hours of construction
- 2) Street Numbering
- 3) Secured by Design
- 4) Thames Water
- 5) Thames Water
- 6) Thames Water
- 7) Thames Water
- 8) Thames Water

CONTENTS

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

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the approval of reserved matters, namely a) Scale; b) Layout; c) Landscaping; and d) Appearance, pursuant to Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026), as it relates to Block 'C7'.
- 3.1.2 This reserved matters application consists of a total of 104 residential homes; 337sqm (GEA) of commercial floorspace uses (A1-A4/B1/D1), together with landscaping, car parking, cycle parking, and a revised vehicle access.
- 3.1.3 This application is for revised reserved matters for Block C7. The changes to the previous approval for this block include changes to the massing and composition of the block, adding more interest than the previous 'slab' block and allowing set-

backs and projections in the elevations. This allows for improved internal layouts reducing the number of single-aspect units and removing all north facing single-aspect units. The access point to the car parking has been moved to the north of the building, which eliminates the need for vehicle access over the Moselle 'park' area to the south. These revised reserved matters remain in accordance with the parameter plans approved as part of the outline permission, together with the alterations to these as approved under the previous S73 applications.

3.2 Background and Planning History

3.2.1 In 2009, an Outline planning application (accompanied with an Environmental Impact Assessment) (ref. HGY/2009/0503), was submitted for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development, comprising:

- between 950 to 1,080 residential units (C3);
- 460sqm to 700sqm of office uses (B1);
- 370sqm to 700sqm of retail/financial and professional services uses (A1/A2);
- 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4);
- 325sqm to 550sqm of community/assembly/leisure uses (D1/D2);
- new landscaping, public and private open space,
- energy centre, two utility compounds,
- up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.

3.2.2 This planning application was approved in 2012 subject to a section 106 legal agreement.

3.2.3 A revised planning application (S73) (ref. HGY/2013/2455) was submitted in 2013 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2009/0503, described as:

Variation of conditions to existing planning permission HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.

- 3.2.4 This planning application was approved on 3 April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allowed remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.
- 3.2.5 A further revised planning application (S73) (ref. HGY/2016/0026) was submitted this year (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:
- Variation of Condition 1 (Reserved Matters), Condition 2 (Time Limit), (Condition 3 (plans and specifications), Condition 6 (Maximum Building Heights), Condition 10 (Landscaping Details), Condition, 11 (Landscaping) Condition 26 (CCTV and Security Lighting), Condition 27 (External Lighting Strategy), Condition 28 (Surface Water Drainage), Condition 29 (Water Supply Impact Study), Condition 30 (Waste Storage and Recycling), Condition 31 (BREEAM), Condition 34 (Parking Provision), Condition 35 (Electric Vehicles), Condition 36 (Cycle Parking), Condition 37 (Travel Plan and Car Club), Condition 40 (Shopfronts), Condition 41 (Signage), Condition 55 (Network Rail), Condition 59 (Satellite Aerials), Condition 62 (Ventilation) and Condition 66 (Energy), deletion of Condition 67 (Code for Sustainable Homes) and additional informative regarding the Site Preparation Works as a 'phase' of development attached to planning permission HGY/2013/2455 to: permit the relocation of some gas infrastructure known as a Pressure Reduction Station (PRS) to a different part of the Site; to allow the submission of certain details to follow the approval of reserved matters for a particular phase of development, rather than being submitted at the same time as the reserved matters for that phase; and to add clarity to the planning permission.*
- 3.2.6 This planning application was approved on 23 May 2016 subject to a section 106 legal agreement. This permission allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.
- 3.2.7 A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- 3.2.8 A separate S192 (Certificate of Lawfulness) application (ref. HGY/2016/0543) for the demolition of the gas holders on the application site was approved on 31 March 2016.

- 3.2.9 A number of other non-material amendment (S96A) applications have been submitted and approved to alter the wording of conditions to allow the submission of details to occur as part of each phase.

3.3 Site and Surroundings

- 3.3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently characterised by cleared or derelict land on the southern portion which is currently undergoing remediation, and a group of commercial buildings along Coburg Road to the north of the site.
- 3.3.2 The site forms part of a wider strategic regeneration site known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD. The Haringey Heartlands area stretches from Alexandra Palace Station to the north, Wood Green High Road to the east, Hornsey station to the south and Hornsey High Street to the west.
- 3.3.3 In 2005 Haringey adopted the *Haringey Heartlands Development Framework* in order to help ensure major applications meet the strategic goals for the area. The framework covers two areas known as the western and eastern utilities lands as well as areas which provide vital links to Wood Green and Hornsey Centres. The framework replaced earlier planning briefs covering smaller sites in the area – the fundamental aim of the Framework is to regenerate these areas. The Framework seeks to provide at least 1,700 additional homes, 1,500 net additional jobs as well as new community, cultural and education facilities, public realm and improved transport infrastructure. This will be achieved by bringing back into use underused brownfield land, decommissioning the existing gas holders and decontaminating the land. This intention has been carried forward in the Councils' Site Allocations DPD, Pre-submission Version January 2016 (as SA22).
- 3.3.4 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and the further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the south is Clarendon Road which contains a number of light industrial and office uses.

3.3.5 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.

3.3.6 The site has a Public Transport Accessibility Rating (PTAL) of four and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

4.0 CONSULTATION RESPONSE

4.1 The following were consulted regarding the application, and the following responses were received:

Internal:

1) Design

I have no hesitation in strongly welcoming the proposed amendments, which in my view significantly improve the approved scheme. I considered that the approved scheme was acceptable on balance, albeit that I had some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors. The overall design concept and approach has been changed for this block (with further design changes apparently to be expected for other blocks).

I therefore strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. My only minor concern is regarding details of the landscaping to the street frontage and I would be happy for this to be resolved by condition or further separate reserved matters applications.

2) Transport

In assessing the reserved matters application we have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions and a S278 agreement.

(Officer Response: the conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works).

External:

3) Environment Agency

Our previous response to the reserved matters for the whole of the site we asked for a drawing to show the interaction between the proposed layout and the Moselle Brook Culvert to ensure that there was an 8m buffer.

There do not appear to be any plans submitted for this reserved matters to show the proximity of building C7 to the culvert.

(Officer Response: A plan showing this easement has been submitted by the applicant.)

4) TfL
No objections.

5) Natural England
No objections. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

6) Greater London Archaeological Advisory Service
On the basis of the information provided, we do not consider that it is necessary for this application to be notified under the GLAAS Charter.

7) Designing Out Crime Officer
Raise concerns with certain aspects of the layout of the development as it stands.

(Officer Response: a condition is recommended to ensure that the development complies with Secured by Design requirements).

5.0 LOCAL REPRESENTATIONS

5.1 The following were notified:

- Over 3000 Neighbouring properties
- Three Resident Associations
- Four site notices were erected close to the site

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

No of individual responses: 13
Objecting: 10
Supporting: 1
Others: 2

5.3 The following local groups/societies made representations:

- Parkside Malvern Resident's Association, support the application for the following reasons:
 - We see it as a good thing for the area and our community
 - The height of Building C7 is the same as the approved scheme and broadly the same footprint
 - At 104 units, it is a little bigger than the approved 99 units although there a fewer habitable rooms
 - While this building will not contain affordable housing, this will not compromise the delivery of the overall committed level affordable of housing
 - The proposal allows for the realignment of Mary Neuner Road and does not compromise the feasibility of opening the Moselle river
 - The use of brick with detailing and high quality materials generally are welcome features
 - A broad swathe of community (amenity) open space between the railway (Building C7) and Hornsey Park will be delivered early
 - We understand that a package of traffic calming measures and environmental enhancements to Hornsey Park Road will be proposed and installed
 - We understand that in developing Building C7, development is deemed to have commenced and that St. William will seek to procure an new planning permission for a better site wide scheme

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

- Design
- Not sympathetic to area
- Security
- Car parking access safety
- Cycle parking location and access

5.5 The following issues were raised, but are issues that were assessed and addressed as part of the outline planning permission for the site:

- Mix of units
- Noise
- Infrastructure issues
- Affordable housing
- Scale/Density/Height
- Loss of light
- Impacts on nearby developments
- Access to development

5.6 The following issues raised are not material planning considerations, or relevant to the assessment of this application:

- Street cleaning
- Local crime

- Street lighting
- Property ownership
- Loss of views
- Loss of green space
- Loss of Victorian properties (relates to Wood Green AAP, not this site)

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Scale, layout and appearance
3. Landscaping
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and residential mix
6. Quality of accommodation
7. Transportation
8. Sustainability
9. Land contamination
10. Waste
11. Designing out Crime
12. Drainage
13. Air quality
14. Planning Obligations

6.1 Principle of the development

- 6.1.1 The principle of this development is established by the outline planning permission granted in 2012 (and variations approved in 2014 and 2016) which approved the land use principles and parameters of this development.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 1056 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Haringey Heartlands Development Framework, and the Councils' Site Allocations DPD, Pre-submission Version January 2016.
- 6.1.3 This reserved matters application seeks to secure revised details relating to external appearance, layout, scale and landscaping to Block C7, which will allow for the commencement of the wider development. The changes, which include improvements to the massing and composition of the building, the reduction in single aspect units (and the removal of north facing units), and the revised

access location, allow for the new, and improved, emerging masterplan to be brought forward, which will result in a more

6.1.4 The reason that the applicant wishes to submit revised reserved matters for Building C7 only, is that Building C7 has been identified as the first building to be brought forward at the site. It is expected that all other buildings will be brought forward under a separate hybrid masterplan application (to be submitted in 2017). The applicant wishes to ensure that Building C7 reflects the design quality of the impending masterplan and therefore wish to submit new reserved matters for the building to reflect this approach.

6.2 Scale, layout and appearance

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

6.2.2 The outline permission was granted in accordance with a number of parameter plans, which included building layout and footprint, maximum and minimum storey heights, ground floor uses, upper floor uses, site access and movement, and landscape strategy.

6.2.3 The following controls and constraints exist across the extant permission:

- The maximum height of the proposed development, including lift overruns, rooftop plant etc, shall be no greater than indicated on the parameter plan for Maximum and Minimum Storey Heights.
- The outline planning permission shall not exceed 1080 separate dwelling units, whether flats or houses.
- The dwelling mix shall be approved in writing by the Local Planning Authority in consultation with the Greater London Authority, prior to commencement of the development with the exception of the Site Preparation Works.
- The developer will be required to dedicate a 3m strip of land by way of a section 72 agreement along Mary Neuner Road.
- The applicant shall provide up to 251 car spaces parking provision for the residential component of the development, including 60 disabled spaces.
- Building and structures on site to be set a minimum of 8m back from the outer culvert wall of the Moselle Brook.
- Any proposed buildings shall be at least 2 metres from the boundary with the operational railway, at least 5 metres from overhead power lines, or 3 metres from viaducts.

- 6.2.4 The layout places public or commercial uses towards the north of the site, whilst residential accommodation is arranged predominantly to the south. The public or commercial uses are centred on the square which forms the link between the cultural quarter to the north and the new residential area to the south. The square is also located on the east-west axis between the western part of Haringey Heartlands / Alexandra Park and Wood Green town centre.
- 6.2.5 The massing of the buildings is governed by the approved parameter plans at outline application stage, which create a series of linear buildings of varying heights. Whilst this was generally considered acceptable on balance, there were some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors.
- 6.2.6 The overall design concept and approach has been changed for this block, while remaining inside the scale and layout parameters set out in the outline permission. The overall design approach changes the massing and composition of the block from a “slab block” approach with horizontal emphasis to that of a “cluster” of elements with a more vertical elevational emphasis and an appearance of significantly finer and more varied urban grain. This takes this part of the development at least much closer to the council’s original design intent for this part of Heartlands, which is that it becomes a neighbourhood of architectural richness and variety, rather than of long, repetitive, “slab” blocks.
- 6.2.7 The proposal for this block breaks the design into four separately articulated “blocks” or “elements” that are clustered or “collaged” together and distinguished from each other by being alternately set back or projecting forward from each other, separated by recessed balconies and distinguished with contrasting materials, elevational treatment, proportioning and fenestration, including differing window proportions and patterns and differing architectural treatment of their “base” ground or ground and first floor. The Council’s Design Officer considers that this will create a pleasing unfolding composition, a composition that will create more potential for incident, interest and individual identity of individual flats.
- 6.2.8 The building is predominantly faced in brickwork as per the previous approval, but with an enriched palette, supported by innovative expressive detailing to create areas of texture and provide structure and proportions to elevations, informed by the architect’s use of precedents from the surrounding neighbourhood, including the brick houses of Noel Park, Hillfield Avenue and Campsbourne Cottages.
- 6.2.9 Whilst this application approves the design of the development, a condition still requires the exact details of the materials to be submitted for approval prior to each phase of the development commencing.

6.2.10 This building was included as part of the new hybrid masterplan for the site which was presented to the Quality Review Panel (QRP) in February 2017. Whilst this building was not presented individually, it formed part of the detailed southern portion of the site, for which the QRP stated 'with regard to the detailed application site (the southern portion of the site), they feel that the overall layout is now significantly improved, and believe that the north-south street would be an attractive route for pedestrians.'

6.2.11 The Council's Design Officer strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. As such, the proposal is considered to be in accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Landscaping

6.3.1 The landscape proposals have been developed in accordance with the parameter plans as approved in the outline permission. The proposal creates the development's first private residential courtyard located on the building podium. At ground level, it also forms the north extent and first phase of the 'natural edge' landscape that creates the setting for this building along its north, west and east edges. Private gardens form the building's southern edge alongside the adjacent neighbourhood park that will be delivered in future phases of the development.

6.3.2 The landscape has been designed to work on a number of different levels:

- Creating a strong setting for the building which supports movement, legibility, streetscape and the adjacent neighbourhood park;
- helping to provide a positive separation of residential and office uses contained within the building;
- creating a private podium landscape designed to support the needs of residents;
- integrating secure cycle parking without visual intrusion;
- creating of a rich sensory environment that connects people with nature.

6.3.3 The podium landscape has been designed as a private, social, green space that capitalises on direct sunlight. A flight of steps with a secure entrance provides a convenient access route for residents between the podium and the neighbourhood park to the south. The space has been arranged to provide cyclical movement and a variety of social spaces from small, intimate seating alcoves with backed seats surrounded by planting to larger communal spaces including the lawn and a long dining table. There are also raised planting areas with inbuilt social seating that will be installed with permanent planting in the first instance with the potential for conversion to more intensive food growing in the future. This provides a flexible approach that can be tailored to the particular interests of residents. Lighting is integrated at low level to create inviting social

spaces after dark with accent lighting to planting that helps to provide a warm atmosphere and a sense of enclosure.

- 6.3.4 The planting character and green structure for Building C7 is consistent around the building's perimeter and the podium landscape, creating a rich woodland inspired feel using a mix of low maintenance plants selected to thrive in the different growing conditions around the site, providing sensory experience and spectacle throughout the year. This comprehensive landscaping design demonstrates the high quality landscaping that can be achieved across the site, whilst being in accordance with the approved parameter plans. The specific details of the landscaping are further controlled via a condition on the outline permission, but it is considered that this proposal would provide a high quality landscape across the site.

6.4 Impact on adjoining occupiers

- 6.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.4.2 The daylight/sunlight, privacy and overlooking, and overbearing/enclosure impacts of the proposal on the neighbouring properties was assessed as part of the outline permission, and the heights and layouts of the proposed buildings were set and established by the approved parameter plans.
- 6.4.3 The daylight/sunlight assessment that was submitted with the outline application concluded that the majority of the residential properties within Hornsey Park Road would be unlikely to experience a noticeable change in the level of daylight should the maximum scale of the development be completed, as the windows of these residential properties are compliant with the BRE Guidelines. On this basis, the likely effect of the maximum scale parameters of the development on daylight availability on the majority of properties along Hornsey Park Road would be negligible.
- 6.4.4 This building is located to the far side of the site away from the Hornsey Park Road properties, and as such would not impact on any neighbouring residential properties.
- 6.4.5 With regard to noise, a Noise and Vibration assessment was submitted with the outline application to assess both the effects of the development in terms of noise and vibration on off-site receptors and noise levels at the development site

itself. The assessment considered the effects of noise and vibration during the demolition and construction works as well the effects following completion and operation of the development. This report concluded that subject to appropriate conditions (imposed on the outline permission), there would be a negligible affect on the neighbouring residential properties.

6.5 Affordable housing and residential mix

- 6.5.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.5.2 Similarly, The London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.5.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 50%.
- 6.5.4 The proposed mix of tenures in the entire scheme is 851 units for private sale, 61 Intermediate units, and 144 for affordable rent, for a total of 205 affordable units. This equates to 19.4% of the units, or 24.4% on a habitable room basis. The proportion of affordable housing has been agreed under the outline consent. This allowed for between 14% and 24.4% of the units as affordable (on a habitable room basis), which equated to between 118 and 208 units. Of the 205 affordable units 17.1% of these would be 1-bed, 42% 2-bed, 30.2% 3-bed, and 10.7% 4-bed (a total of 40.9% ‘family’ units). As such, the proposed tenure mix is in line with that approved at outline stage, and provides a 70%:30% split in favour of rented units. The Council’s Housing Team has confirmed that the mix of unit sizes within the affordable provision would meet their requirements.
- 6.5.5 This particular building does not include any affordable units, and was not designated to contain any in the approved parameter plans. Therefore there is no impact on the overall quantum of affordable units to be built on the site as a result of this proposal.
- 6.5.6 The overall outline consent for the site allows for up to 1,080 dwellings to be built. This proposal provides the first of the 1,056 units which were allowed for under the approved reserved matters application. The resulting density will remain 223 units per hectare (595 habitable rooms per hectare) across the site, which is

within the range of 70-260 u/ha and 200-700 hr/ha as set out Table 3.2 of the London Plan. Objections have been raised in respect of overdevelopment however, the principle of residential development of this size and density has been accepted under the original outline permission.

- 6.5.7 The previously approved reserved matters application for this block contained 99 units, with a mix of 1 x 1-bed/1-person, 25 x 1-bed, and 73 x 2-bed. This application provides 104 units with a mix of 15 x 1-bed/- person, 25 x 1-bed, 61 x 2-bed and 3 x 3-bed. Overall, the wider development sought to deliver 3.7% 1-bed/1-person units, 38.8% 1-bed units, 46.8% 2-bed, and 10.7% family units. The proposed mix within this block is generally in accordance with the indicative mix demonstrated as part of the outline application.
- 6.5.8 As such, the overall proposed mix and tenure split is considered acceptable.

6.6 Quality of accommodation

- 6.6.1 London Plan 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 SPG.
- 6.6.2 All the proposed units meet the Housing SPG standards with 10% (106) across the site being wheelchair adaptable, 4 of which are in this block. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.
- 6.6.3 Children's playspace will be provided within the large communal landscaped amenity areas across the wider site, and will be a mixture of formal, incidental and natural play spaces, both public and private.
- 6.6.4 With regard to the wheelchair car parking, 4 wheelchair accessible spaces are proposed to service this block, which equates to one per accessible units within this block.
- 6.6.5 The Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms. All the single aspect units are the smaller units, and there are no Category C or D areas. Unfortunately, the original outline approval was designed based on a single aspect unit configuration, which has resulted in a number of single aspect units, however this revised application for this block has removed the single aspect north-facing units that existed in the previous reserved matters application, and this is strongly supported.

6.6.6 The daylight/sunlight assessment submitted with the application show that the block will achieve a good level of adherence to the daylight and sunlight guidelines and provide a good level of amenity for future occupiers. The results show an improvement upon the performance of Block 7 in the original reserved matters consent.

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

6.7 Transportation

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

6.7.2 The proposed development is located in an area with a Public Transport Accessibility Level (PTAL) of 3 - 4. It is within easy walking distance of Wood Green and Turnpike Lane Underground stations, and Alexandra Palace Station. The traffic generated by the development proposals as a whole is still within the threshold assessed as part of the outline application. The applicant has proposed providing 18 off street parking spaces as part of the proposed development of this building. This is in accordance with the parameters involved as part of the outline permission, and is considered acceptable. 4 wheelchair accessible car parking spaces are proposed, which equates to 1 per wheelchair accessible unit in the buildings, in line with policy.

6.7.3 The cycle parking for the proposed development is secured by Condition 36 of the outline permission, which requires the applicant to provide 1 cycle parking space per residential unit and additional cycle parking spaces for the commercial aspect of the development. Under this parameter, a total of 108 cycle parking spaces would be required in this block. The applicant is proposing to provide a total of 142 cycle parking spaces within this block, with a number of additional spaces outside of the building. This is well above the cycle parking provision required by Condition 36 and the parameter plans. There are some concerns with the design and layout of the cycle parking, however, the final details of the stands and their security will be dealt with and finalised as part of the discharge of Condition 36 of the outline permission.

6.7.4 The applicant is proposing to change the layout of the ground floor including changing the access point to the car park. The revised highways layout was subject to an Independent Stage 1 Road Safety Audit. The result of the Road Safety audit highlighted some minor issues, however, it is considered that these

can be addressed as part of the detailed design, which will be secured via a S278 agreement, which is recommended as a condition.

- 6.7.5 The Council's Transportation team have assessed the proposed development and have stated that in assessing the reserved matters application they have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions requiring details of a delivery and servicing plan, further cycle parking, further wheelchair parking and a S278 agreement.
- 6.7.6 The conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works.

6.8 Sustainability

- 6.8.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 6.8.2 The outline planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.
- 6.8.3 A number of conditions of consent were attached to the outline permission to ensure compliance with sustainability criteria, including the requirement for a detailed energy strategy for the whole site, and that a minimum standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) is achieved. The Code for Sustainable Homes has been removed, and this condition was therefore removed in the 2016 variation. However, the Condition 66 requires an energy strategy for the whole to site to be submitted, which would ensure compliance with the carbon reduction requirements of the Building Regulations and London Plan requirements.

6.9 Land contamination

- 6.9.1 The original application contained a preliminary assessment of potential ground contamination across the whole site. Condition 45 of the outline planning permission (as varied) requires a full risk assessment, site investigation, remedial strategy and verification of the contamination on the site. No further assessment of contamination is required as part of this application.

6.10 Waste

- 6.10.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.
- 6.10.2 In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.
- 6.10.3 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials was imposed on the outline permission, which would secure adequate facilities.

6.11 Designing out Crime

- 6.11.1 The proposed development has been broadly designed with regard to the requirements of Secured by Design. However, the Secured by Design Officer has raised some concerns with some aspects of the design and layout of the scheme with regard to Secured by Design principles. These relate to the arrangement of entrance doors and the security of the cycle storage. The applicant has committed to achieving this certification, and will work with the Metropolitan Police to obtain full Secure by Design certification. A condition requiring this was secured on the outline permission, however, to ensure this compliance, a further condition requiring this certification be demonstrated is recommended for this reserved matter application. In addition, all lighting will be in accordance with Haringey Guidelines and British Standards with the installation of CCTV included where deemed necessary, which is secured via condition on the outline approval.

6.12 Drainage

- 6.12.1 The Environmental Statement submitted with the original application makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding. There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the site and the New River, to the west and south of the site, which is an entirely artificial watercourse. This was supported by a flood risk assessment. Conditions imposed on the outline planning permission (as varied) requires a full SUDS scheme for the site, together with a number of other requirements to satisfy Thames Water and Environment Agency requirements in terms of foul and surface water, and water supplies. The Environment Agency

requested confirmation that the building sits outside of the required 8 metre easement of the Moselle Culvert, and the applicant has submitted a plan demonstrating this. No further assessment of drainage is required as part of this application.

6.13 Air quality

6.13.1 The Environmental Statement submitted with the original application included an Air Quality Assessment in order to assess the construction and operational impacts of the development on local air quality.

6.13.2 Air quality impacts arising from the completed and operational development could arise from vehicle emissions or operational plant and ventilation systems were assessed as part of the outline application. The potential effects of vehicular traffic on air quality generated as a result of the development have been minimised as part of the design, in terms of limiting car parking opportunities, with a total of 225 spaces now proposed (a reduction from the 251 in the original outline approval). In addition, a site-wide Travel Plan will be required by a condition on the outline permission, and this will need to be implemented in order to promote all non-car modes of travel. It is not considered that the proposed development would have any significant adverse impact on local air quality as a result of vehicle emissions.

6.13.3 With respect to atmospheric emissions from heating plant, the proposed development would incorporate modern plant and building services facilities with low emissions, in line with tightened legislation and industry standards. The proposed development would incorporate an Energy Centre which would include a communal heating system with a gas Combined Heat and Power (CHP) unit installed as the lead heat source, biomass boilers providing further heating, and gas-fired boilers provided for back up and to meet peak demands. The proposed location of the energy centre is in the basement of the block at the south-west corner of the site. The location of the flues from the boiler plant within the energy centre would be located above roof level.

6.13.4 A range of construction mitigation measures would be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions, including but not limited to routine dust monitoring, an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring and close liaison with surrounding sensitive properties). The CEMP was secured via a condition of consent on the outline approval, and the development implemented in accordance with the approved details. Additionally the site contractors will be required to be registered with the Considerate Constructors Scheme.

6.14 Planning obligations and CIL

6.14.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. S106 obligations were agreed as part of the original outline permission and its subsequent variations. No change to this agreement is proposed.

6.14.2 As the application is for reserved matters, CIL is not applicable.

6.15 Conclusion

6.15.1 The development of the site is in accordance with the principles and parameters of the outline planning permission, as well as the Council's strategic direction for this area. The revised reserved matters as proposed are considered acceptable.

6.15.2 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.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017).

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 2 years from the date of this permission, failing which the permission shall be of no effect.

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

2. The approved plans and specifications comprise:

439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017).

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

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

3. Prior to the occupation of the development hereby approved, confirmation that this phase of the development complies with the requirements of Secured by Design, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants.

4. The developer will be required to enter into a Section 278 agreement to secure the following:
- a) The gates to Block C7 must be set back from the public highways to allow for queuing; in addition the gates must be remote controlled to reduce the dwelling time of vehicles waiting to access the car parking which can potential result in queuing public highways.
 - b) The safety audit observed speeds in excess of 20MPH which is the design speed for the new access point, the revised design must include traffic calming measures to ensure that the design speed of 20mph is reinforced.
 - c) The detailed design must subjected to and independent Stage 2 Road Safety Audit.

This agreement shall be entered into prior to the commencement of above ground works of the relevant phase(s) including these works.

Reason: To ensure safe and efficient vehicle access, and to secure the implementation of the highways works, enabling access to the development proposal.

Informatives:

INFORMATIVE: Hours of Construction Work:

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

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

INFORMATIVE: Street Numbering

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

INFORMATIVE: Secured by Design

In aiming to satisfy Condition 3, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: Telephone 0208 217 3813 or via DOCOMailbox.NE@met.police.uk

INFORMATIVE: Thames Water

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 www.thameswater.co.uk/buildover.

INFORMATIVE: Thames Water

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

INFORMATIVE: Thames Water

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: Thames Water

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

INFORMATIVE: Thames Water

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

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>I have no hesitation in strongly welcoming the proposed amendments, which in my view significantly improve the approved scheme. I considered that the approved scheme was acceptable on balance, albeit that I had some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors. The overall design concept and approach has been changed for this block (with further design changes apparently to be expected for other blocks).</p> <ol style="list-style-type: none"> 1. The overall design approach changes the massing and composition of the block from a “slab block” approach with horizontal emphasis to that of a “cluster” of elements with a more vertical elevational emphasis and an appearance of significantly finer and more varied urban grain. This takes this part of the development at least much closer to the council’s original design intent for this part of Heartlands, that it become a neighbourhood of architectural richness and variety, rather than of long, repetitive, “slab” blocks. 2. The proposal for this block breaks the design into four separately articulated “blocks” or “elements” that are clustered or “collaged” together and distinguished from each other by being alternately set back or projecting forward from each other, separated by 	Noted.

Stakeholder	Question/Comment	Response
	<p>recessed balconies and distinguished with contrasting materials, elevational treatment, proportioning and fenestration, including differing window proportions and patterns and differing architectural treatment of their “base” ground or ground and first floor. I am confident this will create a pleasing unfolding composition, more suited to gradual unfolding of someone at walking pace than the rather “speedy” composition of the approved scheme, more suited to be appreciated from a moving vehicle, a composition that will create more potential for incident, interest and individual identity of individual flats.</p> <p>3. This “collage” technique of composition creates a series of set-backs and projections. These mean it has been possible to lay out the internal layout of the block so that there are a much higher proportion of single aspect flats, including no north or south facing single aspect flats, and even where there are single aspect flats, most have the possibility of a different, angled outlook due to step-backs at their balcony. All the larger, family sized units are dual aspect (at least). I would say this is a quite extraordinary and impressive experience given how dominated by single aspect flats the previous approved scheme was (in both the approved scheme and an accepted intent in the illustrations of how the original outline scheme of 2009 was intended to be built out, dating from a time before the stricter housing design standards of the London Plan and Mayors Housing SPG were developed).</p>	

Stakeholder	Question/Comment	Response
	<p>4. The set-backs also allow the detailed flat layouts to make almost all the balconies recessed or semi-recessed (on corners), rather than as previously all projecting. The balconies are further detailed with brick columns at their corners to emphasise their recessed nature. The balconies will therefore provide a greater degree of privacy and weather protection to residents, encouraging them to make use of them, and at the same time provide a degree of screening to visible “clutter” of furniture etc on balconies when viewed from the street.</p> <p>5. Ground floor single aspect flats facing the street have been eliminated in the block, alleviating my concern regarding privacy to residents; the only ground floor residential units in this proposal are three ground and first floor maisonettes; these are located in the south-eastern corner of the development and each have their own front door off the street or public park, adding further animation to the streets and public open spaces, and improving the fulfilment of another design intent of the original proposals.</p> <p>6. The remainder of the ground level street frontage, on both streets intended to be created alongside this site, to the north and east, will also be made active and lively. To start with there are two separate residential core entrances; one on each street. In addition between and to either side there are long frontages to ground floor commercial or retail units, creating daytime active frontage and minimising the</p>	

Stakeholder	Question/Comment	Response
	<p>amount of frontage taken up with utilitarian uses (plant, refuse storage, cycle stores and car parking). Notably active ground floor frontage from commercial units continue the full length of the northern elevation, with a third commercial unit in the north-west corner if this site, “beyond” the car park and refuse store entrance, showing the proposal does not neglect active frontage to this street frontage which might be dismissed as less important, but (I am confident) will become more lively and significant as neighbouring sites in the rest of Heartlands, outside of this applicants’ ownership, come forward for development.</p> <p>7. It is also particularly notable that the articulated composition allows areas of two storey base to be combined with areas of single storey base so that the visual affect of two storey base in creating more pleasing proportions of buildings of this height can be realised without too much tricky detailing for flats on the first floor. Further subtle refinements to elevational composition is achieved by switching the primary open side of corner recessed balconies at some corners, to subtly break the extent of the main height of the elevations, as well as to provide upper floor balconies with outlooks focussed on more impressive longer views (such as across the railway embankment towards Alexandra Park) not available to lower floor balconies.</p> <p>8. The one aspect of these proposals I am less convinced about it the landscaping at ground level,</p>	

Stakeholder	Question/Comment	Response
	<p>between the active frontages of the commercial units and residential core entrances and the proposed streets. I feel their frontage is too far set back from the street / pavement edge and too reliant on unconvincingly lush and hard to maintain ground level landscaping with indistinct separation from the public realm. This could too easily be walked or driven over, and is in danger of diminishing the “urban-ness” of the character of the street. However I recognise that the precise layout, nature and landscaping of the roadways are outside of the scope of this application; these proposals show the approved street layout but I am hopeful that further changes will be made as part of applications to resolve conditions, that significantly improve the urban realm of the public spaces.</p> <p>9. Proposed landscaping around the ground and first floor maisonettes and park edge, to the south of the site, is sensible, attractive and functional, with box hedges enclosing private gardens and providing a clear separation and boundary to the public realm. The proposals further provide a generous and well landscaped private communal podium garden, at 1st floor level above the car park (mostly) in the south-western quadrant of the site, with access for all residents, with a corridor off each core at 1st floor level as well as a private, access controlled, residents access stair linking the podium to the proposed public park to the immediate south of this site. Residents are therefore to be provided with exemplary private communal and (in balconies) individual private outdoor amenity space, with an excellent degree of</p>	

Stakeholder	Question/Comment	Response
	<p>separation from the public realm.</p> <p>10. Daylight and sunlight levels within the proposed development, to both residential accommodation, commercial accommodation and amenity space, is excellent, and a significant improvement on the approved scheme, with a much higher proportion of the flats habitable rooms achieving the daylight and (where relevant) sunlight levels recommended in the BRE Guide, and the amenity space exceeding the standard.</p> <p>11. Privacy and overlooking concerns remain unchanged and acceptable compared to the approved scheme; the layout in this block does not create any privacy concern. The layout avoids the possibility of overlooking in the internal corner by laying out the plans with a flat that turns the internal corner, with rooms on both the south and west facing side of that corner. I mentioned the removal of ground floor units above.</p> <p>12. Materials remain brick, but with an enriched palette, supported by innovative expressive detailing to create areas of texture and provide structure and proportions to elevations, informed by the architect's use of precedents from the surrounding neighbourhood, including the brick houses of Noel Park, Hillfield Avenue and Campsbourne Cottages.</p> <p>13. Necessary and essential utilitarian uses, such as plant, refuse storage, cycle stores and car parking</p>	

Stakeholder	Question/Comment	Response
	<p>are elegantly accommodated in the ground floor, particularly under the podium garden, against the railway embankment, in generous sized and accessible areas that are also secure, weatherproof and yet not visually dominant. Useful additional access controlled access to the car and cycle parking is provided from the park to the south, providing additional opportunities for social interaction and use of car free cycling routes.</p> <p>I therefore strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. My only minor concern is regarding details of the landscaping to the street frontage and I would be happy for this to be resolved by condition or further separate reserved matters applications.</p>	
Transportation	<p>The reserved matters application HGY/2017/0821 for Block C7 & includes a total of 104 residential units comprising: 15x studios, 25x1 bed, 61x2 bed and 3 x 3 bed units, and 337sqm of commercial space the applicant is proposing to provide a total of 107 secure sheltered cycle parking spaces and 18 car off street car parking spaces including 4 wheel chair accessible car parking spaces.</p> <p>The applicant is proposing to change the layout of the ground floor including changing the access point to the car park as per Drawing C7/GA/000 REVA. The revised</p>	<p>Noted.</p> <p>Comments on recommended conditions are below:</p>

Stakeholder	Question/Comment	Response
	<p>highways layout was subject to an Independent Stage 1 Road Safety Audit; the result of the Road Safety audit highlighted a few issues which can be addressed as part of the detailed design. We will require the following conditions to be attached to the reserve matters application to address these issues:</p> <ol style="list-style-type: none"> 1) The gates to the car park should be set back from the public highways to allow for queuing vehicles, in addition the gates should be remote controlled to reduce the dwelling time of vehicles waiting to access the car parking which can potential result in queuing public highways. 2) The safety audit observed speeds in excess of 20MPH which is in excess of the design speed for the new access, we will therefore require traffic calming measures to be implemented as part of the proposed S.278 works. 3) The detailed design must subjected to and independent Stage 2 Road Safety Audit. <p>The applicant is proposing a refuse collection point on the public highways it is essential that refuse bins are not placed on the public highways and do not impede free flow of pedestrian and vehicular traffic. We will require the applicant to produce a service and delivery strategy to ensure that the public highways are not obstructed during the servicing of the development. This servicing and delivery plan must also include serving on the commercial units (deliveries and refuse collection).</p> <p>Condition 36 (Cycle parking) attached to the approved</p>	

Stakeholder	Question/Comment	Response
	<p>Planning Application HGY/2016/0026 requires the reserve matters application to provide: “a) 1 cycle spaces per residential unit with 1 or 2 bedrooms and 2 cycle space per residential unit with 3 or more bedrooms; b) 50 cycle spaces for the shop/office/community aspects of the development (36, 4 and 10 cycle spaces correspondingly) and c) secure shelters, shall be submitted to and approved in writing by the local planning authority”.</p> <p>The applicant has provided cycle parking spaces for the residential aspect of the development however no cycle parking has been provided for the commercial aspect of the development proposal, we will require a condition which secures the cycle parking for the commercial aspect of the development in line with Condition 36. The location of the cycle parking spaces are considered acceptable however details on the shelter and the means of security will have to be finalised as part of Condition 36 attached to HGY/2016/0026.</p> <p>The applicant is proposing to provide a total of 18 car parking spaces in relation to Block C7 this is 0.17 car parking spaces per unit, it is to be noted that the car parking provision across the site is 0.23 car parking spaces per unit. Whilst we have considered that the car parking provision for this phase of the development of 0.17 car parking space per units is acceptable. The applicant is required to provide a minimum of 11 wheel chair accessible car parking spaces as part of this phase of the development. We will therefore require a condition securing 11 wheel chair accessible car parking spaces.</p>	

Stakeholder	Question/Comment	Response
	<p>of the development.</p> <p>Reason: To ensure that disable residents of the development have access to wheel chair accessible car parking spaces.</p> <p>2. We will require the applicant to produce a service and delivery plan (SDP) to ensure that the public highway is not obstructed during the servicing of the development. The serving and deliver plan must also include serving on the commercial units.</p> <p>Reason: To ensure that serving of the development will not impede pedestrians and the free flow of traffic on the highways network.</p>	<p>This is covered by condition 71 of the outline permission.</p>
EXTERNAL		
Environment Agency	<p>Our previous response to the reserved matters for the whole of the site we asked for a drawing to show the interaction between the proposed layout and the Moselle Brook Culvert to ensure that there was an 8m buffer.</p> <p>There do not appear to be any plans submitted for this reserved matters to show the proximity of building C7 to the culvert. I'd be grateful if you could ask the applicant to demonstrate with a drawing or confirm that the previously submitted information is applicable for this application.</p>	<p>A plan showing this easement has been submitted by the applicant.</p>
Transport for London	<p>Thank you for consulting TfL regarding this application. Having reviewed the details of the case, TfL has no objection to the proposals.</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
<p>Natural England</p>	<p>Natural England has previously commented on this proposal and made comments to the authority in our letter dated 18 June 2016.</p> <p>The advice provided in our previous response applies equally to this proposal although we made no objection to the original proposal.</p> <p>The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.</p>	<p>Noted.</p>
<p>Greater London Archaeological Advisory Service</p>	<p>No Need to Consult GLAAS</p> <p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>On the basis of the information provided, we do not consider that it is necessary for this application to be notified under the GLAAS Charter, the criteria for</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>consultation from which are attached.</p> <p>If you consider that this application does fall within one of the relevant criteria, or if there are other reasons for seeking the advice of GLAAS, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.</p> <p>Please note that this response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p>	
<p>Designing Out Crime Officer</p>	<p>In principle I have no objections to the overall re-development of the site however having reviewed the available documents for the proposed design I would like to bring to your attention the following concerns:</p> <p>Concerns re. Physical Security to the development: The existing plans make no reference of a standard of compliance for vulnerable communal doors, i.e. PAS 24-2012 LPS 1175 SR2, STS 202 BR2. The ideal specification for communal cores is a primary and secondary door (sometimes called an airlock) which is good design and greatly prevents unlawful access into the building. Further information can be found in Section 2A Secured by Design New Homes Guide 2016 & Section 3, 53 & 54 New Homes 2016.</p> <p>Concerns re. Cycle Storage:</p>	<p>Concerns noted, and condition recommended to ensure scheme complies with Secured by Design (and other) requirements.</p>

Stakeholder	Question/Comment	Response
	<p>Cycle crime is a problem in Haringey and London as a whole and I would require purpose built stores certificated to LPS 1175 SR1 or similar to further secure the 'external' cycles. From the drawings I could access, whilst the cycles are covered, it may be possible to access them from the boundary and there are too many cycles (98) in stands without further security. These need to be divided into separate, secure stores. Further information can be found in Section 53 Secured by Design New Homes Guide 2016.</p> <p>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October 2015, it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards; I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specific aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and</p>	

Stakeholder	Question/Comment	Response
	<p>leads to the delivery, on site, of a more secure product.</p> <p>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com.</p> <p>Request Community Safety – Secured by Design Condition:</p> <p>Prior to the commencement of the development hereby approved, a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police NE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.</p> <p>Reason: In the interest of creating safer, sustainable communities</p> <p>We would like to recommend that the security standards of SBD are implemented within the overall design and build. To ensure this standard is achieved we would respectfully request that achieving SBD is added as a planning condition.</p>	

Stakeholder	Question/Comment	Response
	<p>Community Safety - Informative: In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: Telephone 0208 217 3813 or via DOCOMailbox.NE@met.police.uk</p>	
<p>Parkside Malvern Residents Association</p>	<p>We would like to register our support for Building C7 planning application on the following basis:</p> <ol style="list-style-type: none"> 1. We see it as a good thing for the area and our community that development of this quality is commenced sooner rather than later: we understand that, if permitted the proposed commencement date is March, 2018. 2. The height of Building C7 is the same as the approved scheme and broadly the same footprint: we would expect the landscaping to be provided at the time of construction to the same high quality demanded of the final scheme. 3. At 104 units, it is a little bigger than the approved 99 units although there a fewer habitable rooms. 4. While this building will not contain affordable housing, this will not compromise the delivery of the overall committed level affordable of housing. 5. The proposal allows for the realignment of Mary 	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>Neuner Road and does not compromise the feasibility of opening the Moselle river in accordance with Haringey Policy SP5 and the recommendations of the Environment Agency and Thames 21.</p> <p>6. The use of brick with detailing and high quality materials generally are welcome features.</p> <p>7. The proposal will be delivered with the Pocket Park over the same period as the PRS such that a broad swathe of community (amenity) open space between the railway (Building C7) and Hornsey Park will be delivered early to the same high standard demanded of the wider plan for the site.</p> <p>8. We understand that a package of traffic calming measures and environmental enhancements to Hornsey Park Road will be proposed and installed by St. William to complement the park's frontage and extend its impact, when the application for the wider site, referred to below, is made, these works being building the pavement out to create a minimum width of carriageway in the form of a shared surface, suitable bollards or protection to protect and define the pedestrian space, trees in the pavement on the east side of the carriageway, high quality paving, suitable signage and other street architecture to define the space.</p> <p>9. We understand that in developing Building C7, development is deemed to have commenced and that St. William will seek to procure an new planning permission for a better site wide scheme that will incorporate</p>	

Stakeholder	Question/Comment	Response
	<p>Building C7, the Pocket Park, respect and improve upon the massing, height, overlooking, daylighting and general openness of the site and , in particular along the boundary with Hornsey Park Road: the same planning permission may incorporate adaptations to Building C7 but we will comment on these if and when proposals come forward. We do not wish approval of Building C7 to be delayed by this further application.</p> <p>If the council expects to collect S.106 contributions or CIL, we would ask that funds are allocated as a matter of priority to delivering the extension of the New River footpath from the Penstock Path to Wood Green Common (between the reservoir and the railway embankment) and to the environmental works in Hornsey Park Road.</p> <p>In conclusion, we would like support this application St. William and look forward to the delivery of the first part of the Heartlands.</p>	
<p>Haringey Cycling Campaign</p>	<p>The overall design concept looks good and the generous provision of cycle parking is welcome. However the location and accessibility of the parking needs to be improved.</p> <p>The 142 cycle spaces should have at least equal accessibility compared to the 18 car spaces. To access the internal 44 space cycle store, residents have to go through the double door fire lobbies, to the end of the car parking, finally reaching the cycle store door at the other side of the building. The 98 space external cycle parking</p>	<p>This is assessed in the above report.</p>

Stakeholder	Question/Comment	Response
	<p>(with metal roof) is also reached though a door at the extreme end of the car parking.</p> <p>There is no reason for cycle parking to be regarded as an adjunct to car parking. It does not pose a fire risk in the same way as cars and should be accessed directly from the building entrance lobbies, or near to the natural exit path from the building. The 44 space cycle store could be relocated to the present smaller plant room position, with a door from the lift lobby. The access to the 98 space store can be improved by making the access door central to the cycle parking. It appears all the cycle spaces are for standard solo cycles. There should be some provision for mobility scooters, box-bikes etc. The security of the external parking will need to be carefully considered.</p> <p>Disappointingly the car park safety audit does not include cycle safety. For example how do cycles exit safely from the external parking through the Refuse Collection Point? This needs further consideration.</p>	
NEIGHBOURING PROPERTIES	<i>10 letters of objection and 2 further comments</i>	
Objection	<p>- Planned façade and look of the building does not work at all well with the surrounding Victorian buildings - how on earth has the designer got this idea from their example photo. It is not sympathetic to the area and will bring down the look and potential of the area -would be better used as a park or green space, considering the issues that the Haringey population suffers from, such as childhood obesity (park might encourage children to get</p>	Design is addressed in the report above.

Stakeholder	Question/Comment	Response
	<p>active), increasing mental health issues (studies show that green space is beneficial to people, and I would argue especially so for those living in cities) amongst others.</p> <p>- I do not feel that this area needs more 3/2/1 bed homes, the area is in the process of developing and at present does not have the population who works and lives in the area yet who would require this. The accommodation is likely going to be bought by landlords therefore not creating a stable local community. This may also put up the price of accommodation for those living here already and may further disadvantage a highly deprived community.</p> <p>- I am concerned about whether the accommodation/ community area will be gated. On our property we have had unsavoury characters in the gardens at night and had our garden used as a drop-off point for drug dealers. If you provide such a space as this and fail to ensure that it is only accessible to residents, this will create an issue and potentially bring more crime into the residential area. Considering the number of families that live in this area, this is worrying.</p> <p>- I think that the lighting and potential noise created by this development might disturb the current residents on Hornsey Park Road. It is a fairly quiet road aside from traffic. As per LED streetlights installed by the Council, it would appear there is an attempt to reduce light pollution in the area. The development seems to go against this</p>	<p>The unit mix of the proposal was established as part of the outline approval.</p> <p>The development will have a mixture of secured and open areas, and will need to comply with the requirements of Secured by Design.</p> <p>Noise issues were assessed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>- Has the Council considered how to keep streets clean with this development and the increased foot traffic it will inevitably incur? There is already a serious issue with street cleanliness in this area.</p>	<p>This is not relevant to this application.</p>
<p>Objection</p>	<p>1. 104 homes could mean 104 homes with children. Where are the schools to support these families? Our schools are already overcrowded with more and more applications being approved.</p> <p>2. Clarendon Road had a gun incident some time ago. That road leading on to Mayes Road is poorly lit and seems unsafe at night. Will the council be upgrading the lighting or does the developer plan to help pay for better lighting.</p> <p>3. There is no mention of affordable housing.</p>	<p>Infrastructure issues were assessed as part of the outline permission.</p> <p>This is not relevant to this application.</p> <p>No affordable housing is proposed in this phase of the development, as per the outline approval.</p>
<p>Objection</p>	<p>I would like to notify you of my objection to the proposed building on the site of Hornsey Gasworks. I have no objection to building on the site, however the scale of residential development of circa 1000 units would in my view have an adverse impact of local public transport. I am particularly concerned that the already busy local national rail service from Alexandra Palace and Hornsey station will be unable to cope with the demand.</p>	<p>The scale of the proposal was established as part of the outline approval.</p>
<p>Objection</p>	<p>I am writing to object to the proposal. I believe that the number of housing units proposed will put extreme stress on the current local infrastructure. In terms of electricity,</p>	<p>The unit mix of the proposal was established as part of the outline approval.</p>

Stakeholder	Question/Comment	Response
	<p>we already suffer from regular powercuts which will not be helped by increasing the number of populace. We have not seen any increased numbers of doctor's surgeries in the area nor do we have an increased number of good schools.</p> <p>Primary schools are already difficult to get into and there are even fewer good secondary schools in the area. I also believe that this will have a negative impact on the commute down to central London as I would imagine a number of the residents will work in the centre and there is no plan for any additional capacity on the transport links. The journey to work is unpleasant enough as it is with the amount of people travelling.</p> <p>I would also consider how many of the housing units will fall into the hands of foreign investors. Quite a high percentage of the flats currently being built in the high street were sold overseas, particularly in Singapore within a very short period of time of them being released for sale. This can only be detrimental to the UK economy as people are forced to rent from foreign investors and a large part of their salaries immediately exit the country.</p> <p>I am also concerned about the potential for noise from this development and how we seem to be wanting to pack in so many large residential blocks into a relatively small area.</p>	<p>Infrastructure issues were assessed as part of the outline permission.</p> <p>This is not an issue that can be controlled via the planning system.</p> <p>Noise issues were assessed as part of the outline permission.</p>
Objection	<p>Object on grounds of:</p> <ul style="list-style-type: none"> - Overly large scale and mass of proposed blocks - Unacceptable degree of light loss and overlooking for 	<p>These issues were assessed and addressed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>nearby existing residences</p> <ul style="list-style-type: none"> - Negative impact on sightlines from Alexandra Palace and park - Negative impact on overly burdened local bus, tube and train services - Lack of provision of sufficient useable green amenity space - Lack of sufficient 3 and 4 bed dwellings to meet local demand 	
Objection	<p>I am adding my comments here as the block directly affected by the new planning application as from the plans it looks to severely affect not just my block but the whole of NRV (New River Avenue). I am not satisfied that the plans show that my view and sunlight to the block will not be affected. There is a huge development at the end of the road - Smithfield - which is already bringing in over 550 new residents to the blocks, which is going to cause disruption for years to come as they build. There is already strain on the community in the form of schools and doctors and Hornsey station itself is so overcrowded already it is often difficult to get a train first attempt. The road (Great Amwell and Chadwell lane) will become a though fare for the residents of this new block, which will increase the noise and disruption to fellow residents at all times of the night. It will also be highly disruptive to residents whilst the building work goes on, having to put up already with Smithfield disruption daily from the building work.</p> <p>That land and the path is also used daily by the residents of NRV and neighbouring streets for walking, exercise</p>	<p>Any impact on this development would have been assessed at outline stage.</p> <p>It is unclear what this relates to as there is no development proposed on or near the</p>

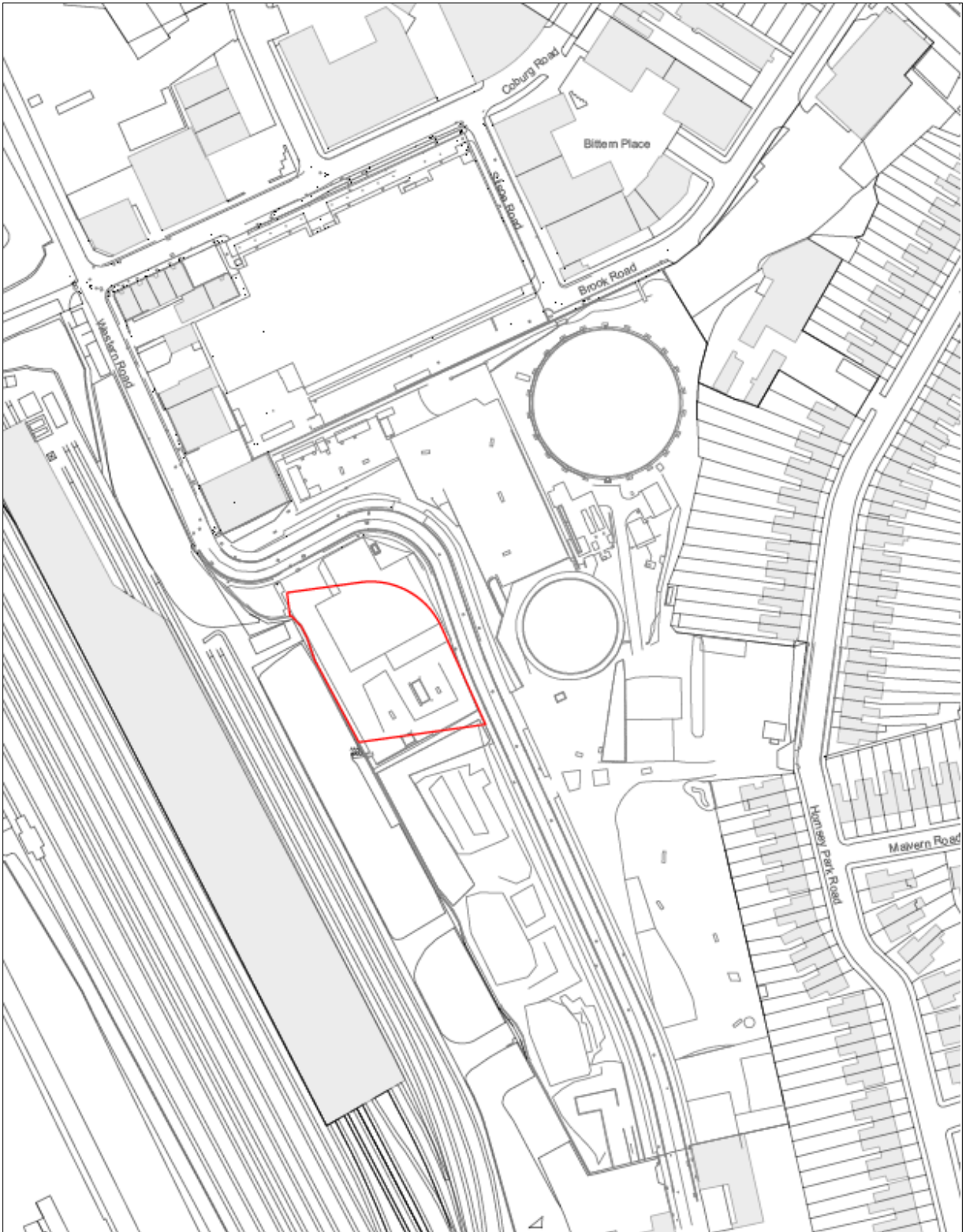
Stakeholder	Question/Comment	Response
	<p>and also group meet ups for Thai Chi and other healthy pursuits. Something the council should be encouraging, not taking away. Many of these could not travel further to another green area and this is their chance to sit somewhere peaceful and experience a bit of peace and quiet in a safe environment.</p> <p>In conclusion, this new development would be better suited on one of the many brownfield sites nearby in Wood Green rather than taking away a green field area and adding further strain to resources and deteriorate the view and sunlight of the neighbouring blocks.</p>	<p>NRV development.</p> <p>The application in on a brownfield site.</p>
Objection	<p>My objection is only based on access to the new estate. If it is through the new river village estate then that would massively affect pollution and noise levels in a very disturbing way. Because of the height of our buildings cars passing between them creates a lot of noise and a rise in this would be detrimental to my mental health not to mention causing more air pollution and dust.</p>	<p>No access is proposed to the site from the other side of the railway.</p>
Objection	<p>I object to the planning application on the grounds:</p> <p>a) that the density of living space cannot be supported by the infrastructure - roads, schools, social support - of the area and</p> <p>b) that the height makes it overbearing and therefore inappropriate in an area of Hornsey/Haringey that is valued and enjoyed by residents and to visitors to Alexandra Park for its traditional housing, open spaces and open skies.</p> <p>It is right to develop brownfield land to give people living</p>	<p>These issues were assessed and addressed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>space; but it should be lowrise, spacious, have plenty of green space, light and air. The current proposals are too high and too dense and will add to the stress of residents, new and old.</p>	
Objection	<p>The scale of the property has increased from previous which further compromises infrastructure in the area due to population density. Tubes, roads and other public amenities are not likely to be able to cope.</p> <p>I am against the overall height of the project as the view to/from Ally Pally will be no longer of open space but of a high rise container ship.</p> <p>The proposed entrance to the parking area, on the bend, appears unsafe- even with the minor adjustments.</p>	<p>These issues were assessed and addressed as part of the outline permission.</p> <p>This is addressed in the report above.</p>
Comment	<p>I am happy to see improvements made to derelict/empty land which is underused and unsightly. However I am aware that there are plans to demolish fine Victorian properties in Mayes Road, Caxton Road etc. I am very much against this as these are perfectly good buildings and far superior to anything that would replace them. We have already seen recently how Spurs Football Club have destroyed historic and heritage Victorian properties in Tottenham High Road which is appalling. I certainly would object very strongly to the loss of further heritage in Wood Green.</p>	<p>This appears to relate to the proposals in the wider Wood Green AAP, which is not relevant to this application.</p>
Comment	<p>I am happy for regeneration in Wood Green however I am concerned about the number of residential dwellings being proposed as I do not believe there is the</p>	<p>These issues were assessed and addressed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>infrastructure to support 104 residential homes. Doctor and dental surgeries appear to be full already and the current transport system will not be able to cope with more people. It is currently a struggle trying to board a train at Alexandra Palace every morning during commuter hour. I am also concerned that the new homes will be bought by overseas investors which defeats the purpose of 'community'.</p> <p>I have been made aware that Victorian houses along Caxton Road and Mayes Road are to be destroyed. I am completely against this and feel dismayed that so many irreplaceable houses are being demolished in London as they are part of the capitals history.</p> <p>Wood Green needs a lot of improvement as crime is high and the streets look un-kept. I am unsure how the local council and services will be able to meet the needs and demands of more residents as I feel there is a struggle already.</p> <p>If the new plans were scaled back in terms of the number of residential dwellings and brought along more services i.e doctor surgery / healthcare centre I feel it would be a lot more beneficial to the town. I am happy for more commercial spaces to boost the local economy and create jobs.</p>	<p>This appears to relate to the proposals in the wider Wood Green AAP, which is not relevant to this application.</p> <p>Infrastructure issues were assessed as part of the outline permission.</p> <p>Infrastructure issues were assessed as part of the outline permission.</p>

Appendix 2: Plans and Images

Location Plan



Site Layout Plan (Ground Floor)



Proposed Elevations

West Elevation



Northern Elevation



Proposed Visualisations



UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 9

Reference No: HGY/2017/0821	Ward: Noel Park
<p>Address: Land at Haringey Heartlands, between Hornsey Park Road, Coburg Road, Clarendon Road and the Kings Cross / East Coast Mainline, London N8</p> <p>Proposal: Submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance, for Building C7 comprising a total of 104 residential homes and 337sqm (GEA) of commercial floorspace, pursuant to 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 Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.</p>	

AMENDED INFORMATION

Reference Number: HGY/2017/0821

Recommendation:

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

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Report for:	Planning Sub Committee Date: 08 May 2017	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Dean Hermitage / 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

May 2017

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
First and Second Floors 524-528 High Road London N17 9SX 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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	John McRory	John McRory
Station Square West 1 Station Square, Station Road, N17 9JZ HGY/2016/3932	22 Storey Tower. 128 Units + 434 sqm of commercial floorspace.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	James Hughes	Robbie McNaugher
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)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet	Chris Smith	John McRory

	and cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces	signed		
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. Proposal comprises 11 residential units.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Samuel Uff	John McRory
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

Station Square West 1 Station Square, Station Road, N17, HGY/2016/3932	22 Storey Tower. 128 Units + 434 sqm of commercial floorspace.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. GLA Stage 2 referral sent.	James Hughes	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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Gareth Prosser	John McRory
56 Muswell Hill, N10, HGY/2016/0988	Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/2069 to permit change of use of the first and second storeys of 56 Muswell Hill (Building A) from a specialist school (Use Class D1) to 6 no. shared ownership residential units (Use Class C3). Removal of the Building A, D1 basement floorspace. Alterations to the glazing to the Building A, ground floor, north-east elevation to provide a secondary entrance onto Dukes Mews.	Determined under delegated authority subject to the signing of a section 106 legal agreement. Not yet signed.	Aaron Lau	John McRory

APPLICATIONS SUBMITTED TO BE DECIDED				
Land at Haringey Heartlands, Wood Green HGY/2017/0821	Reserved matters application for Block C7	To be reported to Members 08 May 2017 planning sub-committee	Adam Flynn	John McRory
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 June.	Gareth Prosser	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 HGY/2017/0802	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 July	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.	Currently under consideration following end of consultation period.	Gareth Prosser	John McRory

	<p>Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	Scheme presented to QRP		
<p>Cannon Factory and Ashley House Ashley Road N17 HGH/2016/4165</p>	<p>Demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. (Outline planning application).</p>	<p>2nd consultation underway following amended plans and EIA information.</p> <p>Targeting June / July Committee</p>	James Farrer	Robbie McNaugher
<p>109 Fortis Green, N2 HGY/2017/0432</p>	<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>	<p>Planning application submitted and out at neighbour consultation stage. Delegated decision</p>	Valerie Okeiyi	John McRory
<p>Gisburn Mansions, Tottenham Lane, N8 HGY/2017/0698</p>	<p>Erection of new third storey and roof to provide 12no. two-bedroom flats (revised scheme following recent refusal)</p>	<p>Revised planning application submitted and out at neighbour consultation stage.</p>	Aaron Lau	John McRory

28 Sheldon Avenue HGY/2017/0174	Demolition of existing house on the site and the construction of a new single dwelling, consisting of 2 storeys, attic rooms and basement housing plant and leisure facilities.	Resubmission - previous application refused and dismissed on appeal. Design meeting held – revisions discussed.	Aaron Lau	John McRory
864 High Road HGY/2016/2403	Demolition of existing buildings and construction of a five storey building comprising 11 self-contained flats and ground floor A1 unit	Awaiting consultation expiry No pre-app or PPA despite being advised to do so Appears unacceptable and likely refusal under delegated authority	Tobias Finlayson	John McRory
255 Lordship Lane HGY/2017/1097	32 residential units 5.no 1bed, 20.no 2 bed, 6.no 3 bed, 1.no 4 bed with commercial space and an additional lower ground floor level of 549sqm.	Out at consultation Minor material alterations to the approved scheme – proposal under consideration	Chris Smith	John McRory
Section 73 for Ferme Park Depot HGY/2017/0874	Variation of conditions attached to Appeal reference APP/Y5420/A/05/1189822 (original Haringey planning reference HGY/2005/0007) as follows: to increase the number of operational mixer trucks that can be based at and operate from the site (variation of condition 3), to increase the number of operational mixer truck movements allowed per day (variation of condition 27), to increase the number of private concrete vehicle movements allowed per day (variation of condition 28) and to increase the number of	Scheme under consideration and out at consultation – likely delegated decision	Tobias Finlayson	John McRory

	cement deliveries allowed by road per day (variation of condition 29)			
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.	Under consideration	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 May / June	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 BSD and NCDS scheduled for March submission	James Hughes	Robbie McNaugher
Haringey Heartlands Clarendon Road Gas	Comprehensive redevelopment of the site (Masterplan)	In pre-application discussions and PPA signed Likely submission in October	Adam Flynn	John McRory

Works Site				
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 May 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 considered acceptable subject to compliance with the emerging AAP/ Applicant in talks with the NHS	Adam Flynn	John McRory
423 West Green Road PRE/2017/0115	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. Amended scheme on verge of being resubmitted for follow-up advice.	Principle considered acceptable		
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 considered acceptable subject to scale and height of building being appropriate within the Metropolitan Open Land (MoL). However, developer's	Tobias Finlayson	John McRory

		agents informed that the SPD capturing all the proposed extensions to the school is required to be finalised.		
67 & 69 Lawrence Road PRE/2017/0123	Re-development of the site for the erection of two buildings ranging from 4-6 storeys comprising of a mixed used development to include co-living units, flexible employment space and associated landscaping and car parking (The Collective)	The principle is currently being discussed	Valerie Okeiyi	John McRory
Eade Road and Arena Design Centre sites, Haringey Warehouse District	Warehouse Living	Issues of master planning and building heights.	James Hughes	John McRory
Land north of Monument Way and south of Fairbanks Road, N17	Reserved Matters application pursuant to HGY/2016/2184 for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories	Application intended to be submitted in may although outline consent s106 to be signed	Tobias Finlayson	John McRory
Lynton Road/Park Road	Demolition of existing buildings and redevelopment of the site to create a mixed use development comprising employment floor space and new residential accommodation circ. 88 units.	Concerns with design and parking.	Aaron Lau	John McRory
42 Hampstead Lane	Replacement of existing dwelling (2,500 sqm	Pre-application held – revised plans received to	Aaron Lau	John McRory

		address design concerns.		
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	Pre-application meetings held and principle acceptable. Likely submission in May	Tobias Finlayson	John McRory
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 considered 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	Chris Smith	John McRory

		acceptable – early-stage pre-app report completed.		
8-10 High Road, Turnpike Lane	20 storey residential building	Principle under consideration – concern over piecemeal development – area requires masterplanning	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
Fortismere School -	Feasibility Study - Proposed New 6th form	Three schemes discussed.	Valerie Okeiyi	John McRory

	Wing/Condition works			
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 A1010 Tottenham High Rd.	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
26-28 Brownlow Road, N11	Demolition of existing dwellings and erection of part 4 and part 5 storey block of 27 flats	In discussions at pre-application stage	Tobias Finlayson	John McRory

	and 3 house to the rear wtihe new access.			
102 Northumberland Park Road	Redevelopment of public house at 102 Northumberland Park with conversion of upper floors to 3 residential units and construction of new building to the rear to provide 8 residential units	In discussions at pre-application stage	Wendy Robinson	John McRory
Northwood Hall	21 flats within and additional one storey to existing block of flats.	Principle considered 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				
165 Tottenham Lane	Approval of details pursuant to condition 5 (construction management plan) planning permission HGY/2013/1984	Awaiting comments from internal parties.	Aaron Lau	John McRory
Hornsey Depot, Hornsey Refuse and Recycling Centre, High Street, N8	A number of conditions have been submitted.	A number of pre-commencement conditions have been discharged and others awaiting comments.	Adam Flynn	John McRory
St Lukes	Conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Awaiting dates for meeting	Aaron Lau	John McRory
THFC	A number of conditions submitted	Only recently submitted – at consultation stage	James Hughes	John McRory
Lordship Lane	A number of conditions submitted	Only recently submitted – at consultation stage	Chris Smith	John McRory
St. Anne’s Magistrates and	A number of conditions submitted	A number of pre-	Chris Smith	John McRory

police station		commencement conditions have been discharged and others awaiting comments.		
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

HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 31/03/2017 AND 21/04/2017

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****CLUP Applications Decided: 2**

Application No: **HGY/2017/0536** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 10/04/2017
 Location: 329-331 Alexandra Park Road N22 7BP
 Proposal: Certificate of lawfulness for a proposed three storey rear extension

Application No: **HGY/2017/0926** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 31/03/2017
 Location: 238 Victoria Road N22 7XQ
 Proposal: Certificate of lawfulness for proposed rear dormer roof extension and installation of front roof lights

FUL Applications Decided: 6

Application No: **HGY/2017/0524** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/04/2017
 Location: 13 Windermere Road N10 2RD
 Proposal: single storey side and rear extension following demolition of existing lean to projection and insertion of new windows to second floor rear elevation

Application No: **HGY/2017/0579** Officer: Laurence Ackrill
 Decision: REF Decision Date: 10/04/2017
 Location: 60 Grosvenor Road N10 2DS
 Proposal: Rear dormer, two front roof lights and half gable roof to enable the creation of a double bedroom at loft level

Application No: **HGY/2017/0584** Officer: Aaron Lau
 Decision: GTD Decision Date: 31/03/2017
 Location: 13 Barnard Hill N10 2HB
 Proposal: Retention of rear dormer extension with modification

Application No: **HGY/2017/0699** Officer: Roland Sheldon
 Decision: GTD Decision Date: 03/04/2017
 Location: 126 Grosvenor Road N10 2DT
 Proposal: Proposed 3 front roof lights and retrospective application for the erection of a bike store in the front garden.

Application No: **HGY/2017/0709** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/04/2017
 Location: 63A Muswell Avenue N10 2EH
 Proposal: Proposed single storey side and rear extension

Application No: **HGY/2017/0759** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/04/2017
 Location: 76 Rosebery Road N10 2LA
 Proposal: Erection of single storey side/rear extension

NON Applications Decided: 1

Application No: **HGY/2017/0978** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/04/2017
 Location: 14 Elgin Road N22 7UE
 Proposal: Non-material amendment following a grant of planning permission HGY/2017/0226 to replace the masonry part of the proposed extension with fully glazed walls

RES Applications Decided: 2

Application No: **HGY/2017/0924** Officer: Emma McCready
 Decision: GTD Decision Date: 07/04/2017
 Location: 44 Colney Hatch Lane N10 1EA
 Proposal: Approval of details pursuant to condition 5 (type and location of secure and covered cycle parking facilities) attached to planning permission HGY/2016/0752

Application No: **HGY/2017/1019** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/04/2017
 Location: 148 Victoria Road N22 7XQ
 Proposal: Approval of Details pursuant to condition 4 (Roof Terrace Screening) attached to planning permission HGY/2016/4025.

Total Applications Decided for Ward: 11WARD: **Bounds Green****FUL Applications Decided: 6**

Application No: **HGY/2016/3447** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 21/04/2017
 Location: Flat B 66 Finsbury Road N22 8PF
 Proposal: Replacement of existing uPVC windows with sash windows

Application No: **HGY/2017/0206** Officer: Duncan McKane
 Decision: GTD Decision Date: 04/04/2017
 Location: Scout Park Gordon Road N11 2PB
 Proposal: Demolition of existing two storey building ('Sheridan Hall') and erection of two storey timber clad building within existing footprint and construction of new terraced area to front of building

Application No: **HGY/2017/0329** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 31/03/2017
 Location: 1 Passmore Gardens N11 2PE
 Proposal: First floor side extension with extended hip roof over and rear dormer roof extensions to facilitate the conversion of the property from authorised use as a single family dwelling house (currently in use as 2 no. self-contained flats) into 2 no. dwellinghouses

Application No: **HGY/2017/0727** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 12/04/2017
 Location: 10 Trinity Road N22 8LB
 Proposal: Demolish existing single storey bay window and rebuild to match existing on new foundations with double glazed timber sash windows. Repair external cracks to front and side elevations and replace first floor side window with new timber double glazed sash window to match existing.

Application No: **HGY/2017/0772** Officer: Samuel Uff
 Decision: GTD Decision Date: 05/04/2017
 Location: 68 Lascotts Road N22 8JN
 Proposal: Retention of existing single storey rear extension and first floor patio door with associated internal balustrade

Application No: **HGY/2017/0997** Officer: Wendy Robinson
 Decision: REF Decision Date: 05/04/2017
 Location: Flat Over 7 Queens Parade Brownlow Road N11 2DN
 Proposal: Erection of third floor extension to existing flat and extend existing flue extractor over new roof.

RES Applications Decided: 1

Application No: **HGY/2017/0253** Officer: Emma McCready
 Decision: GTD Decision Date: 04/04/2017
 Location: 363 High Road N22 8JA
 Proposal: Approval of details pursuant to condition 5 (bin location) attached to planning permission HGY/2016/3001

Total Applications Decided for Ward: 7WARD: **Bruce Grove****CLUP Applications Decided: 1**

Application No: **HGY/2017/0808** Officer: Valerie Okeiyi
 Decision: PERM DEV Decision Date: 04/04/2017
 Location: Fairleigh Drayton Road N17 6HJ
 Proposal: Certificate of lawfulness for the formation of a rear dormer window.

FUL Applications Decided: 2

Application No: **HGY/2017/0302** Officer: David Farndon
 Decision: REF Decision Date: 20/04/2017
 Location: 81 Steele Road N17 6YJ
 Proposal: Demolition of existing extension and erection of a two storey rear extension and a dormer extension.

Application No: **HGY/2017/0355** Officer: Roland Sheldon
 Decision: GTD Decision Date: 04/04/2017
 Location: 2 Clonmell Road N17 6JX
 Proposal: Demolition of existing single storey rear extension and erection of single storey side and single storey side to rear extension.

NON Applications Decided: 1

Application No: **HGY/2017/0953** Officer: Neil Collins
 Decision: GTD Decision Date: 31/03/2017
 Location: 10 Napier Road N17 6YE
 Proposal: Non-material amendment to planning permission HGY/2016/2545 to amend ground floor flat layout

PNE Applications Decided: 1

Application No: **HGY/2017/0738** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 04/04/2017
 Location: 48 Downhills Avenue N17 6LG
 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 3.95m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 5

WARD: **Crouch End**

CLUP Applications Decided: 1

Application No: **HGY/2017/1073** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 18/04/2017
 Location: 15 Park Road N8 8TE
 Proposal: Lawful Development Certificate for the proposed change of use of the ground floor from A 1 (Retail) to A2 (Financial & Professional Services)

FUL Applications Decided: 5

Application No: **HGY/2017/0249** Officer: Emma McCready
 Decision: GTD Decision Date: 31/03/2017
 Location: Flat 1 159 Ferme Park Road N8 9BP
 Proposal: Retention of rear extension on existing outdoor building including side canopy extensions and timber decking.

Application No: **HGY/2017/0756** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/04/2017
 Location: 53, Exchange House 71 Crouch End Hill N8 8DF
 Proposal: Installation of rooflights to the flat roof of the building.

Application No: **HGY/2017/0788** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/04/2017
 Location: 1 Middle Lane N8 8PJ
 Proposal: A two storey rear extension, a loft conversion, internal remodeling and external restoration of a two storey terraced house.

Application No: **HGY/2017/0863** Officer: Emma McCready
 Decision: GTD Decision Date: 12/04/2017
 Location: 78 Park Road N8 8JQ
 Proposal: External seating addition to the existing coffee shop: 3 square tables 10 chairs 1 shade umbrella

Application No: **HGY/2017/0866** Officer: Emma McCready
 Decision: REF Decision Date: 21/04/2017
 Location: 15 Shepherds Hill N6 5QJ
 Proposal: Conversion of 3 existing flats into 2 flats along with new rear extension at lower ground floor and associated landscaping. General refurbishment throughout, including new side door at ground floor giving access to top flat and reconfiguration of front entrance.

TPO Applications Decided: 2

Application No: **HGY/2016/1755** Officer: Gareth Prosser
 Decision: GTD Decision Date: 12/04/2017
 Location: 70-72 Shepherds Hill N6 5RH

Proposal: Tree works to include felling of 1 x Birch Silver, 1 x Eucalyptus and 1 x Bay tree to facilitate new development.

Application No: **HGY/2017/0856** Officer: Duncan McKane
 Decision: GTD Decision Date: 12/04/2017
 Location: 38-40 Shepherds Hill N6 5RR

Proposal: Tree works to include crown reduction in height and lateral spread of 2.0 and crown lift to 5m of 1x Horse Chestnut Tree (TPO/2014/2225) (Amended description)

Total Applications Decided for Ward: 8

WARD: **Fortis Green**

CLUP Applications Decided: 2

Application No: **HGY/2017/0625** Officer: David Farndon
 Decision: PERM DEV Decision Date: 20/04/2017
 Location: 14 Woodside Avenue N6 4SS

Proposal: Certificate of lawfulness for addition of a rear conservatory extension to the existing building

Application No: **HGY/2017/0973** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 04/04/2017
 Location: 70 Greenham Road N10 1LP

Proposal: Certificate of lawfulness for a rear dormer roof extension to facilitate a loft conversion

FUL Applications Decided: 1

Application No: **HGY/2017/0708** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/04/2017
 Location: 32 Springcroft Avenue N2 9JE

Proposal: Rear and side ground floor infill extension (replacing existing single storey rear extension)

PNE Applications Decided: 1

Application No: **HGY/2017/0830** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 10/04/2017
 Location: 70 Greenham Road N10 1LP

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.4m, for which the maximum height would be 3.3m and for which the height of the eaves would be 2.3m

TEL Applications Decided: 1

Application No: **HGY/2017/0466** Officer: Fortune Gumbo
 Decision: RNO Decision Date: 06/04/2017
 Location: Rooftop Telecommunications Barrington Court Colney Hatch Lane N10 1QG

Proposal: The replacement of 3no of the existing 6no antennas with 6no new antennas, the addition of 1no equipment cabinet on the existing grillage with development ancillary thereto.

Total Applications Decided for Ward: 5

WARD: **Harringay**

COND Applications Decided: 1

Application No: **HGY/2017/0908** Officer: Wendy Robinson
 Decision: GTD Decision Date: 21/04/2017
 Location: Flat A 3 Haringay Gardens N8 0SE
 Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2016/1741 to reposition the flank wall on the boundary line along the boundary with No.5 Haringay Gardens

FUL Applications Decided: 8

Application No: **HGY/2017/0510** Officer: Emma McCready
 Decision: GTD Decision Date: 12/04/2017
 Location: Flat C 10 Hampden Road N8 0HT
 Proposal: Loft conversion to existing second floor including a rear dormer - to create additional bedroom with en-suite facility

Application No: **HGY/2017/0545** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/03/2017
 Location: First Floor Flat (B) 71 Pemberton Road N4 1AX
 Proposal: Formation of a rear dormer and roof lights to front roof slope. New first floor rear window.

Application No: **HGY/2017/0571** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 31/03/2017
 Location: 34 Pemberton Road N4 1AZ
 Proposal: Erection of single storey rear side return extension, modifications to the rear elevation windows, installation of 2 rooflights to the existing front bay window roof, excavation of existing basement footprint to increase ceiling height and excavation to form a lightwell to the front of the house.

Application No: **HGY/2017/0667** Officer: David Farndon
 Decision: GTD Decision Date: 06/04/2017
 Location: 47 Cavendish Road N4 1RP
 Proposal: Replacement of existing single glazed timber windows/doors with double glazed UPVC windows/doors

Application No: **HGY/2017/0696** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/04/2017
 Location: Restaurant 501 Green Lanes N4 1AL
 Proposal: Continued use of first floor rear terrace area (for 1 year)

Application No: **HGY/2017/0710** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 11/04/2017
 Location: 104 Allison Road N8 0AS
 Proposal: Single storey side and rear extension, First floor rear extension, loft conversion with rear dormer window.

Application No: **HGY/2017/0750** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/04/2017
 Location: 576 Green Lanes N8 0RP
 Proposal: Rear dormer roof extension to existing first floor flat

Application No: **HGY/2017/0794** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/04/2017
 Location: 115 Pemberton Road N4 1AY
 Proposal: Single storey rear and side infill extension

PNC Applications Decided: 2

Application No: **HGY/2017/0631** Officer: Roland Sheldon
 Decision: PN NOT REQ Decision Date: 10/04/2017
 Location: 513 Green Lanes N4 1AN
 Proposal: Prior approval for change of use from Betting Office (Sui Generis) to Yoga Studio (D2)

Application No: **HGY/2017/0653** Officer: David Farndon
 Decision: PN REFUSED Decision Date: 11/04/2017
 Location: Rear of 18 Wightman Road N4 1SQ
 Proposal: Prior approval for change of use from Storage (Use Class B8) to Residential (Use Class C3)

PNE Applications Decided: 1

Application No: **HGY/2017/0813** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 11/04/2017
 Location: 110 Pemberton Road N4 1BA
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.835m, for which the maximum height would be 3.7m and for which the height of the eaves would be 2.5m

RES Applications Decided: 2

Application No: **HGY/2016/1697** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/04/2017
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 12 (Construction Management Plan) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2017/0542** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 21/04/2017
 Location: Railway Approach Hampden Road N8 0HG
 Proposal: Approval of details pursuant to condition 8 (details of the living roofs) attached to planning permission HGY/2016/1573

Total Applications Decided for Ward: 14

WARD: Highgate

CLUP Applications Decided: 1

Application No: **HGY/2017/0554** Officer: David Farndon
 Decision: PERM DEV Decision Date: 13/04/2017
 Location: 3 Cholmeley Park N6 5ET
 Proposal: Certificate of lawfulness for erection of rear conservatory extension

FUL Applications Decided: 5

Application No:	HGY/2016/4113	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	11/04/2017
Location:	424 Archway Road N6 4JH		
Proposal:	Demolition of existing ground and first floor closet wing and construction of rear extensions at ground and first floor level to the same line as the adjacent semi detached property (AMENDED PLANS)		
Application No:	HGY/2017/0425	Officer:	David Farndon
Decision:	GTD	Decision Date:	03/04/2017
Location:	8 Stormont Road N6 4NL		
Proposal:	Demolition of existing rear conservatory and erection of a single storey rear extension		
Application No:	HGY/2017/0435	Officer:	David Farndon
Decision:	GTD	Decision Date:	04/04/2017
Location:	Town House 79 Hornsey Lane Gardens N6 5PA		
Proposal:	Creation of basement to accommodate bedroom, TV area, utility room, and bathroom. A skylight will be inserted into the front of the property serving the basement.		
Application No:	HGY/2017/0577	Officer:	David Farndon
Decision:	GTD	Decision Date:	18/04/2017
Location:	2 St Georges Terrace 6 North Hill N6 4PW		
Proposal:	Installation of internal security shutters and grill to basement and ground floor rear fenestration; replacement of unauthorised trelliswork to rear garden flank (northern) and rear (eastern) boundary walls with refined and repositioned trelliswork		
Application No:	HGY/2017/0630	Officer:	David Farndon
Decision:	GTD	Decision Date:	21/04/2017
Location:	27 Broadlands Road N6 4AE		
Proposal:	Conversion of garage into playroom and replacement of garage door with two timber sash windows to match existing.		

LBC Applications Decided: 1

Application No:	HGY/2017/0578	Officer:	David Farndon
Decision:	GTD	Decision Date:	18/04/2017
Location:	2 St Georges Terrace 6 North Hill N6 4PW		
Proposal:	Listed Building Consent for installation of internal security shutters and grill to basement and ground floor rear fenestration; replacement of unauthorised trelliswork to rear garden flank (northern) and rear (eastern) boundary walls with refined and repositioned trelliswork.		

PNC Applications Decided: 1

Application No:	HGY/2017/0504	Officer:	David Farndon
Decision:	PN NOT REQ	Decision Date:	12/04/2017
Location:	88-90 North Hill N6 4RL		
Proposal:	Prior Approval for change of use of the existing Ground & First floors within the building from B1(a) (office) to C3 (dwelling house) to create 5 residential units		

RES Applications Decided: 3

Application No:	HGY/2016/4139	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	04/04/2017
Location:	11 North Hill N6 4AB		
Proposal:	Approval of details pursuant to condition 9 (Construction Method Statement) attached to planning permission HGY/2016/1253		

Application No: **HGY/2017/0439** Officer: David Farndon
 Decision: GTD Decision Date: 06/04/2017
 Location: 21 Sheldon Avenue N6 4JS
 Proposal: Approval of Details pursuant to condition 9 (Construction Method Statement) attached to planning permission HGY/2016/2702

Application No: **HGY/2017/0573** Officer: David Farndon
 Decision: GTD Decision Date: 18/04/2017
 Location: 21 Sheldon Avenue N6 4JS
 Proposal: Approval of details pursuant to condition 6 (arrangements to secure the implementation of the development) attached to planning permission HGY/2016/2702

TPO Applications Decided: 1

Application No: **HGY/2017/0572** Officer: David Farndon
 Decision: GTD Decision Date: 10/04/2017
 Location: 38 Sheldon Avenue N6 4JR
 Proposal: Tree works to include crown reduction by 1-2m to previous points of 1 x Oak tree

Total Applications Decided for Ward: 12WARD: **Hornsey****CLUP Applications Decided: 1**

Application No: **HGY/2017/0937** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 31/03/2017
 Location: 18 Rectory Gardens N8 7PJ
 Proposal: Certificate of lawfulness: erection of rear dormer window and three front facing rooflights

COND Applications Decided: 1

Application No: **HGY/2017/0787** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/04/2017
 Location: Flat 1 39 Rosebery Gardens N8 8SH
 Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2015/1936 in order to reduce the width of the proposed rear extension and amendments to the proposed materials, insertion of Juliet balcony at first floor level and alterations to rooflights.

FUL Applications Decided: 7

Application No: **HGY/2017/0494** Officer: Wendy Robinson
 Decision: GTD Decision Date: 07/04/2017
 Location: 55 Topsfield Parade Tottenham Lane N8 8PT
 Proposal: Erection of a rear roof rear dormer extension to create a self contained studio flat

Application No: **HGY/2017/0552** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 05/04/2017
 Location: 43 Hawthorn Road N8 7LY
 Proposal: Erection of single-storey side and rear extension. First floor rear extension and porch to front.

Application No:	HGY/2017/0713	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	20/04/2017
Location:	40 Rokesly Avenue N8 8NR		
Proposal:	Erection of single storey rear extension with monopitch roof and 2 no rooflights, and new stepped access to rear garden		
Application No:	HGY/2017/0716	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	11/04/2017
Location:	104 Rathcoole Gardens N8 9PG		
Proposal:	Single storey rear/side extension		
Application No:	HGY/2017/0724	Officer:	Emma McCready
Decision:	REF	Decision Date:	05/04/2017
Location:	First Floor Flat 29 Harvey Road N8 9PD		
Proposal:	Loft Conversion		
Application No:	HGY/2017/0735	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	05/04/2017
Location:	3 Nightingale Mews Nightingale Lane N8 7RA		
Proposal:	Part single rear infill extension, single storey 1st floor addition to existing studio dwelling to create a larger 1 bedroom mews house.		
Application No:	HGY/2017/0809	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	21/04/2017
Location:	93 Hillfield Avenue N8 7DG		
Proposal:	Erection of single storey side / rear extension, a single storey rear extension projecting from rear wall of rear outrigger and a timber clad garden studio to the rear of the garden. Reconfiguration of front steps to ground floor flat		

Total Applications Decided for Ward: 9

WARD: **Muswell Hill**

ADV Applications Decided: 1

Application No:	HGY/2017/0680	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/04/2017
Location:	188 Muswell Hill Broadway N10 3SA		
Proposal:	Display of 1 x externally illuminated timber fascia sign and 1 x non-illuminated hanging sign (retrospective).		

CLUP Applications Decided: 1

Application No:	HGY/2017/1041	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	19/04/2017
Location:	71 Springfield Avenue N10 3SX		
Proposal:	Certificate of Lawfulness for proposed hip to gable and rear roof extensions		

COND Applications Decided: 1

Application No: **HGY/2017/0826** Officer: Wendy Robinson
 Decision: GTD Decision Date: 11/04/2017
 Location: Flat 2 6 Hillfield Park N10 3QS
 Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2015/3831 to include an additional window to the rear elevation

FUL Applications Decided: 6

Application No: **HGY/2016/2342** Officer: Valerie Okeyi
 Decision: GTD Decision Date: 31/03/2017
 Location: 61 Farrer Road N8 8LD
 Proposal: Demolition of existing single storey outbuilding and erection of a small two bedroom residential dwelling.

Application No: **HGY/2017/0547** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 31/03/2017
 Location: 87 Park Avenue South N8 8LX
 Proposal: Retention of Tree House

Application No: **HGY/2017/0589** Officer: Emma McCready
 Decision: GTD Decision Date: 20/04/2017
 Location: 26 Princes Avenue N10 3LR
 Proposal: Alterations to the front drive

Application No: **HGY/2017/0705** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 07/04/2017
 Location: Everyman Cinema Fortis Green Road N10 3HP
 Proposal: Installation of louvered door in existing opening on rear elevation.

Application No: **HGY/2017/0732** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 18/04/2017
 Location: 19 Warner Road N8 7HB
 Proposal: Conversion of existing single family dwelling into two self/contained units

Application No: **HGY/2017/0909** Officer: Duncan McKane
 Decision: GTD Decision Date: 20/04/2017
 Location: First and Second Floor Flat 1 Park Avenue North N8 7RU
 Proposal: Erection of metal and timber access stair to side elevation of existing flat, installation of new door at first floor level and glass awning over

LBC Applications Decided: 1

Application No: **HGY/2017/0706** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 07/04/2017
 Location: Everyman Cinema Fortis Green Road N10 3HP
 Proposal: Listed Building Consent for installation of heating and cooling plant and ductwork to Screen 1 plus installation of louvered door in existing opening on rear elevation.

TEL Applications Decided: 1

Application No: **HGY/2017/0477** Officer: Fortune Gumbo
 Decision: RNO Decision Date: 06/04/2017
 Location: 187 Priory Road N8 8NB
 Proposal: The removal of the existing 1 no. external antenna and replacement with 4 no. new similarly sized antennas painted to match the fascia. The addition of an external GPS module. All other ancillary works required to facilitate these works, as shown on the enclosed plans 40224 100 - 300 Rev A

Total Applications Decided for Ward: 11

WARD: **Noel Park**

ADV Applications Decided: 2

Application No: **HGY/2017/0729** Officer: Emma McCreedy
 Decision: GTD Decision Date: 12/04/2017
 Location: 158 High Road N22 6EB
 Proposal: Display of single sided illuminated lightbox

Application No: **HGY/2017/0869** Officer: Emma McCreedy
 Decision: GTD Decision Date: 07/04/2017
 Location: 9 High Road N22 6BH
 Proposal: 1 No internally illuminated aluminium fascia sign reading ADMIRAL CASINO etc. 1 No internally double sided projecting sign.

FUL Applications Decided: 3

Application No: **HGY/2017/0711** Officer: Emma McCreedy
 Decision: GTD Decision Date: 06/04/2017
 Location: Third Floor 183 High Road N22 6BA
 Proposal: Change of use of third floor vacant unit to Cafe/Bar (A3) with installation of folding roof and glass balustrade together with Kitchen Extractor Duct.

Application No: **HGY/2017/0726** Officer: David Farndon
 Decision: REF Decision Date: 13/04/2017
 Location: First and Second Floor Flat B 1 Ravenstone Road N8 0JT
 Proposal: Installation of metal stairs, with associated privacy screen, to access private garden from the first floor flat terrace.

Application No: **HGY/2017/0820** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/04/2017
 Location: 21 Alexandra Road N8 0PL
 Proposal: Single storey rear/side extension

LCD Applications Decided: 4

Application No: **HGY/2017/0656** Officer: Laina Levassor
 Decision: GTD Decision Date: 31/03/2017
 Location: 50 Salisbury Road N22 6NX
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No:	HGY/2017/0659	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	03/04/2017
Location:	27 Salisbury Road N22 6NN		
Proposal:	Replacement of timber windows and doors with timber windows and doors		
Application No:	HGY/2017/0664	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	03/04/2017
Location:	42 Salisbury Road N22 6NX		
Proposal:	Replacement of timber windows and doors with timber windows and doors		
Application No:	HGY/2017/0673	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	05/04/2017
Location:	43 Salisbury Road N22 6NN		
Proposal:	Replacement of existing timber framed windows with new timber framed windows and replacement of rear timber door with PVCu door		

RES Applications Decided: 1

Application No:	HGY/2017/0629	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	12/04/2017
Location:	14-18 Lymington Avenue N22 6JA		
Proposal:	Approval of details pursuant to conditions 3 (details of the external materials) and 4 (treatment of the surroundings) attached to planning permission HGY/2014/0710		

Total Applications Decided for Ward: 10**WARD: Northumberland Park****CLDE Applications Decided: 1**

Application No:	HGY/2017/0662	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	03/04/2017
Location:	46 Grange Road N17 0ES		
Proposal:	Certificate of lawfulness for formation of existing rear roof dormer extension and formation of two front roof lights		

PND Applications Decided: 1

Application No:	HGY/2017/0921	Officer:	Valerie Okeiyi
Decision:	PN REFUSED	Decision Date:	13/04/2017
Location:	Brantwood House 175 Willoughby Lane N17 0RX		
Proposal:	Prior notification for demolition of Classes B8 and B1 use building		

RES Applications Decided: 2

Application No:	HGY/2017/0743	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	04/04/2017
Location:	Percy House 796 High Road N17 0DH		
Proposal:	Approval of details pursuant to condition 5 f (details and specifications for proposed fire protection and sound insulation) attached to planning permission HGY/2015/1488.		

Application No: **HGY/2017/0744** Officer: Roland Sheldon
 Decision: GTD Decision Date: 31/03/2017
 Location: Percy House 796 High Road N17 0DH
 Proposal: Approval of details pursuant to condition 5 f (details and specifications for proposed fire protection and sound insulation) attached to listed building consent HGY/2015/1490.

Total Applications Decided for Ward: 4

WARD: **St Anns**

CLUP Applications Decided: 2

Application No: **HGY/2017/0569** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 07/04/2017
 Location: 168 Roslyn Road N15 5JJ
 Proposal: Certificate of lawfulness for proposed rear dormer with linked roof extension.

Application No: **HGY/2017/0876** Officer: Valerie Okeiyi
 Decision: PERM DEV Decision Date: 20/04/2017
 Location: 11 Chesterfield Gardens N4 1LJ
 Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of rooflights

FUL Applications Decided: 4

Application No: **HGY/2017/0091** Officer: Neil Collins
 Decision: GTD Decision Date: 31/03/2017
 Location: 307 West Green Road N15 3PA
 Proposal: Erection of first floor extension to rear of site and second floor rear extension for use as part of existing office (Use Class B1)

Application No: **HGY/2017/0768** Officer: Wendy Robinson
 Decision: GTD Decision Date: 05/04/2017
 Location: 22 Rutland Gardens N4 1JP
 Proposal: Erection of a single storey part side and part rear infill extension

Application No: **HGY/2017/0828** Officer: Wendy Robinson
 Decision: GTD Decision Date: 13/04/2017
 Location: 41 Clinton Road N15 5BH
 Proposal: Erection of a single storey rear extension. Replacement of first floor window.

Application No: **HGY/2017/0891** Officer: Wendy Robinson
 Decision: GTD Decision Date: 19/04/2017
 Location: 123 Haringay Road N15 3HP
 Proposal: Conversion of dwellinghouse into two self contained units comprising 1 x 3 bedroom flat and 1 x 2 bedroom flat with associated refuse and cycle store.

Total Applications Decided for Ward: 6

WARD: **Seven Sisters**

CLUP Applications Decided: 1

Application No: **HGY/2017/0974** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 20/04/2017
 Location: 44A Beechfield Road N4 1PE
 Proposal: Certificate of lawfulness for proposed single storey rear extension

FUL Applications Decided: 4

Application No: **HGY/2017/0665** Officer: Samuel Uff
 Decision: GTD Decision Date: 03/04/2017
 Location: 41 Wellington Avenue N15 6AX
 Proposal: Erection of an additional storey ('Type 3' extension)

Application No: **HGY/2017/0682** Officer: Samuel Uff
 Decision: REF Decision Date: 19/04/2017
 Location: 511 Seven Sisters Road N15 6EP
 Proposal: Amendment to existing unauthorised dwelling to create a 1 bed self-contained dwelling to the rear of the retail unit with private amenity space to the rear; cycle store and bin store.

Application No: **HGY/2017/0762** Officer: Duncan McKane
 Decision: REF Decision Date: 07/04/2017
 Location: 72 Leadale Road N15 6BH
 Proposal: Erection of first floor rear extension

Application No: **HGY/2017/0886** Officer: Duncan McKane
 Decision: REF Decision Date: 20/04/2017
 Location: 20 Lealand Road N15 6JS
 Proposal: Erection of additional storey known as a 'Type 3' roof extension

Total Applications Decided for Ward: 5WARD: **Stroud Green****ADV Applications Decided: 1**

Application No: **HGY/2017/0753** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/04/2017
 Location: Lan 2000 Kompressor African Express 86 Stroud Green Road N4 3EN
 Proposal: Display of ATM fascia sign with illuminated black and green polycarbonate surround with white lettering and 'Cashzone' green acrylic ATM fascia top sign with white illuminated lettering and accepted card logos

FUL Applications Decided: 7

Application No: **HGY/2015/3575** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 06/04/2017
 Location: First and Second Floor Flat 47 Lorne Road N4 3RU
 Proposal: Addition of rear balcony and dormer (access to balcony)

Application No:	HGY/2017/0602	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	04/04/2017
Location:	Sidings Lodge 92B Stapleton Hall Road N4 4QA		
Proposal:	Resurfacing of existing non permeable tarmac drive with permeable block paving stone.		
Application No:	HGY/2017/0628	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	03/04/2017
Location:	60 Ferme Park Road N4 4ED		
Proposal:	Formation of single storey side extension to the ground floor flat of a terrace house. Alterations to rear facade and roof for new sliding doors, windows and skylight.		
Application No:	HGY/2017/0690	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	31/03/2017
Location:	Flat C 44 Ridge Road N8 9LH		
Proposal:	Installation of front dormer, insertion of full length doors and glazed security panels to existing rear dormer to create inset balcony, new double glazed timber sash windows to replace existing first floor windows to upper floor flat.		
Application No:	HGY/2017/0746	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	04/04/2017
Location:	108 Weston Park N8 9PN		
Proposal:	Erection of single storey side return and rear extension to ground floor		
Application No:	HGY/2017/0751	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	06/04/2017
Location:	Lan 2000 Kompressor African Express 86 Stroud Green Road N4 3EN		
Proposal:	Retention of ATM installed through the shop front and alterations to existing security roller shutter to allow constant use of the ATM		
Application No:	HGY/2017/0784	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	19/04/2017
Location:	63C Upper Tollington Park N4 4DD		
Proposal:	Loft conversion with new rooflight, and rear and side dormers.		

RES Applications Decided: 3

Application No:	HGY/2016/1868	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	04/04/2017
Location:	Reservoir Cottage Mount View Road N4 4SP		
Proposal:	Approval of details pursuant to condition 3 (external materials) attached to planning permission HGY/2015/3513		
Application No:	HGY/2016/1897	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	04/04/2017
Location:	Reservoir Cottage Mount View Road N4 4SP		
Proposal:	Approval of details pursuant to condition 4 (hard and soft landscape works) attached to planning permission HGY/2015/3513		

Application No: **HGY/2016/1898** Officer: Adam Flynn
 Decision: GTD Decision Date: 12/04/2017
 Location: Reservoir Cottage Mount View Road N4 4SP
 Proposal: Approval of details pursuant to condition 5 (trees to be retained) attached to planning permission HGY/2015/3513

Total Applications Decided for Ward: 11

WARD: **Tottenham Green**

FUL Applications Decided: 6

Application No: **HGY/2017/0588** Officer: Emma McCreedy
 Decision: REF Decision Date: 03/04/2017
 Location: 137 Philip Lane N15 4JR
 Proposal: Erecting a infill extension beyond the rear wall

Application No: **HGY/2017/0619** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 11/04/2017
 Location: Upper Flat 151 West Green Road N15 5EA
 Proposal: Erection of mansard roof to form a third storey to the overall building and create a three bedroom residential self-contained flat.

Application No: **HGY/2017/0675** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 04/04/2017
 Location: Ground Floor Flat 11 Grove Park Road N15 4SW
 Proposal: Erection of single storey rear extension following demolition of existing rear extension and existing out-building.

Application No: **HGY/2017/0707** Officer: Samuel Uff
 Decision: GTD Decision Date: 11/04/2017
 Location: 1A Fountayne Road N15 4QL
 Proposal: Insertion of two windows into West mansard elevation in association with the conversion of ancillary storage area to ancillary office space.

Application No: **HGY/2017/0714** Officer: Emma McCreedy
 Decision: REF Decision Date: 03/04/2017
 Location: 137 Philip Lane N15 4JR
 Proposal: Erect a rear extension to improve the living standards for the current occupants

Application No: **HGY/2017/0725** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 11/04/2017
 Location: 153 West Green Road N15 5EA
 Proposal: Ground Floor Extension to rear of commercial unit. Erection of mansard roof to form a third storey to the overall building and create a three bedroom residential flat.

PNE Applications Decided: 1

Application No: **HGY/2017/0757** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 04/04/2017
 Location: 78 Elmar Road N15 5DJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 3

Application No:	HGY/2016/2756	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	21/04/2017
Location:	Tynemouth Garage Tynemouth Road N15 4AT		
Proposal:	Approval of details pursuant to Condition 4 (external materials) attached to planning permission HGY/2013/1249		
Application No:	HGY/2017/0433	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	05/04/2017
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 19 (Demolition Management Plan (DMP) and Demolition Logistics Plan (DLP)) attached to planning permission HGY/2015/2915		
Application No:	HGY/2017/0688	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	11/04/2017
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details (partial discharge) pursuant to condition 15 (proof of registration of all Non-Road Mobile Machinery) attached to planning permission HGY/2015/2915. This is a partial discharge of condition for details of demolition equipment only.		

Total Applications Decided for Ward: 10WARD: **Tottenham Hale****CLUP Applications Decided: 1**

Application No:	HGY/2017/1000	Officer:	Emma McCready
Decision:	RNO	Decision Date:	20/04/2017
Location:	River Lea Pipe Bridge Bream Close N17		
Proposal:	Permitted development under Part 13, Class B (a) and (f) of the Town and Country Planning (General Permitted Development) (England) Order 2015 in respect of the provision of a foul water outfall at Walthamstow Fisheries, 2 Forest Road, London N17 9NH		

FUL Applications Decided: 2

Application No:	HGY/2017/0641	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	20/04/2017
Location:	12A Baronet Grove N17 0LX		
Proposal:	Demolition of former MOT garage and outbuildings at rear, and erection of a 2 storey end of terrace building to the Baronet Grove frontage comprising two 1 bedroom flats, together with a single -storey rear extension to provide a one bedroom flat.		
Application No:	HGY/2017/0721	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	04/04/2017
Location:	13 Argyle Road N17 0BE		
Proposal:	Single storey rear extension and partial rear infill extension		

PNE Applications Decided: 1

Application No:	HGY/2017/0780	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	12/04/2017
Location:	74 Dowsett Road N17 9DD		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m		

TEL Applications Decided: 1

Application No: **HGY/2017/0476** Officer: Fortune Gumbo
 Decision: RNO Decision Date: 06/04/2017
 Location: 502 High Road N17 9JF
 Proposal: The removal of the existing 1 no. external antenna and replacement with 4 no. new similarly sized antennas painted to match the fascia. The addition of an external GPS module. All other ancillary works required to facilitate these works, as shown on the enclosed plans 8527 100 - 400 Rev B

Total Applications Decided for Ward: 5

WARD: **West Green**

CLUP Applications Decided: 1

Application No: **HGY/2017/0939** Officer: Emma McCreedy
 Decision: PERM DEV Decision Date: 03/04/2017
 Location: 89 Belmont Road N17 6AT
 Proposal: Certificate of lawfulness for loft conversion incorporating rear facing dormers and front facing rooflights

FUL Applications Decided: 3

Application No: **HGY/2017/0684** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 03/04/2017
 Location: 454 West Green Road N15 3PT
 Proposal: Conversion of existing maisonette above restaurant into two self contained apartments (1x studio/1 person flat, 1 x 1 bed/2 person flat)

Application No: **HGY/2017/0712** Officer: Emma McCreedy
 Decision: GTD Decision Date: 07/04/2017
 Location: 196 Walpole Road N17 6BW
 Proposal: First floor side extension

Application No: **HGY/2017/0907** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/04/2017
 Location: First Floor Flat 61 Carlingford Road N15 3EJ
 Proposal: Proposed dormer window roof extension and two front roof lights

PNE Applications Decided: 1

Application No: **HGY/2017/0676** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/04/2017
 Location: 15 Stanmore Road N15 3PR
 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 3.9m and for which the height of the eaves would be 2.9m

Total Applications Decided for Ward: 5

WARD: **White Hart Lane**

FUL Applications Decided: 2

Application No: **HGY/2016/3938** Officer: Duncan McKane
 Decision: REF Decision Date: 05/04/2017
 Location: The Old Library Building Compton Crescent N17 7LD
 Proposal: Replacement of existing single glazed metal framed windows with double glazed metal framed windows to the front elevation and double glazed upvc windows to the sides and rear.

Application No: **HGY/2017/0652** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 03/04/2017
 Location: 159 Risley Avenue N17 7HP
 Proposal: Replacement of existing white UPVC double glazed windows to front of property with white UPVC double glazed sash windows to match those of neighbouring property

PNE Applications Decided: 1

Application No: **HGY/2017/0695** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/04/2017
 Location: 95 Great Cambridge Road N17 7LN
 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/2017/0470** Officer: Anthony Traub
 Decision: GTD Decision Date: 05/04/2017
 Location: Parking Area Adjacent to No. 74-78 Fenton Road N17
 Proposal: Approval of details pursuant to condition 8 (residential travel plan) attached to planning permission HGY/2016/1321

Total Applications Decided for Ward: 4WARD: **Woodside****FUL Applications Decided: 7**

Application No: **HGY/2017/0274** Officer: Emma McCready
 Decision: GTD Decision Date: 07/04/2017
 Location: 642 Lordship Lane N22 5JH
 Proposal: Change of use of part of the public footway immediately adjacent to no. 642 Lordship Lane to removable street trading area.

Application No: **HGY/2017/0568** Officer: Samuel Uff
 Decision: GTD Decision Date: 20/04/2017
 Location: Ground Floor Flat 38 Maryland Road N22 5AN
 Proposal: Single storey rear extension (following demolition of existing informal structure) in conjunction with internal alterations to create an additional bedroom, as well as installation of rear raised decking, erection of single storey timber outbuilding and erection of 1.8m high boundary fence.

Application No: **HGY/2017/0638** Officer: Wendy Robinson
 Decision: GTD Decision Date: 06/04/2017
 Location: 51 Selborne Road N22 7TH
 Proposal: Change of use of ground floor professional services (A2 use class) and first floor residential (C3 use class) into four self-contained flats (including 2 x 1 bed flats and 2 x studio units). Erection of side infill extension, rear roof dormer extension and associated roof alterations.

Application No: **HGY/2017/0679** Officer: David Farndon
 Decision: GTD Decision Date: 06/04/2017
 Location: 14 Barratt Avenue N22 7EZ
 Proposal: Erection of rear dormer and the insertion of 2 x rooflights and one circular window to the front elevation

Application No: **HGY/2017/0796** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 20/04/2017
 Location: 12 Sylvan Avenue N22 5HX
 Proposal: The erection of a single story shed/studio at the rear of the garden.

Application No: **HGY/2017/0824** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 11/04/2017
 Location: 14 The Crossway N22 5QS
 Proposal: Conversion of 5 bedroom dwelling house into 2x dwelling houses (1 x 2-bed and 1 x 3-bed) and associated subdivision of rear garden amenity space (retrospective)

Application No: **HGY/2017/0875** Officer: Emma McCready
 Decision: GTD Decision Date: 12/04/2017
 Location: 490 Lordship Lane N22 5DE
 Proposal: Renewal of planning permission for continuation of use of premises as minicab office (sui generis)

Total Applications Decided for Ward: 7

WARD: **Not Applicable - Outside Borough**

OBS Applications Decided: 1

Application No: **HGY/2017/1042** Officer: Laurence Ackrill
 Decision: RNO Decision Date: 10/04/2017
 Location: First Floor Flat, 14 Wilton Road, N10 1LS
 Proposal: Roof extension involving rear and side dormer window with juliette balcony, 3no. rooflights to front elevation to facilitate a loft conversion - L.B. Barnet reference 17/1279/FUL (Observations to L.B. Barnet)

Total Applications Decided for Ward: 1

Total Number of Applications Decided: 150