

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Tuesday, 28th November, 2017, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Natan Doron (Chair), Toni Mallett (Vice-Chair), Dhiren Basu, Barbara Blake, David Beacham, John Bevan, Clive Carter, 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 14 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 - 22)

To confirm and sign the minutes of the Planning Sub Committee held on 23 October 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. HGY/2017/2044 - BEROL YARD, N17 (PAGES 23 - 156)

Proposal: Demolition of the existing buildings at Ashley Gardens and erection of two buildings to provide 1,211 sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

Recommendation: GRANT

9. HGY/2017/2045 - ASHLEY GARDENS, N17 (PAGES 157 - 278)

Proposal: Demolition of the existing buildings at Ashley Gardens and erection of two buildings to provide 1,170 sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

Recommendation: GRANT

10. HGY/2017/2001 - 163 TOTTENHAM LANE, N8 9BT (PAGES 279 - 380)

Proposal: Redevelopment of the site to provide 26 residential units together with 1,172sqm of commercial floor space within 2 ground floor premises and plant and store room within basement (use classes A1, A2, B1, B2 restricted to MOT testing, mechanical servicing and repairs of motor vehicles and D1 restricted to medical use).

Recommendation: GRANT

11. PRE-APPLICATION BRIEFINGS

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

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

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

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

12. WELBOURNE COMMUNITY CENTRE, CHESNUT ROAD, LONDON, N17 9EQ (PAGES 381 - 398)

Proposal: Site clearance and erection of a part 16, part 7, part 6, and part 4 storey building and a podium, comprising 166 residential units 1500m² of health centre space and 300m² of retail floorspace. Provision of parking, access, servicing space, hard and soft landscaping and cycle parking.

13. STRATEGIC DEVELOPMENT PARTNERSHIP (SDP) SITES (PAGES 399 - 408)

Proposal: Comprehensive mixed use redevelopment of sites within Tottenham Hale, including re-development of the Tottenham Hale Bus Station.

14. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

15. DATE OF NEXT MEETING

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

Monday, 20 November 2017

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 23RD OCTOBER, 2017, 7.10 -
9.00 pm**

PRESENT:

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

90. FILMING AT MEETINGS

Noted.

91. PLANNING PROTOCOL

Noted.

92. APOLOGIES

Apologies for lateness were received from Councillor Doron.

93. URGENT BUSINESS

None.

94. DECLARATIONS OF INTEREST

None.

95. MINUTES

RESOLVED

- That the minutes of the Planning Committee held on 31 July 2017 be approved.

96. PLANNING APPLICATIONS

Noted.

Clerks note – the Chair varied the order of the agenda to consider item 9, 35 Maidstone Road, before item 8, land at Plevna Crescent. The minutes follow the order of the agenda.

97. HGY/2017/2036 - LAND REAR OF PLEVNA CRESCENT N15 6DW

The Committee considered an application for the erection of 72 residential units in four buildings ranging from 5 - 6 storeys, comprising of 20 x 1 bed flats, 34 x 2 bed flats, 14

x 3 bed flats and 4 x 4 bed flats; including 29 parking spaces at semi-basement level, 130 bicycle spaces and associated infrastructure and landscaping scheme together with the regeneration and enhancement of the existing ecological corridor.

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:

- It was the responsibility of the applicant to establish an educational trust as part of the Section 106 agreement, and to put forward a management plan for this. The Applicant added that he would not be able to commit to any suggestions of using established trusts, but that he would take the comments on board.
- The Section 106 agreement requested financial contribution towards the design and consultation of a CPZ scheme, should one be required in the future. A parking assessment had been carried out in Plevna Crescent and it was found that spaces were available at times when residents would be expected to be at home.
- The disabled spaces would be accessible by a lift into the car park. The number of disabled units was conditioned at 6 units (10% of each tenure), and spaces would have to be provided for each of those units. Where these units were not sold as disabled units, the spaces could be reallocated. The Parking Management Plan could be used to manage these spaces, and ensure that any reallocation of disabled spaces would be done on a temporary basis.

Councillor Bevan moved that a condition be added to the application regarding the disabled spaces would only be reallocated to non-disabled users on a temporary basis. The Committee agreed with this.

The Chair moved that the application be granted, with the addition of the above condition, and following a vote it was:

RESOLVED that

- i) The Committee GRANT planning permission and that the Head of Development Management be authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- ii) 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.
- iii) The section 106 legal agreement referred to in resolution (i) above is to be completed no later than 11th November 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

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

Conditions

- 1) Standard timeframe 3 years
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) Approved drawings and supporting documents
The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Plans:

210_PLN_001 RevA, 210_PLN_010 RevA, 210_PLN_030 RevA, 210_PLN_031 RevA, 210_PLN_100 RevA, 210_PLN_101 RevA, 210_PLN_200 RevA - 210_PLN_206 RevA inclusive, 210_PLN_210 RevA, 210_PLN_220 RevA - 210_PLN_226 RevA inclusive, 210_PLN_230 RevA - 210_PLN_236 RevA inclusive, 210_PLN_240 RevA, 210_PLN_300 RevA - 210_PLN_303 RevA inclusive, 210_PLN_305 RevA, 210_PLN_306 RevA, 210_PLN_310 RevA, 210_PLN_311 RevA, 210_PLN_350 RevA, 210_PLN_351 RevA, 210_SCH_900_170620_Capacity Schedule

Supporting documents:

Construction Management Plan by Paul Mews Associates and dated June 2017, Delivery and Service Management Plan by Paul Mews Associates and dated June 2017, Design and Access Statement by Ayre Chamberlain Gaunt and dated 20.06.17, Energy and Sustainability Strategy by Method LLP and dated May 2017, Preliminary Thermal Comfort Analysis by Method LLP and dated May 2017, Briefing Note: Autumn 2013 Bat Surveys, Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates and dated May 2017, Train Induced Noise and Vibration Assessment Report by Hann Tucker Associates and dated March 2017, Consultation Statement by The Chine Consultancy Advice Ltd and dated June 2017, Daylight and Sunlight Report by Waldrums and dated May 2017, Specification for Soft Landscape Works and Management Plan by Open Spaces and dated June 2017, Preliminary Ecological Appraisal by Open Spaces and dated June 2017, Strategy for Play by Open Spaces and dated May 2017, Arboricultural Impact Assessment by Open Spaces and dated May 2017, Landscape and Ecological Enhancements with associated drawings by Open Spaces and dated June 2017, Transport

Statement by Paul Mew Associates and dated June 2017, Planning Statement by D. Rose Planning LLP and dated June 2017, Preliminary Ground Level Bat Roost Assessment of Trees and Bat Activity Surveys by Middlemarch Environmental and dated June 2017, Flood Risk Assessment Rev B by JNP Group and dated May 2017, Technical Note subject 'Overheating Strategy: Response to Planning Officer' by Method LLP and dated 18/08/17, Air Quality Assessment by Waterman Infrastructure and Environmental Ltd and dated September 2017, Outline Fire Safety Strategy by International Fire Consultants Ltd and dated September 2017, Cladding Supporting Statement prepared by Ayre Chamberlain Gaunt and dated 03/10/17

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

3) Materials to be approved

Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include timber shingle panels, window frames, balcony balustrades, and a roofing material sample combined with a schedule of the exact product references and large scale details of key building junctions.

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 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4) Revised CMP and CLP

The developer's appointed contractor will be required to develop a revised Construction Management Plan (CMP) and Construction Logistics Plan (CLP) in consultation with Homes for Haringey and the Council's Highways Team to ensure that the impacts generated by construction traffic on residents and the structure/surface of the carriage way are mitigated. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on A10 High Road, A503 Seven Sisters, St Ann's Road and Plevna Crescent is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. The developer must not commence works on site until the CMP has been approved any complementary works agreed as part of the CMP is implemented.

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

- 5) Homes for Haringey access and highways improvement:
The Developer will be required to secure access by-way of agreement with Homes for Haringey (Councils Property service) and submit a scheme of highways improvement for the access to the site including pedestrianisation of the pedestrian access, improvement works, temporary to facilitate construction access and a scheme of improvements post construction including remedial works along the carriageway. Details of both scheme should be submitted and approved before development commences onsite and the agreed scheme must be implemented before the development is occupied.

Reason: To improve access to the site and enable the free flow of traffic along, Plevna Crescent and to safeguard the integrity of the public non-adopted highways and to ensure that the development has adequate access, in order to facilitate effective access to and from the development.

- 6) Site parking management plan
Prior to occupation of the development hereby approved, an onsite Parking Management Plan shall be submitted to and approved by Local Planning Authority. The agreed plan shall be implemented prior to first use of the approved car parking area and permanently maintained during its operation. The plan must include details on the allocation of parking spaces and management of onsite parking spaces in order to maximise use of public transport with parking to be allocated to family disable units and family units first.

Reason: To comply with the Policy DM32 of the Development Management, DPD.

- 7) Cycle parking design
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 2016 London Cycle Design Standards document should be followed. The approved details shall be retained as agreed thereafter.

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

- 8) Electric charging facilities
Prior to occupation of the development hereby approved, the proposed car parking spaces must include provision for electric charging facility in line with the London Plan; 20% active and 20% passive provision for future conversion.

Reason: To provide residential charging facilities for electric vehicles and to promote travel by sustainable modes of transport consistent with Policy 6.13 of the London Plan.

9) Waste Management

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

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

10) Network Rail

Prior to the commencement of the development hereby approved, a Risk Assessment and Method Statement for excavations, foundations, piling, scaffold use, construction methods, and all other activity adjacent to Network Rail land, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail.

Reason: In order to ensure the safe operation of the railway and the protection of Network Rail's adjoining land.

11) Piling method statement

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

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

12) Construction hours

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 Policy DM1 of the Development Management DPD 2017.

13) Tree protection fencing and ground protection

No development shall start until tree protection fencing and ground protection is installed as indicated on the approved drawings and within the approved Tree Protection Plan and under the direct supervision of the Arboricultural consultant. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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 2017 and Policy DM1 of The Development Management DPD 2017.

14) Bat and bird boxes

No later than 3 months after construction works have completed, details of integrated bat and bird boxes, including attachment positions on any buildings, shall be submitted to and approved by the Local Planning Authority. Once installed these measures shall be maintained in perpetuity and, if necessary, replaced as approved.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity in accordance with Policies 5.3, 5.9, and 5.11 of the London Plan 2016 and Policies SP5 and SP13 of the Local Plan 2017.

15) Construction Environmental Management Plan

Prior to the commencement of the development hereby approved, details of a Construction Environmental Management Plan shall be submitted to and approved by the Local Planning Authority to avoid, minimise or mitigate any construction effects on the environment and surrounding community. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the designated SINC environment and to comply with Policy DM21 of the Development Management DPD 2017 and Policy 7.19 of the London Plan 2016.

16) Living roof details to be approved

No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2016, Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017, and Policy DM21 of the Development Management, DPD 2017.

17) External lighting

No external illumination shall take place other than in accordance with a detailed 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 has regard to the visual amenity, biodiversity concerns of the area, Network Rail track safety and amenities of surrounding properties.

18) Drainage

No development shall commence until a scheme of surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. Also to be included for review:

- Detailed design drawings;
 - A plan showing the exceedance route of the overland flow of water should the site be overwhelmed;
 - An appropriate maintenance regime for all works proposed;
 - Details of the back-up system should the underground car park pump system fail;
 - Confirmation that Thames Water have agreed connection to their network
- The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

19) Combustion and Energy Plan

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

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

Reason: To protect local air quality

20) Chimneys

Prior to installation details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction.

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

21) Contaminated land 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

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

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

5.21 of the London Plan 2016 and Policy DM23 of The Development Management DPD 2017.

22) Contaminated land 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

23) Non-road mobile machinery

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

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

24) Non-road mobile machinery inventory

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

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

25) Secured by Design certification

The development hereby approved shall be designed to Secured by Design compliance. Prior to occupation, 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 Policy SP11 of the Local Plan 2017 and Policy DM2 of the Development Management, DPD 2017.

26) Confirmation of achieving energy efficiency standards and carbon reduction targets

The development must deliver the energy efficiency standards (the Be Lean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017.

The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 5.89% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority within 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 developer must allow for site access if required to verify measures have been installed.

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

Reason: To comply with Policy 5.2. of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

27) CHP and boiler facility

The development must deliver the heating infrastructure standards (the Be Clean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017 (40 kW thermal output CHP unit is proposed, with 94.7% efficient gas boilers acting as a backup).

Details of the site CHP and back up boiler facility and associated infrastructure shall be submitted which will serve heat and hot water loads for all for all residential units and commercial units on the site.

This shall be submitted to and approved in writing by the Local Planning Authority months prior to any works commencing on site. The details shall include:

- a) location of the single energy centre which is sized for all required plant;
- b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room);

- c) flue arrangement;
- d) operation/management strategy;
- e) the route and connections from the energy centre into all the dwellings and the community centre;
- f) 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); and
- g) evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Ban B. A CHP information form must be submitted.

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

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with Policy 5.7 of the London Plan 2016, SP4 of the Local Plan 2017, and Policy DM22 of the Development Management, DPD 2017.

28) Back-up boilers

That all gas boilers installed across the development have a minimum SEDBUK rating of 94%. The developer will demonstrate compliance by supplying installation specification post construction. Once installed they shall be operated and maintained as such thereafter.

Reason: To comply with Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

29) PV Solar Panels

The developer will install the renewable energy technology (PV Solar Panels) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017.

The developer will deliver no less than 310 m² of solar PV panels, generating 48 kWp, with 160no. 300W panels. The figure of 43.2 kWp is reduced from a peak output of 48 kWp due to the orientation of the panels, with south-facing panels achieving 96% efficiency, and north-facing panels achieving 82% efficiency. It is anticipated that 70% of the available roof area on south-facing pitches is available for a 10 pitched PV array, and 75% of available roof area on north-facing pitches is available for horizontally-mounted panels.

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.

The Council should be notified if the developer 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 equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority within at least 6 months of completion on site for approval and the developer must allow for site access if required to verify delivery.

Reason: To comply with Policy 5.7. of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

30) Home Quality

The developer must deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

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

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with Policies 5.1, 5.2, 5.3 and 5.9 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

31) Overheating

Prior to the commencement of the development hereby approved, the developer will submit and have approved in writing by the Local Planning Authority an overheating model and report. The model will assess the overheating risk (using future weather temperature projections), and report will demonstrate how the risks have been mitigated and removed through design solutions.

This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat. The report will include the following:

- the standard and the impact of the solar control glazing;
- that there is space for pipe work and that this is designed in to the building to allow the retrofitting of cooling and ventilation equipment;
- that all heating pipework is appropriately insulated;
- that passive cooling and ventilation features have been included; and
- highlight the mitigation strategies to overcome any overheating risk.

Air Conditioning will not be supported unless exceptional justification is given.

Once approved the development shall be constructed in accordance with the details so approved, be operational prior to the first occupation and shall be maintained as such thereafter. 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.

32) Accessible 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 that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and the London Plan 2016 Policy 3.8.

33) Wheelchair unit provision

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

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2017 Policy SP2 and the London Plan Policy 3.8.

34) Central satellite dish

Notwithstanding the provisions of Class H or Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

35) Sound insulation

Prior to commencement details of sound insulation shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of future occupiers consistent with Policy 7.15 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017.

36) Retention of architect

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 SP11 of the Local Plan 2017 and Policy DM1 of The Development Management DPD 2017

Informatives

INFORMATIVE: This permission is governed by a section 106 legal agreement pertaining to the provision of affordable housing, preparation of a travel plan with associated financial contributions, financial contribution towards amendment of traffic management order, financial contribution towards creation of controlled parking zone, payment of carbon off-setting contribution, membership with Considerate Contractors Scheme, commitment to partake in the Haringey Employment Delivery Partnership, and the establishment of a financially supported Educational Trust (or other appropriate trust) to restore, preserve and manage the site's ecological area.

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: The developer is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £283,811.85 ($6,390 \text{ m}^2 \times £35 \times 1.269$) and the Haringey CIL charge will be £104,284.80 ($6,390 \text{ m}^2 \times £15 \times 1.088$). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index

INFORMATIVE: Party Wall Act: The developer'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 developer 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 developer should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without

a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

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

Section 106 Heads of Terms:

- 1) Affordable Housing – **20% by habitable room**. The nominated units are to be agreed between the RP and Council.
- 2) Viability review mechanism should the proposal not be implemented within **18 months** of the date of decision.
- 3) Viability review mechanism at the point of sale/rent of 75% of the private market units.
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land. The developer must contribute a sum of **£2000 (two thousand pounds)** towards the amendment of the TMO.
- 5) A residential travel plan need to include the following measures to be included in order to maximise the use of public transport:
 - a. The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.
 - b. Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.
 - c. Establishment or operate a car club scheme, which includes two years' free membership for all new residents and **£50.00 (fifty pounds in credit)** per year for the first 2 years.
 - d. Erection of Travel Information Terminals at strategic points within the development.
 - e. The developers are required to pay a sum of, **£3,000 (three thousand pounds)** per travel plan for monitoring of the travel plan initiatives.
- 6) Developer financial contribution of **£25,000 (twenty-five thousand pounds)** towards CPZ design and consultation for the roads to the south of the site which are currently suffering from high car parking pressures.

- 7) Participation in the Jobs for Haringey Initiative to provide:
 - a. 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;
 - b. That 20% of these local workforce shall undertake appropriate training;
 - c. To assist local suppliers and businesses to tender for works as appropriate;
 - d. To provide the Council with information to enable the effective implementation of the above;
 - e. All the above are to be followed unless practical considerations dictate otherwise
 - 8) Developer financial contribution of **£109, 836 (one hundred and nine thousand, eight hundred and thirty six pounds)** toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.
 - 9) Considerate Contractors Scheme
 - 10) Transfer the ecological land to separate ownership of an Educational Trust or Other Appropriate Trust and enter into a Deed of Covenant with that Education Trust or Other Appropriate Trust in a form to be agreed and approved by the Council covenanting to meet any management costs, relating to the management of the ecological land, with such fees to be agreed on an annual basis to be determined by an independent surveyor and reviewed every 5 years. A SINC review will be carried out by an independent third party to produce an evidence base for the grading of the improved space and provided to Council with the first 5 year review from above.
-
- v) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (iii) above, the planning permission be refused for the following reasons:
 1. In the absence of a legal agreement securing the provision of onsite affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
 2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in 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, Policy 7.9 of the Local Plan 2017, Policy DM31 of the Development Management DPD.

3. 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 would be contrary to Policies SP8 and SP9 of the Local Plan 2017.
 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 Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.
 5. The proposed development, in the absence of a legal agreement to establish the means to restore, preserve, and manage the ecological area that forms part of this site, is unacceptable development on this SINC and ecological corridor. As such, the proposal would be contrary to Policy SP13 of the Local Plan 2017 and Policy DM9 of the Development Management DPD.
- vi) In the event that the Planning Application is refused for the reasons set out in resolution (v) 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 (2) above to secure the obligations specified therein.

98. HGY/2017/0035 - 35 MAIDSTONE ROAD N11 2TR

The Committee considered an application for the demolition of existing vacant property and construction of 6 no. self-contained residential units with associated cycle storage, communal garden and one car parking space.

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

Two residents addressed the Committee to outline their objections to the application, which are summarised as follows:

- There had been complaints from a number of local residents who were opposed to the application.

- The documentation provided was not sufficient, and it was not clear on whether the head height would meet the minimum standards, especially in the roof space.
- The basement was unprecedented for the area, and could potentially cause subsidence issues and damage to nearby buildings.
- The style of the building was not in keeping with neighbouring properties, and the balconies along with the reduction in the size of the fencing would lead to neighbouring properties being overlooked.

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

- The London Plan specified that there should be a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of the dwelling, and it was considered that this proposal met that requirement. There would be some areas in the roof apartment where the ceiling height was lower than standard, but this would be balanced out by the areas where the ceiling height exceeded the minimum standard.
- The usual procedure for allocating parking spaces was that it would first be used for a disabled space. If this was not required, it would then be allocated to the largest apartment within the property.
- Residents of the new properties would not be entitled to apply for a residential parking permit, but would be eligible to purchase visitors permits. The s106 agreement included a clause which would prevent any future residents applying for a permit.
- The building control team were satisfied that there had been a thorough assessment of the impact of the basement.
- Although there was not private amenity space for each of the apartments, there would be a large communal garden which would provide amenity space for all residents.

The Applicant's agent made a short statement in response to the objections and the questions asked by the Committee. He informed the Committee that the architecture on Maidstone Road was a mixture of different styles, and that the development would provide a 3 bedroom apartment to replace the loss of the current property, along with a further 5 apartments. There would be no overlooking neighbouring properties, as any overlooking windows would be fixed and obscured. He added that the applicant would be happy to continue working with the Council's Design Officers with regard to the materials used on the building, however he would not withdraw the application as it had already been amended in line with comments made by the Planning Service. In response to questions from the Committee, he explained that in order to make the project viable, 6 apartments were required which made the basement essential.

Councillor Bevan suggested a motion that the application be deferred and referred to the Quality Review Panel, and only returned to the Committee once it had received the full approval of the Design Officer. Emma Williamson, Assistant Director for Planning, advised that this would not be a good course of action to take due to the applicant's agent indicating that he would not want to engage further in terms of changing the application.

Councillor Bevan then suggested a motion that the application be refused on the grounds of design, overdevelopment and parking. Councillor Blake seconded the

motion. Dean Hermitage, Head of Development Management, advised that there were not strong enough grounds for refusal on the basis of parking and overdevelopment, but that based on the issues raised by the Committee during the discussion of the application, there could be grounds for refusal on the design of the application. The following wording was suggested:

“The proposed development by reason of its detailed design and appearance would detract from and result in harm to the character and visual amenities contrary to policies SP11 of the Local Plan, DM1 of the Development Management DPD, and 7.4 and 7.6 of the London Plan”.

The Chair also added that the quality of the accommodation was also an issue, and wished to add this to the motion to refuse the application. Councillor Waters seconded this.

The Chair moved that the application be refused on this basis, and following a vote it was:

RESOLVED that the application be refused by reason of

- 1. The proposed design, by reason of its detailed design and appearance, would detract from and result in harm to the character and visual amenities of the area, contrary to policy SP11 of the Haringey Local Plan 2013, policy DM1 of the Development Management DPD 2017, and policies 7.4 and 7.6 of the London Plan 2016; and**
- 2. The proposed development would include units with no private amenity space, which would not represent a good quality residential environment. This is contrary to policy DM1 of the Development Management DPD and the London Housing SPG 2016.**

99. UPDATE ON MAJOR PROPOSALS

Councillor Bevan requested that Officers investigate the installation of disabled telephone kiosks as he had been informed that there would be a borough-wide installation.

RESOLVED that the report be noted.

100. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

101. NEW ITEMS OF URGENT BUSINESS

None.

102. DATE OF NEXT MEETING

13 November 2017

CHAIR: Councillor Natan Doron

Signed by Chair

Date

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Application: HGY/2017/2044

Ward: Tottenham Hale

Address: Berol Yard,

Proposal: Demolition of the existing buildings at Ashley Gardens and erection of two buildings to provide 1,211 sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

Applicant: Berkeley Square Developments

Ownership: Private

Case Officer Contact: James Farrar/Robbie McNaugher

Site Visit Date: 3 November 2017

Date received: 27 July 2017 **Last Amended:** 3 November

Plans and Drawing Number: see Appendix 2

Documents:

Illustrative Masterplan Document; Design and Access Statement and Addendum dated October 2017; Landscape Strategy (contained within the Design and Access Statement and Addendum); Planning Statement (and Addendum dated October 2017); Statement of Community Involvement (covers both the Ashley Gardens and the Berol Yard applications); Sustainability Design and Energy Statement (and Addendum dated October 2017); Affordable Housing and Viability Statement (and Addendum Statement dated October 2017); Arboricultural Impact Assessment and Method Statement (covers both the Ashley Gardens and the Berol Yard applications); Construction Logistics Plan; Delivery and Servicing Plan; PERS Audit (covers both the Ashley Gardens and the Berol Yard applications); Ashley Gardens: Ashley Road South Masterplan; Framework Travel Plan; Health Impact Assessment (covers both the Ashley Gardens and the Berol Yard applications); Equalities Impact Assessment (covers both the Ashley Gardens and the Berol Yard applications); Commercial Strategy.

Environmental Statement (June 2017) and Supplementary Statement (October 2017) incorporating:

- Townscape and Visual Impacts;
- Transport;
- Daylight, Sunlight and Overshadowing;
- Socio-Economic Effects;
- Built Heritage;
- Environmental Wind;
- Air Quality;
- Noise and Vibration;
- Ground Conditions and Contamination Impact;
- Water Resources and Flood Risk;
- Ecology and Nature Conservation; and
- Cumulative Assessment

1.1 This application is before Planning Sub-Committee because it is major development.

1.1.1 The application has been referred to the Mayor of London as it is development which:

- comprises or includes the provision of more than 150 houses, flats, or houses and flats;
- comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London.

1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Ashley Road South, in support of allocation TH6.
- As its centrepiece the proposals include an innovative new College building to host the National College for Digital Skills which will help to establish Tottenham Hale as a destination. The College building, subject to proposed design safeguards, holds the potential to be a world-class design. The College will deliver additional benefits in the form of public access to facilities such as the rooftop MUGA. Combined with the scheme's other regenerative benefits and high quality designs for other elements of the masterplan these factors weigh heavily in favour of the scheme.
- In design terms, the masterplan has undergone rigorous testing since 2015 evolving with the potential to form a well-considered new neighbourhood. Considered in the round the comprehensive changes to the scheme respond positively to previous comments. Overall, the quality of the scheme is considered to be high.

- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The overall affordable housing proposal will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone and is assessed as the maximum viable amount. The introduction of a new Build to Rent tenure is particularly welcome contributing to a mixed and balanced new residential neighbourhood.
- In addition to education provision, Berol Yard will make a significant new contribution to high quality office and commercial floorspace such as through potential new co-working space which is particularly welcome. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a vibrant new neighbourhood.
- The density of the development would be above the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a but would optimise the site's potential and is acceptable, taking into account the average density across the masterplan area.
- The scheme will make a significant new contribution to the quality of the public realm, facilitating the delivery of a new public square in the form of Berol Yard linked through Berol House to the to a new east-west route towards Down Lane Park and significant public realm improvements to Watermead Way.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured and further details, the noise, environmental wind, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition.
- The interim solution to multiple energy centres is less efficient but accepted in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The

issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to referral to the Mayor of London and the signing of a section 106 and Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to 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.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 18 January 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions – Summary (the full text of recommended conditions is contained in Section 9 of this report)

1. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
2. COMPLIANCE - Time limits for Reserved Matters
3. COMPLIANCE - Commencement
4. COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)
5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Environmental Statement
7. COMPLIANCE - Environmental Statement: Reserved Matters Applications
8. COMPLIANCE - Quantum of Development
9. COMPLIANCE – Development in accordance with Acoustic Report
10. COMPLIANCE – LAND USE (Retail)
11. COMPLIANCE - Development in Conformity with Energy Statement
12. COMPLIANCE - Land Contamination – Part C

13. COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)
14. COMPLIANCE - NRMM Inventory and Documentation Availability
15. COMPLIANCE – Accessibility
16. COMPLIANCE - Compliance with London Housing Design Standards
17. COMPLIANCE - Individual Satellite dishes or television antennas precluded
18. PRE COMMENCEMENT - Confirmation of Site Levels
19. PRE COMMENCEMENT Drainage Strategy (Thames Water)
20. PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation)
21. PRE COMMENCEMENT - Tree protection meeting (pre-commencement)
22. PRE-COMMENCEMENT – Water supply (Thames Water)
23. PRE- COMMENCEMENT - Construction Environmental Management Plan
24. PRE COMMENCEMENT - Land Contamination – Part A and B
25. PRE COMMENCEMENT - Details of AQDMP (Dust)
26. PRE COMMENCEMENT - Waste Management Scheme
27. PRE COMMENCEMENT - Updated Construction Logistics Plan
28. PRE COMMENCEMENT - Piling method statement (Thames Water)
29. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy
30. PRIOR TO ABOVE GROUND WORKS - Phasing strategy & details
31. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
32. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
33. PRIOR TO ABOVE GROUND WORKS - Energy Strategy
34. PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential
35. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study
36. PRIOR TO ABOVE GROUND WORKS - Phasing strategy & details
37. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
38. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
39. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
40. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
41. PRIOR TO OCCUPATION - Play Space
42. PRIOR TO OCCUPATION - Secured by Design
43. PRIOR TO OCCUPATION - Details Roof Top PV Panels
44. PRIOR TO OCCUPATION– Lighting strategy
45. PRIOR TO OCCUPATION - Car Parking Management Plan
46. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
47. PRIOR TO OCCUPATION – Delivery and Servicing Strategy

Informatives – Summary (the full text of recommended informatives is contained in Section 9 of this report)

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Highways licenses (LBH Highways)
- 4) Hours of Construction Work (LBH Development Management)
- 5) Party Wall Act (LBH Development Management)
- 6) Requirement for Groundwater Risk Management Permit (Thames Water)
- 7) 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)
- 8) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres (Thames Water).
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 11) Asbestos Survey (LBH Environmental Services and Community Safety)
- 12) New Development Naming (LBH Transportation)
- 13) Environment Agency – Additional Advice (Environment Agency)
- 14) Archaeology
- 15) Asbestos Survey (LBH Environmental Services and Community Safety)
- 16) Highways Licenses

Section 106 Heads of Terms:

Affordable Housing

- Building 4 - 5% of units to be Discount Market Rent. Defined as 65% below market rent.
- Berol House - no less than 35% affordable units (100% Intermediate).
- Building 4 – no occupation of the Market Rent Housing Units until all of the Discount Market Rent units in Building 4 have been constructed.
- Berol House - not to Occupy the Market Housing Units until all of the Affordable Housing Units in Berol House have been constructed.
- Building 4 – early and late stage viability review mechanism.
- Berol House – early and late stage viability review mechanism.
- Upwards only review mechanism based on agreed baseline appraisal.
- On-site only provision for additional affordable uplift.
- PRS housing - minimum 15-year covenant restricting sale out of the PRS tenure with clawback mechanism
- PRS housing will be provided in accordance with an approved PRS marketing and letting scheme.
- Not to Occupy or cause or permit the Occupation of any PRS Housing Unit until the PRS Management Plan has been submitted to and approved by the Council.
- No occupation Market Housing PRS units until all of the Discounted Market Rent Units in Building 4 have been constructed

- Intermediate units - minimum 34% lower-cost shared ownership within Band 2 aimed at those households earning less than £40,000 a year.
- All shared ownership units to remain affordable until and unless affordable occupier's staircase to 100% outright ownership.
- Time Limited marketing of the Low Cost Shared Ownership homes, for a period of up to three months including to persons who live or are employed in Haringey.

Transport

- Enter into s.278 agreement(s) with the Council to deliver temporary and permanent changes to Watermead Way, including loading bays.
- A residential and site-wide framework commercial travel plan, including:
 - Travel plan co-ordinator to monitor the travel plan initiatives (Berol House/Building 4 & separately for NCDS to include SMART measures)
 - Provision of welcome induction packs containing public transport and cycling/walking information
 - Three years' car club membership for each residential unit including £50 annual credit for those who take up or equivalent assistance in buying a bike
 - Contribution to the LPA in the amount of £3,000 (per each travel plan submitted), for reviewing and providing recommendations to the submitted TP, until such time when targets have been achieved.
 - Car free development, occupiers of the residential units are not eligible, for on-street car parking permits.
- No sale of parking spaces. Residents of the new wheelchair accessible dwellings will be granted parking permits for the new wheelchair accessible parking spaces, which shall be individually allocated per relevant dwelling in accordance with priority criteria. Details to be agreed through the car parking management plan.
- Joint CPZ review of the area in the vicinity (with adjacent owners) to review existing CPZ across the impact area (£12,000 payable upon implementation).

Commercial Strategy

- Provision to review and update the commercial strategy to take into account wider regeneration and commercial proposals.

Public Realm Delivery and Management/Temporary Works

- Watermead Way Public Realm Improvements - within 12 months of implementation make payment of £534,000.
- Permanent public access to footpaths, cycleways and open spaces.
- Submit and implement an Approved Public Access Plan.
- Maintain development estate public realm areas in accordance with standards to be agreed.
- The Applicant shall complete the final form of the public realm and landscaping to the Berol Link, prior to the occupation of Building 1.

- Building 1A - deliver Interim Works to Berol Link to provide temporary accessible car parking.
- Reasonable endeavours to work in partnership with adjacent landowners - meanwhile conditions & landscaping of sites to enhance and integrate new development, during phased development.
- College - complete the cycle parking along Watermead Way and enter into a Section 278 with the Council to procure the southern loading bay on Watermead Way and associated pavement changes.
- Building 4 - complete the public realm improvement works to Watermead Way and enter into a s.278 with the Council to procure the northern loading bay on Watermead Way and associated pavement changes.

Securing Design Quality

- The existing architects, including for the College, to be retained. Shall not engage or use any other architect until the Council has first approved such architect.

Skills and training/Community Access

- Prior to first Occupation (NCDS College) - Community Use Plan agreement with the Council to enable local residents to access available facilities, including the MUGA.
- NCDS and Building 4 - 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).
- Work with the Haringey Employment and Recruitment Partnership - employment and training opportunities
- Designate a named contact to ensure efficient management and supply of local Council residents for employment and training opportunities.

Energy

- Provisions to connect to the Tottenham Hale District Energy Network (DEN) including delivery of pipework to highway edge.
- The Council to serve notice that the owner is required to connect to the DEN.
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne.

Construction

- Obligation to register with the Considerate Constructor scheme during the construction and demolition phase of the development.
- Pay a maximum sum of £20,000 towards the Construction Coordinator.

Monitoring

- Environmental Monitoring Fee – the applicant will pay a maximum sum of £20,000 towards environmental monitoring of the construction of the development.

- 2.5 The consultation for the application ends on 1st December due to the requirement to place a notice in the local press. Letters were sent on 7th November so 21 days has passed since direct consultation. If members resolve to grant the application the decision will not be issued until the S106 is completed which will be after the 1st of December. If material representations are received following a committee decision and have not been addressed in this report the application will be returned to committee for a decision. Any representations received prior to the committee meeting will be presented as an addendum to this report.
- 2.6 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons. That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
- i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) marketing of the scheme to local residents on targeted incomes, and 3) 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 DPD Policies DM 11 and DM 13, and Policies AAP3 and TH6.*
 - ii. In the absence of an agreement that the PRS units would remain as PRS for 15 years and the provision of a PRS marketing and management plan the proposal would fail to provide good quality rented accommodation which meets housing need. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2017 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan 2016.*
 - iii. 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, Policy DM48 and emerging Policy AAP4.*
 - iv. 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 cycle parking, public realm improvements, 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, Policy DM31 and Policy AAP7.

- v. In the absence of a legal agreement securing 1) public realm enhancements 2) soft landscaping improvements to local green spaces, 3) temporary public realm 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 Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH1 and TH4.*
 - vi. In the absence of the provision of a community use plan the proposal would fail to provide community sports facilities for Haringey's communities as such, the proposal would fail provide a provision a multi-purpose community facility contrary to Policy SP16 of the Haringey Local Plan 2017, and Policy 3.19 of the London Plan 2015.*
 - vii. In the absence of a legal agreement securing 1) public realm enhancements 2) 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 Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH1 and TH4.*
 - viii. 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 DPD Policies DM 21, DM22 and Policy TH4.*
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

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

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. The is a hybrid planning application for the demolition of existing buildings within the Berol Yard site and retention of Berol House. It includes the erection of two buildings between 8 and 14 storeys providing 166 residential units, 694sqm of commercial floorspace (Class A1/A3/B1), 7,275sqm of educational floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works.
- 3.1.2. In addition, the application includes an application for outline permission (all matters reserved) for the alteration/conversion of ground, first and second floor of Berol House with up to 3,685sqm of commercial floorspace (Class A1/A3/B1) and the introduction of a two storey roof level extension introducing up to 18 residential units, cycle parking and other associated works.
- 3.1.3. The planning application seeks formal approval for the following documents as part of the submission:
- Detailed planning application drawings showing the detailed development alongside the existing context
 - Parameter plans relating to Berol House and supporting Design Guidelines
 - Masterplan-wide drawings showing the Berol Yard development alongside the existing buildings across the overall masterplan area
 - Sustainable Design and Energy Statement
 - Arboricultural Impact Assessment and Method Statement
 - Construction Logistics Plan
 - Delivery and Servicing Plan
 - Framework Travel Plan
- 3.1.4. The residential development is proposed to be 'car-free' but will provide accessible car parking spaces and car parking for the commercial element of Berol House. It will provide 16 accessible spaces and 24 standard car parking spaces.

Amendments to the application (October 2017)

- 3.1.5. Following a range of consultation responses and in response to officer comments the following changes were made to the Berol Yard scheme:
- Replacement of private accommodation in Building 4 with Build to Rent (BtR) and Discount Market Rent (DMR) accommodation.
 - Reconfiguration of ground floor layout and commercial floorspace in Building 4 and associated changes to entrance locations.
 - Revision to the residential mix and internal layouts in Building 4.
 - Introduction of ancillary communal facilities to support the BtR accommodation in Building 4.

- Changes to cycle parking provision and refuse storage arrangements.
- Amendments to affordable housing provision and tenure split.

Applicant's Consultation

3.1.6. The applicant has submitted a Statement of Community Involvement prepared by Belgrave dated June 2017, in accordance with the Council's Statement of Community Involvement. The scheme has also previously been considered by Haringey's Quality Review Panel (QRP). A range of pre-application meetings took place between July 2016 and March 2017 (14 meetings in total including three presentations to the Quality Review Panel for the masterplan scheme).

3.1.7. The following discussions took place following the submission of the application:

- September 2017 presentation to the QRP (Chair's Review)
- July 2017 meeting with the Secured by Design Officer
- A number of application meetings with LBH

3.1.8. The following public exhibitions were held by the applicant at Berol House, 25 Ashley Road. 4,600 invitations were issued across the distribution area to publicise the exhibitions.

3.1.9. As part of the consultation process, three public exhibitions have been held to show the local community in Tottenham Hale the proposed development. Two exhibitions were all held at Berol House, 25 Ashley Road, London, N17 9LJ on:

- 20th July 2016
- 10th November 2016

One exhibition was held at Sentinel House, 1 Ashley Road, London N17 4LQ on 30th March 2017. The response to the Council's statutory consultation is tabulated in the section below.

3.1.9. The applicant has undertaken pre-application public consultation prior to the submission of the application, and has sought pre-application guidance from the Council and the Greater London Authority (GLA).

4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the application:

Internal:

- LBH Head of Carbon Management
- LBH Regeneration Tottenham Team
- LBH Housing Design & Major Projects
- LBH Flood and Surface Water Drainage
- LBH Economic Regeneration

- LBH Cleansing Team - East
- LBH Parks
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH EHS - Noise
- LBH Conservation Officer Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control Building Control
- LBH Transportation Group

External:

- Network Rail
- London Fire Brigade
- Lee Valley Regional Park Authority
- Metropolitan Police - Designing Out Crime Officer
- Transport for London – Borough Planning
- Ferry Lane Action Group
- Environment Agency
- London Underground
- Natural England
- Greater London Authority
- Thames Water Utilities
- Historic England - Greater London Archaeology Advisory Service
- London Wildlife Trust
- Tottenham Conservation Area Advisory Committee

- 4.2. The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 7. A summary of the consultation responses received is below:

Internal:

LBH Transportation

Subject to suggested planning conditions and planning obligations the proposal is acceptable in transportation terms.

LBH Environmental Health Officer – Noise

Environmental health officers are satisfied with the findings of the Environmental Statement in respect of noise issues and there are no objections.

LBH Environmental Health Officer – Air Quality

Environmental health officers provided a number of detailed comments on the original Environmental Statement. Further information was requested and this has been provided as part of revisions to the application. A number of planning conditions are proposed and further assessment is provided in the main body of this report.

LBH Environmental Health - Contamination

Site investigations revealed a range of contaminants present. Further site investigations are recommended and these should be secured via planning conditions.

LBH Carbon Management

The updated version of the Sustainable Design and Construction Strategy (October 2017) follows a series of meetings between the GLA, LBH and the applicant. The current strategy indicates the scheme will deliver a 17.5% improvement over building regulations (Building Regulations 2013). To become policy compliant (LP 5.2) the developer will have to offset the remaining of their emissions at a cost of £60 per tonne, secured via s106 agreement.

Lean

The scheme delivers a 15.8% carbon reduction through lean (energy efficiency measures). On average, Haringey Council sees 10-12% improvement through energy efficiency measures. This is satisfactory.

Clean

The scheme proposes a further 1.7% reduction via photovoltaic panels. The scheme is now proposing a boiler-led heating system following discussions regarding the ability of the scheme to easily connect into a future DEN. This is a change from the CHP which was proposed initially and is welcomed.

The following measures should be secured via a combination of planning conditions and planning agreement:

- That the boilers provide all space heating and hot water across the site;
- That the energy centres have pipework installed which will run from the Energy Centre to the Ashley Road highway. This will enable this to be connected to the DEN at a later date;
- A commitment to connect this (currently unused) pipework to the larger pipework which will then be serve the DEN;
- That when the DEN is delivered that the applicant commits to decommission their boilers and take heat from the DEN.

The Carbon Management Team accept that this carbon performance is less than the applicants preferred CHP-led ambition but this is viewed in the context of a longer-term commitment to connect to the future DEN. The detailed issues relating to these comments have been discussed with the Carbon Management Team and are addressed later in this report. Appropriate planning conditions and planning obligations to overcome these issues are proposed.

Discussions took place between officers and the College regarding the specific proposals for the College building. As the 35% CO2 reduction target is being achieved, a carbon offset payment is not applicable and the proposals demonstrate the ability to connect to a future District Energy Network.

LBH Conservation Officer

Whilst the proposed development would cause some harm to the setting of the non-designated heritage asset, Berol House, it would be outweighed by the heritage benefits of reusing the building and other wider public benefits. Additionally, the scale of the building would be visible from within the setting Tottenham High Road in long

distance views. However, this would not lead to negative impact and as such is considered to cause no harm. As such, the scheme would comply with current statutory and policy requirements and is acceptable from a conservation point of view.

LBH Economic Development Team

The EDT strongly supports the proposed development because of its potential jobs, commercial space and educational space impacts - as well as its contribution to the physical and economic transformation of the Ashley Road South employment area.

LBH Senior Drainage Engineer

The LBH Drainage Engineer is satisfied with the supplied calculations and overall approach. LBH Drainage require the applicant to supply detailed drainage design drawings, and maintenance plan including SuDS features for review and sign-off for approval.

LBH Waste Management

The application has been given a RAG traffic light status of GREEN for waste storage and collection. The application includes adequate storage provision for refuse and recycling storage for a once weekly collection

LBH Nature & Conservation

A total of ten low quality category C trees and one group will require removal to facilitate development and these are mostly on LBH land. No objection in the light of re-provision as part of wider public realm improvements.

External:

Thames Water

No objections subject to the provision of drainage strategy detailing any on and/or off site drainage works by Grampian condition, and informatives. Thames Water recommend the imposition of a Grampian Style Planning Condition to require the submission of a drainage strategy detailing any on and/or off site drainage works for approval.

Transport for London

The Applicant responded to a number of initial queries raised by TfL and TfL now considers the proposals to be acceptable, subject to a range of detailed issues (see Appendix 1).

Crossrail 2 Safeguarding Team

CR2 advises Haringey Planning Authority that whilst the development site boundary is outside safeguarding limits it is in close proximity to a significant CR2 construction worksite (proposed). CR2 advises that the applicant should be made aware that in the event that CR2 is confirmed the site would be opposite a future worksite which would be required to deliver the railway and it would be necessary to consider noise mitigation measures to be incorporated as part of the development scheme.

Environment Agency

The Environment Agency refers the Council to standing flood risk advice.

Natural England

No objections subject to ecological improvements.

Greater London Authority [see full report in appendix 4]

The GLA considered a Stage 1 report on 29 August 2017.

Greater London Archaeological Advisory Service

The archaeological interest should be conserved by attaching a planning condition.

London Underground

LU confirm that the applicant is in communication with London Underground engineers (National College for Digital Skills site only) with regard to the development above. LU has no comment to make on the application except that the developer should continue to work with LU engineers.

Designing out crime officer

The officer confirms meetings have taken place with the project architects to discuss the intention around Secured by Design (SbD). The officer has reviewed the planning application. The officer requests a planning condition (prior to above ground works and prior to occupation) to detail the measures to be incorporated.

London Fire & Emergency Planning Authority

No response received. Detailed advisory informatives are provided.

Network Rail

Network Rail provide a number of advisory comments to ensure the proposal, both during construction and after completion of works does not impact on infrastructure.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties consulted by letter
- Resident's Association consulted by letter
- 4 planning site notices were erected in the vicinity of the site.

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

- No of individual responses: 1
- Objecting: 1
- Supporting: 0
- Others: 0

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

5.4 The issues raised in representations from adjoining occupiers are summarised below. One objection was received to the application and the material issues raised are included in Appendix 1 and can be summarised as:

- Impact on local services and the community
- Transportation concerns leading to increased parking and congestion
- Impact on neighbours and the surrounding area
 - Air pollution
 - Overshadowing
- Detrimental impact on local business and jobs
- Objections on the basis of the level of noise and disruption during and post construction
- Objections on the basis of adverse impact on access to Berol House for employees and visitors;
- Reduction in attractiveness of Berol House as employment location.

6 MATERIAL PLANNING CONSIDERATIONS

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

- 6.1 Employment, night-time economy, retail and land use mix
- 6.2 Housing and density
- 6.3 Tall buildings, view management & townscape
- 6.4 Masterplanning, design & public realm
- 6.5 Conservation & Impact on Heritage Assets
- 6.6 Quality of Residential Accommodation
- 6.7 Social and community infrastructure
- 6.8 Development Impact to Adjoining Occupiers
- 6.9 Transportation and Parking
- 6.10 Flood Risk and Drainage
- 6.11 Energy and Sustainability
- 6.12 Waste and Recycling
- 6.13 Land Contamination
- 6.14 Equalities Impacts
- 6.15 Health Impacts
- 6.16 Fire Safety

6.1 Material Planning Considerations – Assessment

Employment, night-time economy & land use mix

6.1.1 The proposed NCDS building will sit in the south of the site nearest to Tottenham Hale underground station. In total it will provide enough space, spread over seven levels, to accommodate 1,500 students (800 full time equivalent). This is a major local benefit in terms of education provision, direct employment provision and indirect/induced local benefits and in accordance with Local Plan Policy Sp9 which states that the Council will encourage the provision and growth of education and training facilities within the borough in areas such as Haringey Heartlands and Tottenham Hale and areas of high unemployment.

- 6.1.2 The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.1.3 Adopted local and strategic policies restrict the mixed-use redevelopment of employment land to Local Employment Area – Regeneration Areas. The Strategic Policies Local Plan provides the basis for a more flexible approach to development in such Regeneration Areas. Furthermore, the London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations.
- 6.1.4 Policy DM38 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 particular, proposals are expected to demonstrate that for reasons of viability a mixed-use scheme is necessary to facilitate the delivery employment floorspace and maximise the amount of employment floorspace to be provided within the mixed-use scheme, having regard to development viability. Proposals are expected to provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
- The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - Flexibility of design to enable adaptability to different business uses over the lifetime of development;
 - Environmental quality of the site;
 - Provision for an element of affordable workspace where viable.
- 6.1.5 Specifically, policies relating to site allocation TH6 in the Tottenham Area Action Plan state residential development will only be acceptable for the purpose of making viable the re-provision of employment floorspace. The site is within a Designated Employment Area: Regeneration Area and proposals for mixed use employment-led development will be supported, where appropriate.
- 6.1.6 The amendments to the commercial space in Building 4 propose the creation of a single large commercial unit with a large ground floor frontage that will activate Berol Yard and the corresponding section of Watermead Way. The introduction of a large single commercial unit will work much better as a co-working and managed workspace, and will complement the existing offer in Berol House and the adjacent proposals from Notting Hill Housing. The applicant is seeking to work with co-working operators who can also cultivate strong relationships with NCDS to create further opportunities for students to establish themselves and their business in Tottenham Hale and continue to

benefit from the support available at NCDS. These proposals are strongly supported by the LBH Economic Development Team.

- 6.1.7 As part of a wider mixed use allocation in policies the existing and proposed employment provision must also be viewed in the context of the wider proposals for Ashley Road South. The Ashley Road Masterplan Area will provide a total of 16,424sqm of commercial and education floorspace compared with 16,041sqm existing. Therefore, there will be a small net gain in commercial floorspace and the proposals will deliver significant qualitative enhancement of accommodation on the site, replacing relatively low-grade and inefficient accommodation with high quality units that have been designed to appeal to a range of potential occupiers and employers.
- 6.1.8 Officers have worked with the applicant to maximise the amount of employment-generating floorspace across the masterplan area and the new buildings within this proposal provide a total of up-to 1,170sqm. This level of provision would meet the overall objective of re-provision required across the masterplan area, subject to finding the right balance between retail and employment uses to secure policy objectives.
- 6.1.9 The proposals clearly demonstrate a significant improvement in the quality, type and flexibility of employment space provided. Whilst subject to market demand, the proposals offer flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. In addition, the proposals offer a significant improvement in the environmental quality of the site, in line with the changing function and role of Tottenham Hale, and also consistent with the Council's employment policies.

Number and type of jobs

- 6.1.10 Save for Berol House itself, the majority of the site comprises low grade commercial and industrial buildings (Class B1/B2/B8). The site currently provides 1,198 sqm (Class B2/B8) of commercial floorspace (B1/B2 uses) and 4,284.7sqm (B1) within Berol House.
- 6.1.11 The precise number of jobs that will be supported will depend on the end-users that occupy the scheme and the extent to which current occupants of employment space may be re-accommodated in the new scheme. However, it is possible to estimate employment generation by applying average employment densities to the proposed floorspace.
- 6.1.12 Applying this to the number of jobs based at Ashley Gardens and Berol Yard and assuming that two part-time jobs are equivalent to one Full Time Equivalent (FTE) suggests the site could support approximately 343 FTE net jobs on the basis that 162 FTE jobs currently exist and approximately half could be re-accommodated in the proposed scheme. This represents a significant uplift in the number of jobs. The new commercial space will be of a high quality and more efficient design and will provide predominantly B1(a) office space which can support a greater capacity of workers.

6.1.13 In summary, the Berol Yard development and the ARSM proposals as a whole are consistent with policy objectives relating to employment generating accommodation. The developments will increase the overall quantum of commercial floorspace across the ARSM area. They will yield an uplift in the number of permanent jobs at the site and will deliver significant enhancements in the standard of commercial space; markedly improving the low grade existing accommodation. The provision of high quality commercial accommodation and the increase in employment at the site is a major benefit associated with the three ARSM schemes.

High-speed broadband

6.1.14 Policy DM38: Local Employment Area – Regeneration Areas also requires new development within Mixed Use Employment Areas to be designed to enable connection to ultra-fast broadband. This requires ducting to be provided and a strategy to be in place for liaison with suitable communications providers and for the development to be ‘fibre-ready’. This will be particularly important in relation to the co-working space and College and therefore a planning condition is proposed to secure a strategy to be submitted to address these requirements.

Balance of commercial land uses

6.1.1 To maximise and secure the employment re-provision envisaged (Policies TH6 and DM40) and secure an appropriate re-provision of employment floorspace across the masterplan area, controls on the commercial floorspace to restrict retail use within the scope of this application are necessary. A limited amount of A1/A3 use commensurate with the employment-led role of ARS is supported, particularly in and around key public areas of activity & movement. The commercial employment units will of course be subject to market demand but the proposals offer a range of unit sizes capable of adapting to a range of businesses over the lifetime of the development.

6.1.2 The policy framework does not envisage retail use in this part of the regeneration area and officers view the introduction of significant new retail provision in this location as potentially detrimental to the strategic role of Ashley Road South as part of the wider town centre offer. In particular, DM38 seeks to maximise the amount of employment floorspace. Officers have carefully considered the overall balance of uses including the option of an embargo on retail uses in the circumstances of this particular site.

6.1.3 Taking all these factors into consideration, including the overall policy objective of creating an employment-led mixed use area led by the area around Berol Yard, and the existing resolution to grant for the Notting Hill Housing scheme officers recommend an embargo on Class A1 and A3 use in respect of Berol Yard. In addition, the proposals relating to Berol Yard have been designed to target co-working and managed workspace and therefore it is likely that any operator would still be able to accommodate ancillary café

use as part of any workspace offer. Officers therefore recommend the cumulative limits shown below:

Building	Non-residential floorspace restrictions (GEA)
Notting Hill Housing	Max 450sqm A1 use Max 300sqm A3 use
Ashley Gardens	No A1 Retail Use Max 150sqm A3 use
Berol Yard	No A1 or A3 use
Total (ARS)	Max 450 sqm A1 use Max 450 sqm A3 use

- 6.1.4 In addition, as part of the s.106 agreement, the applicant has agreed to review and update the commercial strategy prior to the occupation of any units, to give due consideration to the wider commercial offer as part of the Ashley Road South masterplan. Officers consider this approach to strike the right balance between maximising employment floorspace and allowing a limited amount of flexibility across the masterplan area to deliver a genuinely mixed use and vibrant part new neighbourhood in Tottenham Hale. The proposed retail use restrictions will also bring the proposal into line with policies by securing the maximum viable re-provision of existing employment floorspace. This balance will also ensure Ashley Road South does not compete with the existing and emerging retail role in the new Tottenham Hale District Centre.
- 6.1.5 Considered in the light of wider emerging proposals and subject to the recommended restrictions on retail use, the land use and employment provision is considered to be acceptable. The proposed employment, food and drink and public realm components would provide a significant number of new jobs, help create safe and attractive places for meeting and socialising consistent with the wider ambition to create a vibrant new creative district. The demolition of the existing buildings on the application site is acceptable and a commensurate quantum of commercial floorspace is proposed to be delivered by the scheme. Carefully managed, the balance of land use components will make a positive contribution towards creating a sustainable community creating a genuinely mixed use area.

Night-time economy

- 6.1.6 Policy 4.6 of the London Plan sets out the Mayor's approach to supporting London's arts, cultural, sporting and entertainment enterprises. Policy 4.7 provides principles for assessing the need and capacity for culture and leisure development in town centres. For existing venues, boroughs should enhance and protect creative work and performance spaces and related facilities in areas of defined need (4.6Ca).
- 6.1.7 Under Policy 3.1B, facilities and services that meet the needs of particular groups and communities should be protected. Loss of these facilities without

adequate justification or replacement should be resisted. Boroughs should ensure that this protection includes meeting the needs of those groups and communities who make use of cultural facilities in the evening and night time.

6.1.8 'Agent of Change' refers to the principle that the person or business responsible for the change is responsible for managing the impact of the change. This means that a residential development to be built near a live music venue, for example, would have to pay for soundproofing. While a live music venue opening in a residential area would be responsible for the costs. Responsibility for noise management is therefore placed on the 'agent of the change'.

6.1.9 Under London Plan policy 7.15Bb, development proposals should seek to manage noise. This includes through mitigating and minimising adverse impacts without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of existing businesses. Policy 4.6Ca makes specific reference to protecting creative work and performance spaces and related facilities particularly in areas of defined need.

6.1.10 The Styx music and theatre venue use sits immediately to the south of the Berol Yard development, adjacent to the proposed new College. The venue has temporary planning permission until 2018. In accordance, with For existing venues, the Mayor's SPG states that boroughs should enhance and protect creative work and performance spaces and related facilities in areas of defined need (4.6Ca). Officers have reviewed the planning application material, applying the 'agent of change' principle advised in the Mayor's guidance and consider the introduction of a new College building adjacent to the venue to be a compatible use and unlikely to lead to a conflict of use in the event the venue remains in situ beyond its existing planning permission. A planning condition is proposed requiring details of the hoarding (and confirming its exact position) to allow a suitable, interim, pedestrian environment.

High-speed broadband

6.11 Policy DM38: Local Employment Area – Regeneration Areas also requires new development within Mixed Use Employment Areas to be designed to enable connection to ultra-fast broadband. This requires ducting to be provided and a strategy to be in place for liaison with suitable communications providers and for the development to be 'fibre-ready'. A planning condition is attached to secure these provisions.

Principle of Demolition

6.1.11 The scheme proposes the full redevelopment of the site, including the demolition of a number of one and two storey industrial warehouses with associated yards. A number of these are in trade uses selling materials such as fabrics, roofing and windows. There is no publically accessible open space within the masterplan site. The principle of the demolition of the existing

buildings on the land is considered to be acceptable in principle and will optimise its reuse in accordance with a range of development plan policies.

6.2 Housing and density

- 6.2.1 London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London, and sets a target for the Council to deliver a minimum of 15,019 homes in the Plan period 2015-2025. London Plan Policy 2.13 (and supporting Table A1.1) recognises the significant potential of the Upper Lee Valley Opportunity Area to accommodate new homes, and identifies a minimum of 20,100 new homes to be accommodated within the area. Haringey Council's Strategic Policy SP1 seeks to focus the majority of housing growth in the designated Growth Areas, including Tottenham Hale.
- 6.2.2 Given the site's context within the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone, and in light of the Council's local policy designations, the principle of the redevelopment for of this site for housing, to include up to 265 new homes is supported and in line with both London Plan and local planning policy.

Portfolio approach to sites and delivery of affordable housing

- 6.2.3 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan Policy 3.11 indicates that Boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. The London Plan (2011), Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.2.4 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016. Policy AAP3 Part B relates to the provision of affordable housing within Tottenham in line with Policies SP2 and DM13.
- 6.2.5 The affordable housing tenure split in Haringey is typically required to be 40% intermediate accommodation and 60% affordable rented accommodation, in accordance with Policy SP2 and Policy DM13. However, Policy AAP3 and DM13A(c) provide that this split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. Policy therefore requires 60% intermediate accommodation and 40% affordable rented accommodation in this area.
- 6.2.6 Policy DM13 also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area. This approach is in line with London Plan Policy 3.9 (Mixed and Balanced Communities)

which states that a more balanced mix of tenures should be sought in neighbourhoods where social renting predominates and there are concentrations of deprivation. The revised affordable housing offer for Ashley Gardens includes provision for 74% intermediate housing and 26% affordable rent.

- 6.2.7 The site is also located within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.2.8 The Housing Zone also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.2.9 In order to reflect this the Tottenham Area Action Plan paragraph 4.14 sets out the following: 'a portfolio approach where a group of sites can be seen to work together to meet the overall objectives of the Plan will be encouraged. This could for example mean that two or more sites working in parallel deliver different mixes or tenures of units which together make a policy compliant outcome in the area.' Paragraph 2.34 of the London Plan Affordable Housing and Viability SPG 2017 also raises the potential for a portfolio approach to affordable housing across sites.
- 6.2.10 This means that each site will be considered in terms of its specific characteristics and suitability for different housing types and tenures and other non-residential uses, and balanced against proposals for other sites in Tottenham Hale, with the council playing a key role in managing the distribution across the area.
- 6.2.11 For example, some sites may be more appropriate for family or smaller units, whereas as others may lend themselves to particular tenure types. The same principle is true for non-residential uses where some areas are suited to different balances of social/community uses, retail and leisure and commercial.
- 6.2.12 In addition, the council has been coordinating the delivery of the wider package of infrastructure required to deliver the District Centre, bringing together developer, council and critically Housing Zone resources to support the significant infrastructure requirements set out in the Tottenham Hale District Centre Framework and its companion Delivery Strategies.
- 6.2.13 The council has also secured the land receipts from the Tottenham Hale Strategic Development Partnership for investment in affordable housing in the Tottenham Housing Zone and the delivery of infrastructure within the Tottenham Hale District Centre Framework area. These receipts are subject to both overage and profit-share arrangements. It was agreed at Cabinet that

these land receipts would be used to fund the provision of additional affordable housing through this innovative mechanism.

- 6.2.14 As part of this managed approach, the council reports on its delivery progress to demonstrate the performance of the approach. The table below sets out performance of the portfolio approach against key site allocations in Tottenham Hale (those with active planning activity).
- 6.2.15 Current performance suggests that for the Tottenham Hale area, the level of affordable likely to be achieved is approximately 38%. If proposed levels are achieved within the SDP area, the overall total will increase to approximately 41%. This latter figure is subject to SDP planning applications which are yet to be submitted or determined.
- 6.2.16 The affordable housing tenure split proposed by the applicant is consistent with the Housing Zone approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing type or tenure, in line with an overall Zone-wide target. The contribution will depend on individual site characteristics and viability. The affordable housing tenure mix was agreed with the applicant at the pre-application stage. The overall provision of a scheme offering 35% affordable housing is a welcome contribution to the portfolio approach given the location of the site within a Housing Zone and the built form of the development which offers opportunities for larger homes. Viewed across the Ashley Road South site allocation the level of affordable housing is likely to be approximately 35%. The full breakdown across the Ashley Road sites is shown in the Table below.

Table 1: Ashley Road South – portfolio approach to affordable housing

Application	Buildings	Residential units		Total	% by unit (hab rooms)	Tenure split (by hab room)
Ashley Gardens Full (BSD)	Building 1 Building 1A	377	Market	249 (737)	66% (65%)	35% AH
			Intermediate	95 (290)	25% (26%)	74% Intermediate
			Affordable Rent	33 (103)	9% (9%)	26% AR
			Total	377 (1,130)		
Berol Yard – Hybrid (BSD)	Building 4 (Full)	166	Build to Rent	158 (378)	95% (90%)	5% AH
			DMR (Intermediate)	8 (20)	5% (5%)	100% DMR
			Total	166 (398)		
	Berol House (Outline)	18	Market	12 (56)	67% (65%)	35% AH
			Intermediate	6 (30)	33% (35%)	100% Int
			Affordable Rent	0 (0)	0% (0%)	
			Total	18 (86)		
	Total: Berol Yard	184	Build to Rent	158 (378)	86% (78%)	8% AH
			Market	12 (56)	7% (12%)	40% DMR
			DMR (Intermediate)	8 (20)	4% (4%)	60% Int
			Intermediate	6 (30)	3% (6%)	
			Total	184 (484)		
	Ashley House and Canon Factory – Outline (NHH) (Illustrative for assessment purposes)	265	Market	118 (409)	44% (50%)	50% AH
			Intermediate	112 (290)	42% (35%)	71% Int
			Affordable Rent	35 (121)	13% (15%)	29% AR
			Total	265 (820)		
ARS Masterplan Totals	All buildings	826	Market	379 (1,202)	46% (49%)	35% AH 854 72% Int 2% DMR 26% A/R
			Build to Rent	158 (378)	19% (16%)	
			Intermediate	213 (610)	26% (25%)	
			Affordable Rent	68 (224)	8% (9%)	
			DMR (Intermediate)	8 (20)	1% (1%)	
			Total	826 (2,434)		

6.1.17 The affordable housing tenure split (74%/26% intermediate/affordable rent) proposed by the applicant is also consistent with the portfolio approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing tenure, in line with an overall Zone-wide target. The proposed affordable housing tenure split is therefore considered to deliver a balanced and diverse housing sector that reflects local strategic priorities, in line with London Plan Policy 3.11. The variation to the Council targeted affordable housing tenure split in Tottenham also accords with the 'case-by-case' flexibility noted in Policy DM 13 and the negotiated approach to affordable housing articulated in Strategic Policy SP2.

6.1.18 As part of this managed approach, the council reports on its delivery progress to demonstrate the performance of the approach. The table

below sets out performance of the portfolio approach against key site allocations in Tottenham Hale (those with active planning activity). Taking account of all sites that have been through planning committee the level of affordable secured is 52% and with the two Ashley Road sites at this committee meeting the level of affordable secured will be 42%.

- 6.1.19 Current performance suggests that for the Tottenham Hale area, the level of affordable likely to be achieved is approximately 38%. If proposed levels are achieved within the SDP area, the overall total will increase to approximately 41%. This latter figure is subject to SDP planning applications which are yet to be submitted or determined.
- 6.1.20 The table below sets out the position that the Council expects to be in after all the sites consented or currently at pre-application in Tottenham Hale have secured planning consent. It is noted that the split between intermediate and affordable rented is split heavily in favour of intermediate units and this is considered to be acceptable given the high levels of social housing already existing in the area and the nature of the sites.

Tottenham Hale Portfolio Approach											Overall affordable (%)
				Tenure mix							
SITES					Market		Affordable				
Site Allocations DPD Reference	Site allocation	Site Title	Total Units		For Sale	For Rent	Shared Ownersh ip	Pocket	DMR / LLR	Afforda ble Rent	
A. Sites with Recommendation to Grant Planning Permission											
Ashley Road South	TH6	NHHG	265	no.	118	0	112	0	0	35	
				%	45%	0%	42%	0%	0%	13%	
Station Square West	TH4	One Station Square (BSD)	128	no.	11	0	117	0	0	0	
				%	9%	0%	91%	0%	0%	0%	
Hale Wharf	TH9	Hale Wharf (Muse)	505	no.	328	0	143	0	0	34	
				%	65%	0%	28%	0%	0%	7%	
Monument Way	TH10	Monument Way (Newlon)	54	no.	0	0	0	0	0	54	
				%	65%	0%	0%	0%	0%	100%	
Sub-total (A.)			952	no.	457	0	372	0	0	123	
				%	48%	0%	39%	0%	0%	13%	52%
B. Sites before Planning Committee in November 2017											
Ashley Road South	TH6	BSD	561	no.	261	158	101	0	8	33	
				%	47%	28%	18%	0%	1%	6%	
Sub-total (B.)			561	no.	261	158	101	0	8	33	15%
				%	27%	17%	11%	0%	1%	3%	
Running Total (A+B)			1513	no.	718	158	473	0	8	156	
				%	47%	10%	31%	0%	1%	10%	42%
C. Sites in Pre-application Discussions with the Planning Authority											
Hale Village Tower	TH8	HVT (Anthology)	279	no.	236	0	43	0	0	0	
				%	85%	0%	15%	0%	0%	0%	
Station Square West	TH4	Station Square West (AR)	541	no.	406	0	135	0	0	0	
				%	75%	0%	25%	0%	0%	0%	
Station Square North	TH5	Ashley Road East (AR) Ashley Road West (AR)	247	no.	235	0	12	0	0	0	
				%	95%	0%	5%	0%	0%	0%	
Monument Way & Welbourne Centre	TH10	Welbourne Centre (AR)	166	no.	66	0	0	100	0	0	
				%	40%	0%	0%	60%	0%	0%	
Sub-total (C.)			1233	no.	943	0	190	100	0	0	24%
				%	76%	0%	15%	8%	0%	0%	
Running Total (A+B+C)			2746	no.	1661	158	663	100	8	156	
				%	60%	6%	24%	4%	0%	6%	34%
D. Top-up affordable from Argent Related Strategic Development Partnership Development Agreement (Cabinet Authorities in Place)											
Running Total (A+B+C+D)			2746	no.	1543	158	781	100	8	156	
118 Additional Grant Funded Units on Ashley Road South (NHHG); Contract Under Negotiation				%	56%	6%	28%	4%	0%	6%	38%
E. Top-up affordable from Argent Related Strategic Development Partnership											
Running Total (A+B+C+D+E)			2879	no.	1543	158	914	100	8	156	
133 Additional Grant Funded Units on site TBD based on modelled returns from the SDP				%	54%	5%	32%	3%	0%	5%	41%

Build to rent

6.2.17 Long term, purpose built, private rented (build to rent) developments in block ownership and managed as a single development can make a particular contribution to meeting housing need. Such schemes are beneficial in a number of ways; they have the potential to accelerate delivery and not compete with nearby for sale developments; they can offer longer term tenancies/more certainty over long term availability; they can ensure high quality management through single ownership; and they can ensure a

commitment to, and investment in, place making. They can also meet a wide range of needs, including those of singles, sharers, families and older people.

6.2.18 During the course of negotiations, and as part of a full review of the overall tenure balance across the masterplan area the applicant identified the potential to introduce the Build to Rent (BtR) tenure given its proximity to NCDS, compatibility with ground floor co-working space and high public transport accessibility. The incorporation of Build to Rent within the Ashley Road South masterplan offers an alternative tenure of high-quality, purpose-built homes which are professionally managed and responds to the demand from mobile professionals and essential workers, who want to live in London near to highly accessible transport hubs. At both a national and regional level, there is considerable policy support for Build to Rent. The Mayor's newly adopted Affordable Housing and Viability Supplemental Planning Guidance (SPG) recognises the role that Build to Rent can play in providing Londoners with a broader choice of housing and security of tenure through longer leases at a range of price points. The introduction of Build to Rent is welcomed as part of a balanced provision of housing tenures and types across the masterplan area.

6.2.19 The Mayor's SPG defines Build to Rent and explains how its distinct economics should be taken into account when assessing applications. It provides guidance on the requirement for covenant and clawback arrangements if homes are sold out of the Build to Rent sector. These clawback arrangements will be secured via the s.106 agreement.

Affordable housing and viability

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

6.2.21 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in and Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016. Policy AAP3 Part B relates to the provision of affordable housing within Tottenham in line with Policies SP2 and DM13.

6.2.22 In addition, the Mayor's recently published the Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.

6.2.23 Discount Market Rent (DMR) provides an affordable housing element. Building 4 will provide a total of 166 residential units in this tenure, of which 5% will be discounted at 65% market rent. In the specific circumstances of this case, and in the light of the independent viability assessment, officers are satisfied this is the maximum viable amount of Discount Market Rent.

6.2.24 The application for Berol Yard proposes the following affordable housing:

Building	Tenure	Total residential no.	Affordable Housing
Building 4 (Full)	Build to Rent	158	<u>5% AH (8 units)</u> 100% DMR
	DMR (Intermediate)	8	
	Total	166	
Berol House (Outline)	Market	12	<u>35% AH (6 units)</u> 100% Intermediate
	Intermediate	6	
	Total	18	
Total: Berol Yard	Build to Rent Market DMR (Intermediate) Intermediate	184	<u>8% AH</u> 40% DMR 60% Intermediate

6.2.25 Under the guidance published by the Mayor, schemes which do not meet the 35 per cent affordable housing threshold, or require public subsidy to do so, will be required to submit detailed viability information (in the form set out in Part three) which will be scrutinised by the Local Planning Authority (LPA), and where relevant the Mayor, and treated transparently. The Haringey Local Plan (and associated suite of documents) remains the most up-to-date plan, to which maximum weight should be applied. The Mayor's SPG is published guidance and therefore a material consideration. Where a LPA or the Mayor determines that a greater level of affordable housing could viably be supported, a higher level of affordable housing will be required which may exceed the 35 per cent threshold. In addition, early and late viability reviews will be applied to all schemes that do not meet the threshold in order to ensure that affordable housing contributions are increased if viability improves over time.

6.2.26 The scheme has been independently assessed by the Council's viability advisors. As part of the assessment process and interrogation of the appraisal officers have worked with the applicant to agree the inputs into the appraisals. Officers agree with the conclusions of the consultant that the scheme provides the maximum viable and practical quantum of affordable housing and is consistent with local and strategic housing policies. A planning condition is recommended to secure further details of the affordable housing within each building.

6.2.27 The Berol Yard application does not meet the threshold identified in the guidance and therefore an independent review of the scheme is necessary. Early and late stage review mechanisms have been agreed between the applicant and officers which requires the viability assessment to be revisited: (i) should no substantial progress be made in terms of the progression of reserved matters within two years (ii) upon 75% sale/let of Building 4. In the event of additional affordable housing this will be provided on-site within Berol House in the form of additional units and/or improved affordability levels. Officers are satisfied these review mechanisms provide a high degree of control and incentivise development to ensure that the maximum reasonable level of affordable housing is secured over the lifetime of the development.

6.2.28 Having considered the information submitted by the applicants, the Council's consultant, and the revised 35% baseline offer across the masterplan area officers are satisfied that the above affordable housing offer represents the maximum reasonable amount of affordable housing, taking into account the individual circumstances of the site. The rents and income levels specified within the S106 agreement will ensure that the affordable homes are genuinely affordable to local people. The overall balance of tenures and mix of house types and sizes across the masterplan area is a significant factor in favour of the proposals. The introduction of a new tenure in the form of Build to Rent is also supported in the context of the wider regeneration aims. On this basis, the affordable housing provision complies with NPPF policy, as well as London Plan and Haringey Council's local policies, which require the maximum reasonable amount of affordable housing to be delivered on sites subject to viability.

Affordable Housing and Tenure Split

6.2.29 The affordable housing tenure split in Haringey is typically required to be 40% intermediate accommodation and 60% affordable rented accommodation, in accordance with Policy SP2 and Policy DM13. However, Policy AAP3 and DM13A(c) provide that this split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. Policy therefore requires 60% intermediate accommodation and 40% affordable rented accommodation in this area.

6.2.30 Policy DM13 also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area. This approach is in line with London Plan Policy 3.9 (Mixed and Balanced Communities) which states that a more balanced mix of tenures should be sought in neighbourhoods where social renting predominates and there are concentrations of deprivation.

Affordability

6.2.31 The Haringey Housing Strategy outlines three "cost elements" of shared ownership products (mortgage costs on the percentage share purchased, rent

charged on the unsold equity and service charges) should not exceed 45% of net income received by a household. These are defined as 'lower-cost shared ownership' aimed at households earning less than £45,000 gross income per year.

6.2.32 While the final income limits will be determined by negotiation in the S106 process, the Mayor's draft Affordable Housing and Viability SPG notes the income cap for all intermediate products is £90,000 per household per annum. To ensure the units are effectively targeted to Haringey residents and worker's this will be limited to a maximum of £60,000 and secured via s.106 and to meet a range of income levels up to this maximum. The applicant has also agreed to a S106 obligation to market the scheme, for a time-limited period of three months, to persons who live or are employed in Haringey.

6.2.33 The affordability and eligibility for the shared ownership units, subject to S106 negotiations, are considered to respond to the characteristics of the local housing market and will provide a significant number of affordable homes, including towards the lower end of the income scale. In the specific circumstances of this site the affordable housing contribution is acceptable in the context of the wider portfolio approach.

Dwelling Unit Mix

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

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

6.2.25 Haringey's Housing Strategy (2017-2022) does not set out a target dwelling mix for market housing, however Policy DM11 states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes. The overall mix of unit sizes is shown below and reflects the varying tenures. The mix is considered acceptable in the context of the overall range of tenures, types and sizes across the masterplan area.

<i>Application</i>	<i>Studio</i>	<i>1 bedroom units</i>	<i>2 bedroom units</i>	<i>3 bedroom units</i>	<i>Number of units</i>

Berol House	-	-	2	16	18 units
Building 4	33	50	75	8	166 units

Summary of housing issues

6.2.26 As part of a wider masterplan-led approach, the scheme is considered to optimise the site potential and the potential range of tenures and mix of affordable housing offered is welcomed. The site lies within a Housing Zone and the affordable housing tenure of the scheme will be balanced by other development coming forward in the area. This is in line with draft GLA guidance seeking a tailored approach to affordable housing for Housing Zones.

Density

6.2.27 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. The Mayor's SPG Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and local policy documents.

6.2.28 Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within an 'urban' setting where the density matrix sets a guideline of 45-260 units or 200-700 habitable rooms per hectare with a PTAL of 4-6. The density of the development equates to a maximum of 161 units per hectare if the scheme's maximum parameters are built out. This is within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a.

6.3 Tall buildings, design and conservation

6.3.1 London Plan Policy 7.7 (Location and Design of Tall and Large Buildings) is the key London-wide policy for determining tall building applications. The policy requires that tall buildings 'should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport'.

6.3.2 Strategic Policy SP11 (Design) requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. The Council's emerging Development Plan Document (DPD) Policy

DM6 (Building Heights) allocates the site (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings') as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.

- 6.3.3 The Study notes that there is potential for tall buildings in Tottenham Hale to provide a land-marking role for the district centre, as well as identifying the locations of the bus and railway station. The visual relationship between individual tall building locations (as well as the existing and unimplemented built form) will need careful consideration to ensure a cohesive building group.
- 6.3.4 The Local Tall Buildings Validation Study states that the areas of industrial and business alongside the railway are considered to be less sensitive to potential tall buildings. There is potential for tall buildings in this area to provide a land-marking role for the district centre, as well as identifying the locations of the bus and railway station. The visual relationship between these individual locations requires careful consideration to ensure a cohesive building group.

Tall buildings assessment

- 6.3.5 Within the Tottenham Area Action Plan emerging policy AAP6 (Urban Design and Character including Tall Buildings) outlines the opportunity to 'establish a new urban character' for such Growth Areas. One overall objective under TH1 is to create 'a new urban form – consistent with the area's status and accessibility'.
- 6.3.6 The AAP also allocates Ashley Road South (TH6) as a key site and states that it will form a transition site between the denser District Centre and the surrounding residential area. Within the emerging Haringey Development Management DPD the proposed site is allocated in Figure 2.2 'Potential Locations Appropriate for Tall Buildings' under emerging Policy DM6 (Building Heights) as an area that continues to be appropriate for tall buildings. The Tottenham Hale District Centre Framework (December 2015) also identifies the Ashley Road South site as suitable for medium rise height buildings.
- 6.3.7 Any new tall building(s) should be a focal point, but should also adhere to the existing hierarchy; the aim is to create discrete, identifiable places, both within the borough and London. Building 4 is predominantly a courtyard form building with taller elements running along Watermead Way and the Hub building dropping to at its north eastern corner. The taller element, rising to 14 storeys, is located on the busy Watermead Way, so it will become a visible element on the approach to Tottenham Hale from the south. The planned heights along Watermead Way step down from 14 storeys before rising again and terminating at 16 storeys (Notting Hill Housing application).
- 6.3.8 In earlier comments, concerns were expressed regarding the scale, bulk and impact of Building 4. The applicant has given careful consideration to these issues and a number of changes have occurred since 2016, including:

- The building's height and scale has been materially reduced from earlier reviews (15 to 14 storeys at its highest point);
- Building 4 has been refined with a stronger sense of verticality and articulation;
- It is now composed of three principal bays defined by deep recesses and will step down towards building 3, allowing its 16 storey tower to remain the tallest element of the masterplan when viewed from Watermead Way and the station;
- The building will be constructed of a simple and robust brick based palette of materials and will have clearly defined base, central portion and upper termination.

6.3.9 In its most recent comments the QRP continued to raise specific concern about the height adjacent to the College, in the context of wider support for the proposals, and these specific issues are addressed elsewhere in the report. Notwithstanding these concerns, the building heights sit within a well resolved masterplan which continues to maintain Building 3 as the highest terminating building contributing to a planned and cohesive group of taller buildings as part of a new urban context in line with AAP6.

View management and townscape assessment

6.3.10 The preferred approach to the cluster as per the DCF is a 'strip' formation within the centre (as opposed to a 'node' or 'ring' layout) which will minimise the impact of the cluster to this local view given building orientations. The location of the subject building is consistent with a strip formation in terms of location, and the emerging Station Square proposal and Argent Related proposals are considered to compliment this arrangement. The development sits to the north (and outside) the designated local view from Burgoyne Road.

6.3.11 An assessment has been carried out of the effect of the development on existing townscape character and on views towards the site. A total of 11 representative views were selected and agreed with LBH officers. The assessments comprise two separate but interrelated assessments: an assessment of the likely significant effects on the character and quality of the townscape together with an assessment of the effect of development on views (including protected views), viewers and their visual amenity. The cumulative impact of the wider proposals for Ashley Road South was also assessed.

6.3.12 Together, the sites identified for cumulative assessment would deliver a considerable change in urban scale around the centre of Tottenham Hale, commensurate with the objectives set out in the District Centre Framework. The proposed introduction of high density mixed use and residential development would also change the area's currently partially industrial land use character. The assessments conclude that the nature of change to the Tottenham Hale East character area would be high, whilst the nature of change to the Park View Road and Jarrow Road character areas would be moderate, the latter experiencing primarily visual changes in scale to their setting.

6.3.13 Subject to effective articulation discussed elsewhere, officers agree with the conclusions of the individual and cumulative assessments. The introduction of a cluster of taller buildings and higher density residential and mixed use development around Tottenham Hale would have a number of benefits for the area, including replacing the existing, often utilitarian, architectural context with attractive contemporary architecture; introducing better definition to the streetscape with new active frontages; the introduction of new uses and activities within Tottenham Hale which would benefit surrounding residents; improved natural surveillance and legibility for those moving through the area; and a stronger district identity for Tottenham Hale within the surrounding town centre hierarchy, expressed through appropriate taller elements.

6.3.14 The applicant has also presented various AVRs (Accurate Visual Representations) of the scheme from non-designated locations in the vicinity of the site. The submitted AVR's in the HTVIA indicate the development will sit comfortably within the massing that is envisaged to be created across Ashley Road South Masterplan and within the wider Tottenham Hale District Centre. Given the trajectory of other development across the Ashley Road South Masterplan and Tottenham Hale, the buildings will soon form part of a new urban structure as Tottenham Hale is regenerated and additional development is brought forward.

6.3.15 With regards to London strategic views, GLA officers confirm via the Stage 1 Planning Report of 30 January 2017 that the proposal will not impact on any view that is subject to the London View Management Framework. The Validations Study confirms that Tottenham Hale is located at over 4.5km away from Alexandra Palace, and the Growth Area at Tottenham Hale would form a new cluster, which would be offset to the east and viewed separately to the two key focal points of Central London and Canary Wharf. The proposed development therefore would not obscure these focal view points.

6.3.16 Overall, the Ashley Road Masterplan, subject to detailed articulation, scheme will have a positive effect on the townscape and visual amenity of Tottenham Hale. The scale, form and character of the development are a direct response to the emerging policy requirement for a high quality mixed use development at Ashley Road Area and Tottenham Hale. The visual and townscape assessments indicate the development will have a beneficial environmental effect.

6.4 Masterplanning, design and public realm

6.4.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment

and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

- 6.4.2 The Streets and Spaces Strategy sets out how to improve streets and public spaces around the area to make them safer, more user-friendly and inviting. The Strategy seeks to provide a north/south spine linking Ashley Road and the retail park with a new street, calming traffic by creating a pedestrian friendly environment with new controlled crossings, narrowed roads, wider less cluttered footways and more street activity.
- 6.4.3 A key objective of the Tottenham Area Action Plan is well designed public spaces that will be at the heart of district centres which focus on creating a pleasant and functional pedestrian urban realm. This objective is reflected in London Plan Policies 7.1 and 7.4, Strategic Policy SP11 and Policies DM1 and DM3.
- 6.4.4 The illustrative masterplan at Ashley Road South is a joint collaboration between Notting Hill Housing and Berkeley Square Developments, both bringing forward separate applications for their respective landholdings. New and improved links and public spaces provide the structuring 'grid' for the masterplan, namely;
- Ashley Road which will be improved to provide increased pavement widths and full environmental improvements providing a leafy avenue where pedestrians have priority;
 - Berol Link is a new public space linking Down Lane Park, through the development, to Ashley Road. It will be a green space with ornamental rain gardens, decks and play space, extending the park into the development.
 - Ashley Link connects to Haringey's wider networks. It will be a linear garden inspired by woodland belt with natural play.
 - The Yard (part of this application), is a potential new square enclosed by employment floorspace at lower levels of Building 3 and Building 4.
 - The Campus (part of this application), within which the new National College for Digital Skills will be the focus, with incubator facilities. The immediate surroundings of the college will be student-oriented.
- 6.4.5 A masterplan-led approach is encouraged by the District Centre Framework (2015) as part of a wider set of urban design and regeneration principles. The Quality Review Panel has reviewed the application proposals together with proposals for the wider masterplan on a number of occasions and is generally supportive of the wider masterplan, subject to a number of specific issues being addressed. The design, scale and massing of this application has evolved as part of a comprehensive and planned approach which is welcomed. The specific design issues pertinent to this application are dealt with elsewhere in this report.

Landscaping & temporary conditions

- 6.4.6 The applicant has submitted a range of detailed landscaping plans prepared by Churchman Landscape Architects. The plans detail proposals for public realm within Berol Yard itself, in addition to land along Watermead Way, and the eastern part of Ashley Link. In addition, illustrations are included showing social amenity spaces on the roof of the Hub block as well as private amenity areas.
- 6.4.7 Berol Yard North is a landscaped space that extends the interior space of the hub into the yard. The ground floor is articulated by wide glazed bays (the width of 2 bay above) which integrates well with the public realm on either side of Building 4. The garden within Berol Yard is framed by large coniferous trees, supported by lower level planting. Rain gardens are integrated into parking areas to reduce the visual impact of parking. Two types of roof gardens are provided on Building 4 to reflect their different uses. The amount of green roof has been maximised commensurate with the integration of solar panels on Building 4.
- 6.4.8 The Design and Access Statement (as amended), Design Guidelines and Introduction to the Masterplan documents submitted with the application all show the potential for a high quality new public realm, with the potential for these elements to form vibrant, sociable and attractive spaces. The new links provided in the form of Berol Link, improvements to Watermead Way and 'The Yard' provide a positive framework of new public spaces contributing to the ambition to create a vibrant new creative neighbourhood.
- 6.4.9 The Tottenham AAP states that developers and the Council should utilise Housing Zone funding to optimise housing delivery and more effectively meet the objectives of the Haringey Local Plan. Comprehensive delivery of the public realm is considered to optimise such delivery and this allows the final improvements to Ashley Road to be led by the Council.
- 6.4.10 The applicant has agreed to meet site specific mitigation (as per the S106 Heads of Terms) to ensure the responsibility for a high quality public realm (outside highway areas). This approach is in line with Policy TH4 which states that each development in the allocated site will be expected to contribute to the aims of a comprehensive public realm strategy.
- 6.4.11 A number of other planning conditions and s106 obligations are also proposed in order to secure the design and delivery high quality public realm and landscaping consistent with site mitigation and wider regeneration aims. These will include:
- Public access secured via planning agreement
 - Community Access Agreement for the College, including MUGA, secured via s.106
 - Provisions to provide details of, and implement, temporary access to the College including any hoarding line prior to implementation of 'end-state' landscaping plans
 - Completion of Watermead Way works, including any wind mitigation measures prior to practical completion of the NCDS.

- Estate management strategy to secure long-term management and maintenance
- Planning condition requiring details of amenity/play spaces
- Design & landscaping details in accordance with Design Guidelines

Trees

6.4.12 A total of ten low quality category C trees and one group will require removal to facilitate development. These trees are either of limited visual appeal or small in stature. It is considered that any loss of visual amenity associated with the removal of these trees can be satisfactorily mitigated through the use of appropriate post-development landscaping. Trees T4 – T12 are semi-mature hornbeam of low amenity value found outside the Site boundary. These trees are located on land owned by the London Borough of Haringey and are to be removed due to construction of a shared cycle and footway.

Access & building frontage

6.4.13 The Mayor's Housing SPG states that all main entrances to communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm. The overall movement and access strategy has been established in the ARS masterplan, taking into account the wider strategic ambitions outlined in the District Centre Framework.

6.4.14 Ashley Road South will re-establish itself as part of a newly defined north-south pedestrian friendly spine. The application includes provision for a broad pavement on the west side of Ashley Road. The route will be enhanced through the introduction of an avenue of trees and seating. It will become one-way northbound and a quiet way where pedestrians have priority and vehicular movement and speed are minimised.

6.4.15 Building 4 commercial space will be accessed directly from Watermead Way with additional frontage provided at the southern end of Building 4. This also has the benefit of allowing the entire frontage opposite the NCDS to be activated. The accesses to the residential elements of the building area considered to be legible in line with London Plan guidance. The recent amendments to the scheme also result in a clear visual and functional link from Watermead Way to Berol Yard North, which is welcomed. A second residential entrance on Watermead Way is also proposed adding the sense of activity along this frontage. All entrances will be expected to follow Secure by Design principles and this will be secured by planning condition.

6.4.16 Officers consider the available ground floor frontage has been maximised and in accordance with the different functions of the varying character areas defined in the masterplan and at points where the most pedestrian activity is programmed to occur. The applicant has also interspersed active and non-active elements of the frontage in line with London Plan guidance.

Secure by Design

- 6.4.17 The applicant has worked with the Secured by Design officer to address a number of issues raised earlier in the consultation process. A planning condition will also be imposed requiring compliance with the principles and practices of the Secured by Design award scheme and liaison with relevant officers will continue through into detailed design.

Design and Conservation including Quality Review Panel (QRP)

- 6.4.18 As noted above, the proposal has been assessed by Haringey's QRP at the application and pre-application stage. The final Chair's Review took place on 5 September 2017 and stated:

"The Quality Review Panel notes that the schemes under review are subject to a current hybrid application of some complexity. At this stage, the panel is unable to support the application, and it feels in particular that further work is required on the design of Building 4. Whilst the panel is generally supportive of the Berol House proposals, it is concerned that this element is not subject to a detailed application, and feels that further detail in the codes and parameters is required in order to adequately safeguard key features of architectural merit. The panel welcomes the proposals for the National College for Digital Skills (NCDS), but would encourage the planning authority to safeguard the quality of the external building envelope through planning conditions. In regard to Building 4, the panel reiterates its previously expressed concerns about the scale, bulk and impact at this northeast section of the site, in addition to concerns around the quality of the residential accommodation proposed."

- 6.4.19 A summary of the most recent Chair's review is below, in addition to the applicant's response and officer comments.

Quality Review Panel Chair's Comment	Officer Response
<i>Scope of the outline application</i>	
<i>Building 4</i> The panel notes that a number of significant concerns remain unresolved from the previous review of the project, in terms of the scale of the development and the quality and amenity of the residential accommodation proposed. They reiterate their previous comments from 18 January 2017, included below.	See below.
The scale and massing of Building 4 has increased significantly since the initial review of 12 October 2016; the panel express severe concerns about the scale, bulk and impact of the proposal, and recommend a fundamental rethink of this part of the site.	This is not the case. The building's height and scale has been materially reduced from earlier reviews (15 to 14 storeys) and the form, articulation and materiality has been refined and enhanced throughout design development.

The proposed increase in scale of Building 4 results in a significant 'wall' of development along Watermead Way, and diminishes the significance of the tall building (at the corner of Building 3) to the north east of the site. It will also lead to significant overshadowing issues within the central space. The panel feels that Building 4 is a more appropriate location for a visually subservient 'bridge' building, that links the activity landmark of the National College for Digital Skills with the scale landmark of the Building 3 tower.	The openness of Watermead Way and the space between Hale Village and the Berol Yard site supports a building of the scale proposed which will introduce an appropriate degree of enclosure to the road and will create a proportionate height-to-width-ratio across this space. In contrast with the monolithic blocks of Hale Village, building 4 will have a strong sense of verticality and articulation. It will be composed of three principal bays defined by deep recesses and will step down towards building 3; allowing its 16 storey tower to remain the tallest element of the masterplan when viewed from Watermead Way and the station.
It was noted (as at the previous review) that whilst the blocks immediately fronting onto the open space of Down Lane Park could be up to 8-10 storeys in response to the open setting, the panel feel that the scale of development in the north east of the site (Building 4 and the main body of Building 3) should generally be 7-9 storeys in order to give a greater contrast to the tower in the northeast corner. The panel would suggest that the main body of Building 4 should be configured at the lower datum, with the potential to increase up to 8 or 9 storeys at the corner.	See above. The NCDS will continue to be the most prominent element of the masterplan by virtue of its unique form and appearance. Officers do not feel the NCDS will be diminished by virtue of the height of Building 4. In addition, officers must balance these design objectives with the need for a critical amount of housing to deliver the quantum of land needed to deliver the College.
They would also encourage the design team to explore vertical rhythms within the articulation Building 4, in order to avoid creation of a horizontal slab block.	Considerable work has gone into the articulation of Building 4 which will have a strong sense of verticality and articulation. It will be composed of three principal bays defined by deep recesses and will step down towards building 3.
Current plans show 10 single aspect flats per floor, which is unacceptable in this location. The internal layout of the proposed accommodation in Building 4 should ensure that flats are dual aspect onto Watermead	The residential units within the building now comprise Build to Rent and Discount Market Rent accommodation allowing for the internal spaces to be

Way.	reconfigured. These units have been refined and improved and will have an unobstructed outlook, a good standard of privacy and will receive high levels of natural light. Secondary windows have been introduced to the units flanking Watermead Way, where possible, to create a secondary aspect for these units. This is a positive move which was encouraged during recent meetings with Officers.
Careful consideration of flat layouts and vertical core locations in the plan of Building 4 could help articulate rhythms in the façade, whilst also delivering dual aspect accommodation.	The building incorporates these deep vertical recesses which create its sense of articulation and verticality, but the design team has reconfigured the proposed units to allow secondary windows and a second outlook to be introduced where possible, as discussed below.
The panel notes that there is potentially a noise and nuisance conflict between the MUGA on the roof of the NCDS, and the uppermost five storeys of Building 4 adjacent, due to the close proximity of the blocks.	The hours and use of the MUGA will be controlled via the Community Access Plan, which restricts use after 8pm.
<i>Berol House</i> The refurbishment and redevelopment of Berol House will make a very positive contribution to the quality and character of Ashley Road South, and will provide a good level of visual and community continuity within the area.	Noted.
It welcomes the approach taken by the design team to the reuse of Berol House, and feels that the scheme drawings promise a high quality outcome.	Noted.
However, the panel expresses caution that a radical extension to a locally listed building is subject to an outline application (as part of the hybrid application). It notes that the application includes parameters and codes, but questions whether it is possible to adequately tie down and control the detailed design of such a proposal through an outline application.	The Panel would prefer this wasn't a Outline Application but officers are of the view sufficient control can be exercised through the defined Parameter Plans and Design Guidelines. This is due, in part to the later phasing of this element of the scheme. Detailed design will be the subject of future reserved matters. This provides sufficient safeguards to protect design quality and future

	details will be referred to the QRP for comment.
For instance, it will be important to ensure that the end pavilions at roof level remain prominent features of the roofscape, and that their prominence is not diminished by the two storey roof addition. This will be particularly important at the southern end, where the southern roof pavilion is a prominent feature of the flank elevation to the public square. The indicative southern elevation presented looks unconvincing, with part of the two storey roof extension appearing to compete in scale with the pavilion.	Comments were raised by the panel on the prominence of the existing end pavilions at roof level. The applicants have added additional detail regarding the stair towers at the ends of the block, in the form of an additional parameter section and Artists Impression of the Southern Elevation on pages 26 and 7 of their Design and Access Addendum. A more detailed description of design intent for the ends of the block; to the same level of detail as already provided for the intermediate “normal” rooftop extension and the additionally detailed centre section will be required as part of the reserved matters specification.
The panel reiterates that the success of this proposal will be driven by the quality of the details, codes and parameters. In this regard, it strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.	This is secured via s.106.
<i>National College for Digital Skills (NCDS)</i> The panel finds much to admire in the designs for the NCDS, and are very supportive of the scheme. They welcome the approach taken by the design team to open up the south-east corner of the site to the public.	Support noted.
Whilst acknowledging that the development is to be delivered through a design and build contractual mechanism, they feel that a commitment to embedding high quality design at the detailed design phase will be critical to ensure that a visually prominent development	The existing architects will be retained unless otherwise agreed by the LPA.

of this scale is convincing and elegant.	
The quality of materials and construction, for example the type of mesh to be specified and installed, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.	Details and samples are secured via condition.
As the building envelope and external treatment are highly unusual, it is essential that details of construction and materials are provided as part of the planning submission, or conditioned for later approval.	As above.
All samples to be assessed by the planning authority should be of an adequate size to ensure that it is possible to evaluate them from a distance. The panel would recommend that the planning authority takes advice from the original architects as to whether the samples meet the required criteria.	This will be secured via conditions including appropriately sized samples.
<i>Landscape design</i> The panel welcomes the vision for a high quality public realm; the landscape proposals for the site seem well-considered and appropriate. The 'Berol Link' east-west route works well.	Support noted.
Certain parts of the site are more suited for use as well-designed parking areas, whilst there are other key locations with good access to daylight and sunlight that can support a more vibrant public realm.	Noted.
It notes that comprehensive management of the landscaped areas will be critically important in ensuring the quality of the open spaces over time.	Maintenance and management will be secured via condition and s.106.
The panel would also encourage the specification of materials that are extremely robust for areas of heavy footfall and traffic, to ensure that the aspiration for quality is attainable within the long term.	Noted.
In particular, it is noted that the use of concrete blocks as a floor surface within parking areas may lead to significant staining due to oil leaks. Materials such as granite setts may be more suited to this type of location.	Subject to suitable management and maintenance, which will be secured via condition, the proposed materials are suitably robust.
<i>Next Steps</i> The panel offers support for the Berol House element of the hybrid application, subject to the inclusion of additional detail within the codes and parameters in order to safeguard	Noted.

all key historical features within the building, including the end pavilions at roof level, as outlined above.	
The panel offers support for the NCDS element of the hybrid application, subject to additional safeguards secured through planning conditions that require approval of samples of the key materials to be used, as outlined above.	Noted.
The panel is unable to support the proposal for Building 4. It feels that a reduction in the scale of the building, in addition to improvements to the layout and quality of the residential accommodation are required prior to approval being granted on this element of the hybrid application, as outlined above.	The QRP's position on Building 4 is noted and addressed below and in the overall planning balance elsewhere in this report. The changes to the internal arrangement of Building 4 has resulted in overall improvements to the environmental quality of these homes.

Overall Design Response to QRP

- 6.4.20 As per the above, the applicant has sought to engage with the QRP at various stages in the pre-application and application stages, and the final development has evolved to respond to earlier Panel advice. Officers consider the applicants of the above two connected applications have successfully responded to most of the outstanding concerns from the last Quality Review Panel (QRP). In particular, excepting comments on the importance of securing quality through appropriate conditions, the panel expressed strong unqualified support for the proposed National College of Digital Skills building and site wide landscaping, and relatively minor panel concerns regarding Ashley Gardens and Berol House are largely addressed. The panel felt there was "much to admire in the designs of for the NCDS", but noted that detailing and quality of materials needed to be secured, which it is possible to achieve via planning conditions.
- 6.4.21 There remains a significant point of difference on the height strategy for Building 4 specifically. The panel's concern is that they felt the overall height was excessive. They expressed "severe concerns about the scale, bulk and impact of this block", also noting that its height would create a wall effect along Watermead Way and overshadowing of the central space ("Berol Yard"), suggesting its height be reduced to no more than 8 or 9 storeys at the corner, with less between (from 14, 13, 12 and 8 as currently proposed). They also noted that they felt its elevational expression should be more vertical and have a rhythm, and that the number of single aspect flats should be reduced, especially single aspect flats facing east over Watermead Way, where they were particularly concerned at the amenity standards for residents.

- 6.4.22 There have been extensive discussions between the applicants and the Council on this issue, and on the related elevational composition and layout issues, including that of single aspect flats, which can be somewhat mitigated in connected design changes, and the applicants have significantly refined and improved the design. It should also be noted that the overall height of Block 4 as a whole and significantly of the “pavilion” element, the leg projecting west, had been reduced significantly during the earlier design process.
- 6.4.23 The main new changes are that the elevational composition has been improved, with the addition of three deep “grooves” into the eastern elevation. This divides the block into a composition of three neighbouring elements (four when the west facing pavilion is included); this gives the elevation a verticality and strong regular rhythm, directly meeting one QRP suggestion and improving its appearance, avoiding the block appearing as a wall from Watermead Way. Stronger articulation of those elevations into base, middle and top also gives them a more comfortable proportion.
- 6.4.24 The “grooves” also allow most of the formerly single aspect flats on this elevation (three of five per floor) a dual aspect, with an additional south or north facing window, and on 1st floor flats, a door onto an additional private roof terrace. The two storey articulation of the top floors also allows more dual aspect units. Fewer flats now have less satisfactory internal layout and amenity.
- 6.4.25 The applicants also argue, with strong justification, further mitigation given that this block as a whole is now to be a Private Rented Sector (PRS) development, with central management and shorter term residencies, along with a variety of particularly generous private communal amenity spaces. These include four well sized, private communal, rooftop outdoor amenity spaces, accessible from all flats (with a through link corridor at Level 9), to have different, high quality landscaping, as well as a large ground floor and smaller top floor set of indoor social amenity spaces for all residents.
- 6.4.26 The revised ground floor also increases the amount of ground floor active frontage, with the workspace, two residential entrance doors and the ground floor residents’ social space animating the Watermead Way frontage as well as allowing through views and residents access through to Berol Yard (the western side of Block 4), which also gets continuous active frontage. Most of the cycle, refuse and plant is now in a two level basement, with a ramp to the cycle store. Management and security will also be centralised, and therefore more efficient and effective.
- 6.4.27 Officers consider the changes remove the concern over residential amenity and number of single aspect units and significantly mitigate the concern at its height. The much improved elevational composition removes the concern at its apparent scale and bulk. It is also worth noting that the original intent of the wider masterplan for Tottenham Hale as a whole (the District Centre Framework, adopted November 2015), envisaged height rising towards the

centre; which this proposal, stepping up to the south, does. However, as the QRP notes, as the detailed proposals have emerged, it would have been preferable for the NCDS at the southern end of this development, and the corner tower at the northern end of the neighbouring (and complementarily designed) Notting Hill Housing development, to be the landmark, taller, or most prominent buildings, with the remainder, including all of Block 4, being at or below the 8/9 storey datum established in the remainder of the Notting Hill Housing scheme.

6.4.28 The applicants argue that the space to the east of this site extends across both the road and the railway, to the slab-like blocks of the Hale Village development, and that therefore the scale of this space justifies taller buildings. Although an over –station development is planned above and extending north from Tottenham Hale Station this land is currently frozen for Crossrail 2, which could last for 30 or more years and may not include provision for an air-rights building, so this argument carries weight.

6.4.29 Overall, these comprehensive changes respond positively to most of the QRP comments with the height remaining the only significant outstanding point of difference. Officers are of the view the applicant has maximised opportunities to articulate Building 4 resulting in a high degree of verticality, in contrast with earlier designs. This avoids the monolithic and horizontal block appearance seen across the railway line. The full package of design changes must also be considered in the context of the scheme’s significant benefits, including the superb, with the potential to be world–class, design of the National College of Digital Skills, and the significant wider benefits this institution would bring. In addition, there are the excellent designs for the other residential and employment provision on Ashley Gardens, Berol House and the two Notting Hill Housing developments, as well as wider public realm improvements.

6.5 Conservation & Development Impacts to Heritage Assets

Impacts to Heritage Assets

6.5.1 The site of the masterplan does not fall within any conservation area but contains Berol House which is a locally listed building. Additionally, due to the proposed scale of the building it is likely to have an impact on the wider setting of various heritage assets nearby. The applicant, in support of the application, has submitted a Heritage and Townscape Visual Impact (HTVI) Statement along with a detailed Design and Access Statement. These documents have been reviewed from a conservation point of view along with other planning documents and have considered the impact of the development in accordance with the Council’s statutory duty as per Planning (Listed Buildings and Conservation Areas) Act, 1990.

Assessment of significance

6.5.2 This part of Tottenham Hale is characterised by mixed use with industrial and commercial uses at its centre and residential in the periphery. The area is undergoing a major regeneration to transform it to a District centre in the

future promoting more efficient commercial space and a consolidated residential character where historically there had been areas of industrial and other employment uses.

- 6.5.3 Tottenham Hale has an important industrial past. Originally a medieval village, the area slowly transformed into an industrial area in the early 1900s owing to its easy access to the London Docks via the River Lee. With the decline of the industries in the late 1960s some of the industrial buildings were converted to residential while the rest remained under light employment uses.
- 6.5.4 The site currently in question was largely occupied by the Eagle Pencil Company Factory, later Berol Ltd. The Tottenham Hale site accommodated the pencil production, and the company's senior management remained at Berol House until 1978. Berol House is one of the few remaining historic industrial buildings within the area that is considered to be of high architectural quality, worthy of being locally designated. The building has aesthetic value for its rhythmic, simply decorated façade and community values as an historically important place of employment for local residents as well as for Tottenham's historic development. The building comprises three storeys with corner stair towers rising above the main façade. The central bay projects forward slightly with a rounded pediment. It is built of stock brick with red brick panels and detailing with large windows to allow light into the factory. The building has undergone refurbishment in recent years with windows being out of character.

Berol House

- 6.5.5 From a conservation point of view, the retention of the locally listed building and its incorporation within the master plan is welcomed. This would ensure that the building will have a sustainable future use. The outline plan indicates that two new floors along with a roof terrace would be added to the main fabric of the building. The additional floors have been designed to follow the existing rhythm of the façade but in modern materials. There is an intention to replace the existing lift and stair core with a more modern glazed wing to the east side of the building. An east-west link within the master plan is also proposed to be extended through Berol House to connect through the whole site across. This will be a managed semi-public route. Additionally, the proposal seeks to replace the part-glazed windows on the ground floor with fully glazed and openable windows that would allow for active frontage along Ashley Road. Officers do not consider this to be the optimum solution and further details will be required as part of reserved matters.
- 6.5.6 Whilst all the above alterations are welcomed in principle, further details of the replacement and restoration of existing UPVC windows, new stair and lift core would also be required in addition to floor layouts. The link through the site is also welcomed and further details of its operation as well as the impact on the historic fabric should be submitted for the same. This will be secured via reserved matters and the application of the Design Guidelines.

- 6.5.7 With regards to the roof additions, whilst use of modern materials as well as architectural language would create a firm distinction between the old and new, the addition of two floors along with a roof terrace is considered to be excessive. However, this additional height cannot be perceived whilst on Ashley Road because of the width of the street. Long distance views of the building are limited. It is noted that this addition would ensure the viable use for the building and as such, on balance is acceptable. Further details on materials and sections through the floor layout should be submitted.
- 6.5.8 The wider plan also proposes a number of building to the north and south of Berol House including the College and several residential blocks. The College building (00 Architects) is located to the south-east corner of Berol House and is considered to be of an exceptional design. Owing to its location and design, this building would create a civic attraction within the wider area. Views of the building would enhance the setting of Berol House. Further details of materials and façade treatment would be required.
- 6.5.9 The other blocks to the north and east are fairly large in scale with the height of the block lowest along Ashley Road and highest along Watermead Way. Whilst this approach is acceptable in principle, the heights of the blocks may have an impact on the setting of Berol House. In the views submitted by the architect, it is evident that Berol House's current dominance and street presence would be largely compromised as it would be surrounded by several blocks of much higher scale. This would cause some harm to the setting of a non-designated heritage asset.
- 6.5.10 NPPF para 135 states, when assessing harm to the setting of a non-designated heritage asset "a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset". In this instance the significance of the building is largely derived from its façade and this would be preserved and enhanced. The harm to its setting is outweighed by the benefits of re-use of the building and the wider public benefits of the master plan (this should be additionally assessed by planning officer). Overall, it is considered that on balance the proposal would outweigh the limited harm caused to the setting of the building.
- 6.5.11 In addition, the scale of the development is such that it would be visible from the Tottenham High Road Historic corridor. However, it is only the tallest building that will be visible and this would be limited to a view from Chestnut Road. This is not considered to cause harm to the conservation area or its setting.

Conclusion

- 6.5.12 Whilst the proposed development would cause some harm to the setting of the non-designated heritage asset, Berol House, it would be outweighed by the heritage benefits of reusing the building and other wider public benefits. Additionally, the scale of the building would be visible from within the setting Tottenham High Road in long distance views. However, this would not lead to negative impact and as such is considered to cause no harm. As such, the

scheme would comply with current statutory and policy requirements and would be acceptable from a conservation point of view.

6.5.13 The Environmental Statement also includes a Heritage Statement which identifies a number of Conservation Areas and listed buildings in the wider area. However, all these are greater than 400 metres away from the site with limited visual connection. The locally listed Berol House forms an important element in this application, and the heritage statement concludes that the proposal would have a neutral or beneficial impact on the area's heritage assets. This includes locally listed Berol House, which will be protected and enhanced by the developments. In making this assessment great weight has been given to the preservation or enhancement of the heritage assets as per the Council's statutory requirement.

6.6 Quality of Residential Accommodation

6.6.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

6.6.2 All of the units in the scheme have been designed to comply and, where possible, exceed the London Plan floorspace standards and the requirements of the GLA's Housing Design Guide.

Private amenity and children's play space

6.6.3 In total, 87 children are predicted to live in the development, of which 49 would be under the age of 5 (see table below). Using the GLA playspace calculator, the proposed development generates a requirement for 870sqm of playspace.

	Number of children	Requirement
Under 5	49	490sqm
5-11 years	25	250sqm
12+	13	130sqm
Total	87	870sqm

Table 9: Play Space Requirements (Mayor's SPG)

6.6.4 It is proposed that the play provision for the children aged up to eleven years old can be provided within the site area. The under five years play provision will be provided at podium level and roof level which will be accessed by secure residential entrances. Therefore, the appropriate space provision for young children has been established for each building and accommodated in the proposals. The play provision for the 5 to 11 year olds for the application

site will be accommodated in Ashley Link to some extent. Older children will also have access to opportunities for play and sports/recreation in Down Lane Park. The site also has good access to the wider amenities of the Lea Valley.

- 6.6.5 The illustrative play proposals provide 745sqm of playspace which is sufficient to meet the needs of under 5s and 5-11 year olds. On top of this, incidental playspace within the communal amenity space provision amounts to a potential 2,379.8sqm. Playspace provision for years 12+ will be met off-site in Down Lane Park which is 240m from the furthest residential entrance of the site. It is also noted that the play facilities of Down Lane Park are in close proximity but that some remodelling and design work will be required to facilitate improved access to the adjacent park. Wider measures to mitigate the impact of the wider masterplan are addressed adjacent proposals for Ashley Gardens including a contribution of £1.4 million towards improvements to the park.
- 6.6.6 Overall, the proposals are capable of delivering high quality private amenity space and range of play spaces providing children with access to good quality, well designed, secure and stimulating play and informal recreation space.

Inclusive Access

- 6.6.7 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users.
- 6.6.8 The development will provide 10% wheelchair accessible homes of varying unit sizes which will meet the requirement in planning policy. All other units will be Lifetime Homes compliant. The development will also provide accessible parking spaces and these are addressed in the transportation section.
- 6.6.9 Level access to the buildings will be provided throughout including the main residential entrance doors and access from the courtyards, where applicable. Furthermore, level access will also be provided through the common areas and lobbies etc. Level access will also be provided from the street to commercial and college premises.
- 6.6.10 The development parameters have been designed having regard to these requirements and provide the basis from which to define an inclusive and equitable scheme. The principles of inclusive design are also adequately captured in the detailed proposals.
- 6.6.11 The applicant further states that level pedestrian access to the scheme will be provided to the commercial/retail unit in accordance with the Equality Act (2010) and the other requirements of Part M of the building regulations. The accessibility of the scheme is judged to be acceptable and in accordance with the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Daylight/Sunlight Provision to Proposed Units

- 6.6.12 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 6.6.13 The application includes daylight, sunlight and overshadowing assessments (revised October 2017) and considers the impacts of the proposed development on residential receptors on Hale Road, Park View Road and Emily Bowes Court, De Havillard Court and North Lodge within Hale Village. The combined effects of the development and the wider Ashley Road South masterplan (as amended), and the cumulative effects of the development, the wider masterplan and other reasonably foreseeable developments on neighbouring receptors is also addressed in the Environmental Statement.

Daylight

- 6.6.14 94% of the 302 neighbouring windows requiring assessment are shown as achieving the guide levels for Vertical Sky Component (VSC) with the amended development in place. Officer's agree with the assessment that this represents a high level of proportionate compliance with the BRE guidance having regard to the site's urban context and the suburban basis of the guidance. The development will have no materially noticeable effects on Nos. 1, 3, 5, 7, 9, 11 and 15 Hale Road, Emily Bowes Court, North Lodge and Nos. 1A, 6 and 8 Park View Road. These impacts are defined as negligible. De Havillard Court will experience minor adverse effect on 17 windows - these effects are attributable to the Berol Yard development only; i.e. the Ashley Gardens development is determined to have a negligible effect on De Havillard Court.
- 6.6.15 All of the classrooms within the neighbouring academy will continue to experience very high levels of Average Daylight Factor with the amended scheme in place (100% compliance). This reflects the large windows and dual aspect nature of many of the classrooms assessed.
- 6.6.16 The assessment concludes the scheme will deliver very high levels of compliance with the guide levels for interior daylighting for an urban development project of this scale and character.

Sunlight

- 6.6.17 The results of the sunlight assessment demonstrate that all seven of the windows assessed serving neighbouring residential properties will still comply with the BRE guide levels for annual and winter sunlight with the amended

developments in place (100% compliance). The amended developments' effect on these neighbouring properties is therefore defined as negligible.

- 6.6.18 As with the original assessment, the Harris Academy continues to comply fully with the BRE guide levels for VSC, ADF, DD and Sunlight with the two amended developments in place. The impacts of the amended developments on the daylight conditions at the school are therefore defined as negligible.

Internal Daylight, Sunlight and Conditions within the Development

- 6.6.19 The assessment also considers the levels of daylight and sunlight within proposed residential units based on the development proposals. The assessment has considered the natural light conditions within the development both when considered in isolation and with the wider masterplan proposals in place. This also responds to a specific request from the Quality Review Panel for verification, particularly internal conditions for lower level apartments.
- 6.6.20 This updated internal assessment focuses on the levels of daylight and sunlight within the residential units of Buildings 1 and 1a in the Ashley Gardens development and within residential units of Building 4 and Berol House in the Berol Yard development. The daylight and sunlight analysis for the proposed accommodation within the two applications has been undertaken both on an independent basis (i.e. with the two sites' existing context in place) and with the wider Ashley Road South masterplan proposals in place (i.e. including the NHH proposals).
- 6.6.21 The ADF and DD results for the proposed accommodation demonstrate that 92% and 78% of the habitable rooms assessed within the amended developments will achieve the BS/BRE guide levels for their respective room types. These are good levels of compliance with the guide levels for interior daylighting for an urban development project, and an improvement when compared with the original assessment.
- 6.6.22 Officers are of the view these remain good levels of compliance with the guide levels for a higher density urban development project in London, having regard to the flexible, suburban basis of the BS/BRE guidance. In particular, the ADF results remain high with the wider masterplan in place.
- 6.6.23 In response to the consultation feedback concerning the single aspect units in Building 4 facing Watermead Way, secondary windows have been introduced where possible. As a consequence, all but one habitable room within the units fronting Watermead Way will achieve the guide levels. A single room will fall only marginally below the guide levels while the same room on all upper floors will be fully compliant.
- 6.6.24 Officers agree with the applicant's consultant's conclusion that the levels of daylight and sunlight availability within the proposed units are considered acceptable for an urban development project having regard to the suburban basis of the BRE guidance, the orientation and potential quality of the

accommodation. The scheme is acceptable from a daylight/sunlight perspective.

Overheating

- 6.6.25 London Plan Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.
- 6.6.26 Modelling of the layouts has been undertaken by the applicant which suggests the majority of the bedrooms and one third of living rooms could potentially overheat under more extreme conditions. However, it is understood the excess temperatures identified in the analysis use the more extreme weather files, partly due to the use of more stringent test years when high ambient temperatures were evident.
- 6.6.27 The applicant has considered a range of passive design measures and officers agree that all necessary design measures have been incorporated on all apartments in order to reduce the unwanted solar gains entering the building. This includes deep window reveals, optimised glazing-to-opaque building fabric ratio and solar-control glazing. The solar gain in the apartments is correspondingly low. To go further the apartments could fail the building regulations checks on thermal performance as beneficial winter solar gains offset heating energy. All mechanical ventilation systems will be capable of providing a boost function for use when conditions dictate.
- 6.6.28 In the light of the evidence submitted, the proposal is considered to meet standards of sustainable design as set out in the London Plan and local policy and the development will conserve and enhance the natural environment identified in policy.

Environmental Wind Impacts

- 6.6.29 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey, and this approach is reflected in Tottenham Area Action Plan Policy AAP6.
- 6.6.30 The application includes an environmental wind assessment the purpose of which is to determine the effect of the proposed development on the local pedestrian wind environment and on the surrounding areas as compared to the baseline conditions. A 3D model of the Proposed Development and

surroundings was constructed for the assessment. The assessment also compares the effects of the proposed development in conjunction with the wider Ashley Road Masterplan area and relevant consented developments as part of the cumulative impacts assessment. In addition, the report has been revised in response to an independent review by RWDI (on behalf of the Council).

6.6.31 The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario, improving in some areas and becoming windier in others. This is due to the position, massing and orientation of the buildings relative to the wind direction that create localised areas of wind acceleration particularly around corners, narrow areas where wind can channel through and accelerate, and areas where tall elements of the building deflect the wind flow down to ground level.

6.6.32 The results of the assessment of the Berol Yard development indicate increases in wind speeds are registered around building corners, such as, the north-western corners the NCDS building and the corners of Berol House. These areas however remain suitable for standing throughout all seasons. Outside of the Site, increased windiness is registered to the east of the site on the carpark and railway area while a slight decrease in windiness is registered in the lower portion of Watermead Way. These areas however remain within standing criteria and are therefore suitable for the expected pedestrian use. At terrace and rooftop levels, the results indicate that most areas are suitable for sitting and standing depending on the exposure to winds.

6.6.33 The most relevant changes to Berol Yard include the introduction of two amenity areas on the roof of building 4. The conclusions of the assessment are the same. The site remains within the recommended criteria. Mitigation measures such as perimeter screens to shelter outdoor areas, complimented by landscaping and planting in larger outdoor areas will be required and are secured via condition.

The College Building and Environmental Wind

6.6.34 Higher wind speeds are however registered during all seasons on the roof level of the NCDS building, where the sports court is planned. The applicant states the MUGA will not be used in any weather conditions that would be considered to be unsafe.

6.6.35 The Environmental Statement identifies the MUGA as suitable for leisure walking and business walking, which they consider acceptable for an outdoor play area. Independent advice to the Council suggests that standing conditions should normally be targeted for a play area of this nature. If it is intended that the play area will only be used during the summer season, then leisure walking conditions would normally be expected during the winter and standing conditions during the summer season. However, if it is intended that it will be used year round, then standing conditions should normally be achieved throughout the year. This indicates that further mitigation measures may be required in order to enable suitable conditions during colder months.

A high degree of design control will be necessary to ensure any future mitigation measures do not adversely impact on the overall visual appearance of the building. A further planning condition is proposed to secure further details and prohibit further design changes without the prior approval of the local planning authority.

6.6.36 Overall, subject to the above mitigation measures, the area remains suitable for the intended uses throughout the year with stronger winds being registered during colder periods. In terms of pedestrian safety, all areas within and surrounding the site remain within safety criteria.

Noise and Vibration Impacts

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

6.6.38 The Council's Environmental Health Officer (Noise) has reviewed the noise impacts to the residential units created, and examined the Environmental Statement dated June 2017 produced by WSP with respect to the above proposed development. The report considers the following potential impacts;

- Temporary noise and vibration arising from demolition, site preparation and construction activities associated with the proposed development;
- Noise arising from changes in road traffic attributable to the proposed development post-construction; and
- Noise from any fixed plant associated with the proposed development.

6.6.39 Temporary noise and vibration due to demolition, site preparation and construction activities are further regulated by Enforcement Response (Noise) under sections 60, 61 of the Control of Pollution Act 1974. Mitigation measures documented in the ES will adequately address any adverse impact or significant adverse impact with respect to noise and vibration. No mitigation measures are required due to the change in road traffic as the predicted increased noise levels will be negligible.

6.6.40 Unless the requirements for traffic management in the area dictate otherwise, works will not be undertaken outside of the usual core construction site hours of 08:00 to 18:00 hours Monday to Friday and 08:00 to 13:00 hours on Saturday. Several additional safeguards exist to minimise the effects of construction noise and vibration; these would apply during construction works. These safeguards include:

- The various EC Directives and UK Statutory Instruments that limit the noise emissions of a variety of construction plant;

- The guidance set out in BS 5228, which covers noise and vibration control on construction sites;
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 and Section 80 of the Environmental Protection Act 1990 to control environmental noise and pollution on construction sites;
- A CEMP will be secured via condition for the proposed development, which would consider, amongst other things, the effects of noise and vibration.

6.6.41 The use of the top floor as a multi-use games area can lead to impact transmission to the spaces below. To minimise the risk of impact noise, the proposed blue roof system on the concrete slab will include an additional resilient layer. This shall be a crumb rubber system of minimum thickness 17 mm with a profiled lower side.

6.6.42 Re-radiated noise from the underground trains which run below the site are not considered to have a significant effect on the operation of the college, and so no mitigation is proposed. Plant noise will comply with the planning requirements, although the contractor will be required to demonstrate the final selections achieve the required noise criteria. To minimise the risk of the use of the rooftop MUGA causing a conflict with the use of the teaching spaces below, an additional resilient layer is to be included within the MUGA floor build-up. See Impacts to Adjacent Occupiers section for further assessment of noise on new residents.

Air Quality

6.6.43 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.

6.6.44 The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic and the site itself is surrounded by heavily trafficked roads.

6.6.45 The Council's Environmental Officer has assessed the application and provided comments to the applicant team following submission of the original Environmental Statement. The results of an Air Quality Assessment and an

Air Quality Neutral Assessment (AQNA) has been submitted to assess the air pollution impact of the proposed developments and determine the change in pollutant concentrations of NO₂ and PM₁₀.

- 6.6.46 Previously the proposed development included the following energy generating plant: Building 1 – three 846kW gas fired boilers (2 will be in operational, 1 for standby); Building 4 – three 639kW gas fired boilers (2 will be in operational, 1 for standby); and, NCDS – two 450kW gas fired boilers. The change to the energy strategy means that the proposed development will now include the following energy generating plant: Building 1 – three 539kW gas fired boilers; Building 1A – three 190kW gas fired boilers; Building 4 – three 237kW gas fired boilers; Berol House – three 190kW gas fired boilers; and, NCDS – two 450kW gas fired boilers.
- 6.6.47 The air quality neutral assessment has been updated using the GIFA, total energy centre emissions per annum and the anticipated development trip rates of each proposed use once operational (the latter was unchanged from that assessed in the original Environmental Statement) to calculate the NO_x and PM₁₀ emissions from the building and transport elements of the proposed developments.
- 6.6.48 Performance against the Building Emission Benchmarks for NO_x emissions was found to be compliant, as was performance against the Transport Emission Benchmarks for NO_x and PM₁₀. Therefore, the proposed development is 'air quality neutral'. The Environmental Statement identifies no need for further mitigation measures and the residual effects are determined to be negligible overall.
- 6.6.49 With the Notting Hill development and Berol Yard Developments both operational, exceedances are predicted at the same two existing receptor locations. The results, both with and without the Notting Hill development and Berol Yard Developments, show that annual mean NO₂ concentrations are close to, or exceed, the objective at two receptor locations on the Notting Hill Housing (NHH) site (receptors 32 and 33) and one location on the Berol Yard Application site (receptor B41). No receptors on the Ashley Gardens site are identified as exceeding the levels.
- 6.6.50 The updated assessment shows that the proposed developments would cause either no change or small increases in pollutant concentrations at the receptors considered. Based on the assessment significance criteria and the worst case approach taken to the generation of vehicle movements associated with the proposed developments, the residual effects of the proposed developments once operational are considered to be negligible.
- 6.6.51 For the construction phase, a qualitative assessment of the potential impacts on local air quality from construction activities has been carried out. This identified that there is a high risk of dust soiling impacts and a low risk of significant increases in particulate matter concentrations due to construction activities. Officers agree that through good site practice and the implementation of suitable mitigation measures, the effect of dust and

particulate matter releases would be significantly reduced. The residual effects of dust and particulate matter generated by construction activities on air quality are therefore considered to be negligible. The residual effects of emissions to air from construction vehicles and plant on local air quality is considered to be negligible.

6.7 Open Space, Social and Community Infrastructure

6.7.1 The London Plan includes a number of policies relating to social infrastructure. The overarching policy is 3.16 which states adequate provision for social infrastructure is particularly important in areas of major new development and regeneration.

6.7.2 The College has confirmed that the non-sports facilities will be suitable for the the functions outlined below. Community access to these facilities will be secured via s.106 agreement. This will be managed on a long-term basis through the Community Access Plan and will be of significant benefit to the local community, weighing in favour of the scheme.

Lecture theatre

- A large lecture hall which seats approximately 300 people
- Suitable activities: training events, performances, conferences, meetings

Teaching spaces

- Well-maintained teaching spaces with integrated IT facilities
- Suitable activities: evening classes, activity groups, training events

Kitchen and Canteen

- Fully equipped kitchen and canteen area
- Suitable activities: evening classes, catering for evening events
- This could also be open over weekends and potentially used for weddings and special events along with the plinth level of the building.

6.7.3 A review of the NHS Choices register indicates there are currently 11 GP surgeries within the North East Locality of Haringey CCG, where the proposed development site is located. In total there are approximately 99,000 registered patients in this locality and 49 GP practitioners. This results in a ratio of one GP for every 2,020 patients. They are all accepting new patients which suggests that some capacity exists within GP surgeries in the local impact area. A total of 49 GP practitioners are operating within these medical centres.

6.7.4 The review of the Haringey's School Place Planning Report 2016 indicates 15 primary schools in close proximity. The closest of these schools are Harris Academy Tottenham, Welbourne, The Green CE Primary School (formerly Holy Trinity) and Ferry Lane Primary School.

6.7.5 EduBase figures show that 6,737 pupils are currently enrolled in the primary schools in the planning area with an overall capacity for 7,944 pupils allocated to these schools. This indicates primary schools in the local impact area are presently operating with surplus capacity, with 1,207 spaces remaining, or

15%. In regards to the four primary schools situated in closest proximity to the proposed development site, these schools currently have a surplus, with a surplus of 1,333 places, or 51%. This is largely as a result of Harris Academy Tottenham which opened to reception and year 7 in September 2014.

- 6.7.6** The School Place Planning Report 2016 also indicates that of the 14 secondary schools in the Borough there are at present 2,577 Year 7 places, with demand expected to increase in the coming years. The closest of these schools to the site is Harris Academy Tottenham in Tottenham Hale. EduBase figures indicate that this school has a surplus of places with 224 enrolled pupils and 1540 places available. The School Place Planning Report 2016 identifies that at present there are sufficient places to meet in-year demand for years 8 to 11.
- 6.7.7** The additional population generated by the proposed development will place further demands on existing open space, sport and recreation facilities, particularly within the local impact area identified in the applicant's Environmental Assessment. London Plan Policy 3.5 states the design of all new housing developments should enhance the quality of local places, taking into account physical context and provision of, public, communal and open spaces, taking particular account of the needs of children, disabled and older people.
- 6.7.8** As outlined in the Council's Development Management Policies DPD (January 2016), a number of areas of the Borough are identified as being deficient in public open space including the Tottenham Hale ward. In addition, comments from Natural England highlight the potential for additional pressure on nearby Walthamstow Ramsar, SSSI sites with the potential for mitigation measures at the park should space not be available on the development site itself.
- 6.7.9** The scale and location of the proposed development within a new district centre does not allow for large amounts of new open-space to be incorporated within the scheme but the scheme benefits from close proximity to existing strategic open space provision. Down Lane Park is located adjacent to the masterplan and has facilities including football pitches and walking. The scheme design does provide for green infrastructure in order to enhance the site amenity and contribute to the open space needs of residents. Specific play space requirements are addressed elsewhere in this report.
- 6.7.10** To mitigate the impacts of additional pedestrian and cycle activity along Watermead Way the s.106 agreement includes a contribution of £534,000 towards the public realm improvements identified as part of the Streets and Spaces Strategy. This combined with the significant community benefits associated with access to the College and high quality public spaces with Berol Yard itself weigh in favour of the application. Overall, significant provision is made for open space, social and community infrastructure, consistent with local and strategic plan policies.

6.8 Development Impact to Adjoining Occupiers

- 6.8.1 London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views.

Noise and Disturbance

- 6.8.2 Local Plan policies seeks to resist developments involving an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Policy DM23 also reflects this approach.
- 6.8.3 A noise and vibration report has been prepared by Sandy Brown dated October 2017 assessing the acoustic performance of the new College building. The scheme is generally in compliance with the required design standards specified in the schools guidance document Building Bulletin 93. However, internal noise levels will be higher than specified in this document due to the use of fan coil units for comfort cooling. Noise from fan coil units should not exceed 40 dBA and this will be secured via acoustic planning condition. This alternative performance standard is in line with other industry guidance and relevant British Standards, and is considered suitable for a sixth form college.
- 6.8.4 The multi-use games area (MUGA) shall be surrounded by a mesh rather than a solid screen. New guidance has been provided by Sport England on Artificial Grass Pitches (AGPs) in August 2015. Whilst this area will have hard surface and not artificial grass, the principles of noise generation and propagation apply to this scheme.
- 6.8.5 The predicted noise at Berol House (20 m from the pitch) is LAeq,1hr 54 dB. The toilet block on the roof will provide screening to the receptor to the north, and so the levels will generally be lower than this. Therefore, Berol House is assumed to be the most sensitive receptor.
- 6.8.6 Daytime hourly LAeq levels at Berol House (detailed in the EIA) typically range from 60 to 70 dB (weekdays 09:00 to 20:00 and Saturday 09:00 to 17:00). Based on an hourly LAeq of 60 dB, the resultant noise level with the MUGA in operation would be 61 dB. This represents a 1 dB change, which is considered a negligible impact. Therefore, the use of the MUGA is not considered to adversely impact Berol House. The Sport England guidelines also provide guidance with regards to fences: *"fence panels should be securely clamped together and to supporting posts with resilient fixings to minimise rattling noises from ball impacts"*. The mesh around the MUGA will be the only fencing present, and so this must be sufficiently secured so as not to rattle if struck by a ball. Details of this will be secured via planning condition.

- 6.8.7 External plant noise must comply with the noise limit specified. The contractor will be required to produce a final noise assessment to discharge the planning condition relating to noise egress from the project. Internal noise limits (due to both mechanical services noise and external noise sources) set out in BB93 must be achieved. The combined noise level in teaching spaces with the fan coil units can achieve the relaxed criterion of 40 dBA, or NR 35. The mechanical services shall contain the necessary attenuation and shall be selected such that this is achieved. The facade performance for the whole system must be confirmed by the contractor such that the internal ambient noise limits are met.
- 6.8.8 Given that noise intensive uses currently operate from the site, the conversion of the site to predominantly residential use is generally considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.
- 6.8.9 The impacts are of construction noise are temporary and are proposed to be controlled by condition. The applicant has submitted a Construction Logistics Plan prepared by WSP Parsons Brinckerhoff dated June 2017. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority.
- 6.8.10 The temporary noise impacts during the construction are, subject to condition, judged acceptable. The long-term noise impacts introduced by the development are acceptable given the nature of the scheme.

Summary - Development Impact to Adjoining Occupiers

- 6.8.11 The scheme is not anticipated to give rise to privacy or overlooking impacts given its separation distance from existing residential development. Given the existing commercial use of the land, the change of use to residential-led mixed use is considered reduce the noise impacts to any adjoining occupier. There are potential impacts for new residents moving into Building 4 in terms of noise and overlooking but, with the imposition of planning conditions, these are judged to be acceptable. The impacts of construction noise and disruption are temporary and will be controlled by condition.
- 6.8.12 The daylight/sunlight impacts to adjoining occupiers are acceptable for an urban site in London. In relation to environmental wind, increased windiness is identified at rooftop levels in particular and suitable mitigation is addressed via planning conditions.
- 6.8.13 Objections have also been raised on behalf of adjacent businesses currently operating from Berol House. These are summarised in Appendix 2 and relate to noise & disruption during and post construction; a reduction in the attractiveness of location for business and operational impacts relating to access and car parking for staff and visitors. The transport and access issues are discussed elsewhere in this report. Whilst there is likely to be an impact on adjacent businesses in terms of noise and disruption this is not unusual for a regeneration scheme of this scale and nature. A range of safeguards are

therefore suggested to mitigate the disruption and this includes a commitment to establish a construction coordinator to mitigate the environmental effects during the construction period.

6.9 Transportation and Parking

- 6.9.1 The development site is highly accessible with a score of Public Transport Accessibility Level (PTAL) 5 and 6a. PTAL ranges from 1 (described as 'very poor') to 6B (described as 'excellent'). There are six bus routes (41, 230, W4, 123, 76, 192) included in the PTAL calculations, including Tottenham Hale rail and underground station.
- 6.9.2 The existing vehicular access is from Ashley Road, which connects to Burdock Road, Watermead Way and Hale Road. Other nearby roads, which are not part of the local Highway Authority are: Monument Way, part of the Transport for London Road Network (TLRN); and, the A10 High Road which is part of the Strategic Road Network (SRN).

Trip generation

- 6.9.3 The Trip Generation methodology was agreed with LBH and TfL in January 2017. The multimodal trip generation was derived, considering all likely trips to be generated by the proposed development and extracting existing trips. Trics database was interrogated for sites with similar characteristics to get the trip rate for uses included in this proposal. Also, 2011 Census travel to work database, Middle Super Output Area (MSOA) Haringey 15, (which includes proposed sites) was used, to identify current work patterns and establish the existing trip generation. The findings were reported on section 5.3 of the TA.

Car parking

- 6.9.4 A total of 40 car parking spaces are included in this proposal - 16 accessible parking spaces and a further 24 standard parking spaces.
- Building 4 - 9 accessible spaces (8 for residential use, 1 retail use);
 - Berol House - 3 accessible spaces (1 for residential, 1 office, 1 retail) and 16 existing relocated spaces
 - NCDS - 12 accessible spaces
- 6.9.5 Parking addendum to Chapter 6 contains recommendations for blue badge holders indicates that for residential developments at least one accessible on or off-street parking space is required. It is also states that when off-street parking is provided then at least two parking spaces should be for blue badge holders. In addition, Policy 6A.1 of the addendum includes parking standards for blue badge holders for non-residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.

- 6.9.6 With regards to employment land uses the addendum necessitates parking provision for each disabled employee, and provision for disabled visitors. Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2. Policy 3.8 of the London Plan recommends that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users.
- 6.9.7 Policy DM32 on parking standards, part of the LBH Development Management DPD - January 2016, together with the Mayor's Housing Supplementary Planning Guidance (March 2016) are directly applicable. When applying Policy 3.8 (excluding Berol House conversions) a total of 16 Wheelchair User Dwellings (WUD) at the point of construction, or easily adaptable is indicated. It has been accepted that not all of the 10% units will be wheelchair accessible residential units at the start of occupation, or at all times. The percentage of WUD is therefore subject to demand and will be varied over time.
- 6.9.8 Nevertheless, the London Plan recognises that car parking can take up considerable land and encourages the use of sustainable modes of transport, nonetheless a minimum car parking level for disabled users is considered an essential provision and must be fully satisfied at all times. Considering that not all disabled users who are residing at WUD will have cars, there is no need for each unit to have a car parking space, at all times.
- 6.9.9 In addition, there is considerable scope to optimise the use of unused spaces for other uses as part of the development given the mixed-use nature of the proposals, such as commercial uses. This is a car free development where all residents, (except disabled users of the WUD) will not have access to off or on-street car parking spaces. This will be secured via the s.106 agreement.
- 6.9.10 Having considered all of the above policies, the residential car parking provision is acceptable, subject to the above measures being secured via the S106. Each WUD will have access to a car parking space (off-street) at the point of request and provisions will be included in the s.106 to prevent the sale of car parking spaces. Disabled users of the WUD will be able to obtain a parking permit at the point of request and this will be managed and issued by developer's management company.
- 6.9.11 Future residents of this development will have an opportunity to use the three car club spaces, located in the vicinity of the development. Two of the car club spaces are located on Mafeking Road, (approximately 500m away which is equivalent to 6min walking), and the other is located on Antill Road (approximately 650m away, which is equivalent to 8min walking).

- 6.9.12 The London Plan parking standards for B1 employment in Outer London indicates a maximum provision of one car parking space for (100-600sqm). On the other hand, parking for the commercial part of this development (Class B2 or B8) is one space per 500sqm of gross floorspace. For the 891 sqm of commercial this means a car parking provision of between 2 and 9 (minimum and maximum) spaces.
- 6.9.13 For Berol House 3,685sqm commercial space is proposed. In applying the standards if part B2 or B8 a maximum provision of 7 parking spaces is required. Parking standards for retail parking is based on the PTAL score and for sites with PTAL 6 and 5:
- Food (up to 500sqm) - one parking space per 75sqm of gross floorspace;
 - Food (up to 2500sqm) - one parking space per (45-30sqm) of gross floorspace;
 - Food (over 2500sqm) - one parking space per (38-25sqm) of gross floorspace;
 - Non-food is one parking space per (65-45sqm) of gross floorspace.
- 6.9.14 Allocation for different uses is recommended as part of a package of planning conditions. These standards will also only apply to the restricted amount of retail area discussed elsewhere in this report. Therefore, car parking relating to retail uses is likely to be substantially less than indicated by the global levels applied for in the application and can be successfully managed through planning conditions.
- 6.9.15 Off-street car parking spaces will be managed through Car Parking Management Plan (CPMP), including:
- prior to occupation, all parking spaces must be in place, and marked on site as disabled spaces (except relocated spaces of the Berol House), and retained thereafter;
 - submit a drawing and highlight parking spaces for Berol House, NCDS and other uses include in this proposal;
 - all parking spaces to be used in connection with this development only;
 - identification of WAU units and therefore eligible for parking permits;
 - review the demand for parking spaces and occupancy levels - include details on how this is proposed to be managed;
 - include details of duties and responsibilities for issuing, reviewing of the off-street permit allocation, and reassignment of the parking permits.
 - details to be submitted: controlling access to the parking area, parking enforcement measure, swept paths, ramp details and show structural columns on a drawing (if any), visibility splays and vehicle circulatory movements, all while considering pedestrian movements and safety.
 - include locations of Electric Vehicle Charging Points (EVCP), and indicate criteria for reviewing the usage and converting passive points (if any proposed) to active. Minimum provision of 20% active and 20%

passive Electric Vehicle Charging Points (EVCP) in accordance with the London Plan.

Cycle Parking

- 6.9.16 The proposal includes a total of 528 cycle parking spaces - 364 long stay and 164 short stay. The spaces provided are assigned to: 287 for residential use (282 long stay and 5 short stay); 71 (27 long stay and 44 short stay) for commercial use (retail and office); and, 170 for Ada NCDS (55 long stay and 115 short stay). The proposed cycle parking is higher than minimum London Cycle parking standards.
- 6.9.17 The locations of the proposed cycle parking spaces are shown on the proposed drawings. Also, there are a number of cycle parking spaces located on the public realm area and adjoining Watermead Way. Other cycle parking spaces are located on the basement of Building 4 in an area of approximately 138sqm, and shown on the submitted drawing ref: 1824-JMP-BY-B1-DR-A-3500 rev. Further details will be secured via planning condition.

Pedestrian Environment Review System (PERS)

- 6.9.18 This proposal is supported by PERS report, which included the assessment of 31 links, C22 crossing points, 7 public transport waiting areas, and 6 routes. Most of the analysed parts were rated positive in terms of permeability, road safety and environment quality. However, the route to the High Street was assessed as amber, highlighting the high speeds, traffic congestion, poor signage and environment in general.

Alterations to the existing public highway and proposed links

- 6.9.19 A bus stand exists on Ashley Road, which is planned to be relocated to allow for public realm improvements that are part of the wider Ashley Road South Masterplan. Its delivery is part of the adjacent applications submitted in relation to Cannon Factory/Ashley House and Ashley Gardens. Due to the need for the Council to adopt additional land in order to widen Ashley Road a planning condition is proposed in respect of Ashley Gardens application which will require details of the planned relocation to be provided and agreed by the Council, in consultation with TfL prior to implementation. A S278 highways agreement will also be required as part of any permission relating to Ashley Gardens.
- 6.9.20 There are several competing requirements for the limited space along Ashley Road which require careful consideration as part of wider proposals, one of which is, facilitating loading and meeting the needs for visitors parking who are Blue Badge holders. It is anticipated that Ashley Road will have different parking and loading restrictions, which will be incorporated as part of the detailed design. Because this is a public highway allocation of sections on Ashley Road can be adjusted in accordance with demand. Blue badge holders can park for up to three hours on yellow lines, except

where there are restrictions on loading or unloading. As existing, some sections of the existing Ashley Road are appropriate for visitors, but not for all day parking required for disabled residents. However, all this is subject for review prior to the Highways Authority approving the detailed design.

- 6.9.21 The proposal includes provision for the pedestrian/cyclist link connection, known as Berol Link, which improves east/west connections. Berol Link connects Down Lane Park with Ashley Road and Berol Yard. The Berol Link is proposed to run through the unit 1B of existing Berol House. The headroom is not known at this point but this will be addressed through reserved matters.
- 6.9.22 Berol Link is not proposed to be adopted by the local Highway Authority. Nevertheless, access to the Berol Link must be 24-hours public access, and this will be secured via a Public Access Plan as part of the s.106 agreement.

Parking restrictions on the public highways

- 6.9.23 In order to monitor potential parking displacement following the occupation of proposed development, specific S106 contributions are required to undertake a parking stress study. The s.106 heads of terms include a contribution of £12,000 towards an assessment and analysis of parking stress in the vicinity. The contribution will payable upon implementation. In the event the findings suggest there has been an increase in parking stress in areas which are not within the CPZ, or the timing of parking restrictions are not appropriate, then CPZ modifications may be required. Any changes would be subject to public consultation.

Travel Plan

- 6.9.24 A Framework Travel Plan (TP) is included, as part of the submission. The developer is responsible for creating a sustainable development and achieving the TP targets. The strategy is to appoint a Sustainable Travel Manager to ensure that targets of the travel plan are met. In addition, Travel Plan co-ordinators are proposed for each core component of the proposal. Each travel plan will be signed off only after the targets, as agreed by the LPA, have been met. The TP for Ada-NCDS is likely to be monitored long-term, because of periodic changes in the students enrolled. Each detailed travel plan must have SMART targets, which will be monitored at regular intervals for at least five years, following occupation.

Delivery servicing plan

- 6.9.25 A Delivery servicing plan framework is included in the submission. Although this document is accepted as framework, an updated plan will be required at a later stage to include a marked up area to show proposed service and deliveries from Watermead Way.

- 6.9.26 Loading bays are likely to be included along Ashley Road and Burdock Road when modifications are made as part of wider proposals. Further details will be required to take account of wider emerging proposals, such as: locations per land use included in this proposal, details of managing and arranging times and servicing arrangements. An updated Delivery/Servicing Strategy is included as a planning condition.
- 6.9.27 Trip generation for the delivery/ servicing trips will be required to split into residential trips and commercial trips. The TRICS database was interrogated and comparable sites were used to determine the trip rates. Trips were divided into two categories: Light goods Vehicles (LGV) and Heavy Goods Vehicles (HGV), and the rates derived are satisfactory.

Refuse/ recycling

- 6.9.28 Some details of refuse/recycling were submitted in the Waste Management Strategy. Twice a week collections for refuse/recycling are anticipated due to the limited bin storage space. Agreement with Environmental Services will be required, including the site specific Facilities Manager who will be responsible to place the bins to the agreed collection point. The application includes the communal bin storage areas the swept path analysis of the refuse collection vehicles.
- 6.9.29 The commercial waste storage space is separate from the residential part of the development and it is anticipated that collections to be done through either private service providers or other. Likewise details to be included for the NCDS refuse/recycling.

Construction Logistic Plan

- 6.9.30 The proposal includes a Construction Logistic Plan (CLP) but an updated Plan will be required closer to construction, once full details are known. This will be covered by a planning condition.

6.10 Flood Risk and Drainage

- 6.10.1 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.10.2 The site is located within Flood Zone 2 and is therefore considered to have a low probability of flooding from rivers and sea. The site has a low probability of fluvial flooding due to the high standard of protection available in the area and the local topography. The key area of assessment is in relation to surface water drainage.

- 6.10.3 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.10.4 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.
- 6.10.5 The potential for impacts of the proposed development on water resources and flood risk have been identified and is supported by a Flood Risk Assessment ('FRA'). The FRA assesses flood risks from all potential sources and investigates the potential for the development to increase flood risk elsewhere taking into account the potential impact of climate change. The FRA includes an Outline Drainage Strategy; the Outline Drainage Strategy includes the use of Sustainable Urban Drainage Systems (SuDS).
- 6.10.6 The site is currently entirely impermeable and therefore the volumetric surface water runoff is not expected to increase as a consequence of the development. Volumetric runoff will in fact be reduced through an increase in permeable areas such as external landscaping. This applies particularly in the case of landscaping along Berol Link. The Outline Drainage Strategy has been designed to manage a rainfall event up to a 1:100 year return period including a climate change allowance which will help in reducing the risk of flooding in the area and for the residents and occupants of the surrounding areas. Surface water runoff discharged into the public drainage network is therefore likely to reduce both in terms of volume and of peak therefore having a positive, although limited effect on public surface water sewer capacity (i.e. potentially less flooding in the wider area).
- 6.10.7 Significant effects of the proposed development have been assessed in relation to flood risk, water supply, public sewerage systems and groundwater. All significant effects are classed to be having either a moderate or minor significance before mitigation. If the mitigation measures and in-built mitigation measures specified are incorporated, all residual effects are assessed as having a negligible significance. The assessment conducted has identified a number of beneficial significant effects as a result of the in-built mitigation measures proposed as part of the Flood Risk Assessment and Outline Drainage Strategy.
- 6.10.8 The Council's Senior Drainage Engineer has assessed the scheme and requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise an objection to the scheme subject to condition. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.11 Energy and Climate Change

- 6.11.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.
- 6.11.2 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.
- 6.11.3 Under Policy TH6, the site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- 6.11.4 The applicant has submitted a Sustainable Design Energy and Construction Statement prepared by WSP, updated October 2017. The applicant has also provided supplementary comments in response to internal consultee comments from LBH Carbon Management and the GLA. These are appended to the report. The revised statement indicates that the proposed development will exceed the energy 2013 Building Regulation targets by 17.5%.
- 6.11.5 New development is expected to achieve the necessary energy and CO₂ requirements within the London Plan and Haringey Council's Local Plan. A consideration of the applicant's proposed energy strategy pursuant to the Mayor's Energy Hierarchy is below.

Energy – Lean

- 6.11.6 The scheme delivers a 15.8% carbon reduction through lean (energy efficiency measures). On average, Haringey sees 10-12% improvement through energy efficiency measures so this is supported.

Energy – Clean

- 6.11.7 The Carbon Management Team note that Tottenham Hale has been identified as an area where a District Energy Network will be delivered. Therefore,

connectivity is expected, and an energy centre(s) capable of connecting to the future DE network must be designed into the development.

6.11.8 A range of energy options have been considered and energy officers from Haringey Council and the GLA met with the applicant on several occasions to explore the scenarios for different energy strategies in terms of planning and implementation, construction, cost and carbon emissions. Given the proximity to a planned District Energy Network, officers are particularly concerned to ensure the proposed development, irrespective of future sequencing of development, is capable of easy connection to a future District Energy Network.

6.11.9 The scheme is now proposing a boiler-led heating system. Due to the flexibility and compatibility it offers in connecting to the future DEN, this is supported. The preferred option includes individual, initially unconnected boilers, within each building. A connection will then be made to the DEN once the infrastructure is in place. This is a change from the earlier proposed CHP-led solution and includes more energy centres than would normally be acceptable. However, in view of the interim nature of the strategy and commitment to connect to the DEN (secured via planning agreement) this approach is considered to be acceptable.

6.11.10 Planning conditions and Heads of Terms regarding a DEN connection are contained in Section 9. The planning condition includes the following requirements:

- Production of an updated site-wide energy strategy including a demand assessment
- Securing the reduction in energy demand through energy efficiency measures
- Provision for connection to DEN
- Inclusion of renewable energy technology to offset CO2 emissions
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne and should be given to the Council upon commencement on site based on an up-to-date assessment of carbon emissions;
- Overheating Mitigation Plan for each building to be submitted and approved by the LPA in advance of the main works commencing.

College Energy Strategy

6.11.11 In accordance with the policy framework, the design of the Proposed Development will conform to the principles of the Energy Hierarchy that provides a set of guiding principles to reduce energy consumption and associated carbon emissions to a minimum. Consequently, energy efficiency will be incorporated into the design of the building before the application of Low or Zero Carbon technologies.

Energy – Clean

- 6.11.12 In response to the second tier of the Energy Hierarchy, connection to potential future London District Heating (DH) network has been taken into consideration, such that the development will be 'future-proofed' once the district system is made available in Ashley Road. The proposal is to install flow and return pipework from the College's Lower Ground Floor District Heating plantroom up to Ashley Road, where the pipework will be left capped in an accessible man-hole for future connection, just within the development boundary.
- 6.11.13 The domestic hot water (DHW) requirements as well as a large proportion of the building's heating requirements will be supplied by gas-fired boilers with the VRF1 heat pump system supplying top up heating/cooling locally within each classroom. The energy proposed to be supplied by the gas boilers will be overtaken by the DH once this connection will be made live in the future.

Energy - Green

- 6.11.14 In response to the third tier of the Energy Hierarchy, consideration has been given to a number of renewable technologies. A feasibility study has also been undertaken for solar technologies however, as the roof space will be used as a five a side football pitch, only a limited amount of solar PV2 panels can be installed. The available space on the roof can accommodate 24 solar PV modules rated at 270W each, providing a total of 6.48 kWp of electricity.
- 6.11.15 Overall, the Proposed Development has sought to prioritise the specification of energy efficiency measures, followed by the integration of low and zero carbon technologies, in accordance with the principles of the Energy Hierarchy, to achieve a total 36.9% reduction target of regulated emissions against the baseline. The overall approach to energy in relation to the College is supported.

6.12 Waste and Recycling

- 6.12.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and Saved UDP Policy UD7 Waste Storage, require development proposals make adequate provision for waste and recycling storage and collection. The approach is reflected in DPD Policy DM4. The applicant has submitted a Delivery and Servicing Plan prepared by WSP June 2017.
- 6.12.2 The application includes a Waste Management Strategy which includes storage provision in accordance with the Sustainable Construction and Design SPD Appendices (March 2013) guidance document. Volumes for the Proposed Development were calculated using LBH's standards. External bin storage access areas are shown on the plans.

6.12.3 It is proposed that each commercial tenant will provide a suitable waste storage area within their own demise as part of their fit-out, which will include provision for the segregation of refuse, recyclables and food waste (if applicable). The capacity of the individual commercial waste stores will be dictated by the commercial tenants' business activities and the frequency that they will receive waste collections, which they will arrange to suit their own requirements. The overall level of provision is considered to comply with relevant policies and further details of waste storage will be secured via planning condition.

6.13 Land Contamination

6.13.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Geo-Environmental Site Assessment for both sites by RSK Environment Ltd.

6.13.2 The site is underlain by the relatively impermeable Enfield Silt Member and then subsequently by the Kempton Park Gravel Formation (Secondary (A) Aquifer). Beneath this is the London Clay Formation (unproductive stratum) overlying the Thanet Formation, Lambeth Group (both Secondary (A) Aquifers) and the White Chalk Subgroup (Principal Aquifer). It is likely that Made Ground is present onsite owing to its historical use as a factory and current commercial use.

6.13.3 These contaminants are anticipated to pose a Low to Moderate risk to future site users, such as residents and visitors. The risk to future construction and ground workers is Moderate due to a greater likelihood of direct contact with potentially contaminated soils.

6.13.4 A ground investigation compliant with BS10175 and Generic Quantitative Risk Assessment (GQRA) is required and will allow assessment of the identified plausible contaminant linkages. It is recommended that a ground investigation is designed based on the following technical objectives:

- Characterisation of the underlying ground and groundwater conditions;
- Undertake soil sampling for contamination analysis and geotechnical testing;
- Undertake ground gas and groundwater monitoring;
- Provide an assessment of risks to human health and controlled waters; and
- Provide a preliminary outline assessment of potential geotechnical constraints and possible foundation options for the proposed development.

6.13.5 The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission.

These standard conditions are recommended for imposition and are contained in Section 9.

6.14 Equalities

6.14.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.14.2 The proposed development would engage primarily with people with protected characteristics around physical access and have been designed to contemporary Building Regulations. The proposed development would offer step free access throughout including all entrances to private and affordable housing, as well as commercial spaces. All floors of the residential accommodation would be served by two lifts. All residential units would be built to Part M4 (2) 'accessible and adaptable dwellings' and 10% will be built to Part M4 (3) 'wheelchair user dwellings' of Building Regulations.

6.14.3 The proposed development would be likely to provide a range of socio-economic and regeneration outcomes for the Tottenham Hale area including the provision of new housing including affordable housing to increase affordability and reduce overcrowding. It would also result in local employment impacts including displacement of existing employment but the generation of construction employment and new employment opportunities to the benefit of all priority groups that experience difficulties in accessing employment.

6.15 Health Impact Assessment

6.15.1 The purpose of the HIA is to identify, assess and present any potential effects on the health of the population arising from the proposed mixed-use development, and to identify any interventions or mitigation measures required to minimise potential adverse effects on health and inequalities and optimise the beneficial impacts of the development. The report is intended to assist in considering the planning application and positively influence the development of the Environmental Impact Assessment.

6.15.2 The HIA shows that over one quarter (26.2%) of the resident population of the local impact area comprises children and adolescents aged 0-17 years. This proportion exceeds Borough and London-wide equivalent figure which equates to c.22%. Furthermore, the proportion of 18-24 year olds in the local impact area is higher than that in the Borough and in London at 11% compared to 8.6-8.7%. Children and young people aged 0-24 years old are therefore a significant proportion of the population in the local area.

Two thirds of the population comprise working-age adults (typically 18-64 years). Notably, the local impact area has a markedly lower proportion of elderly people (65 years plus) than the London average. In addition, Ashley Gardens falls within an LSOA that is within the 20% most deprived areas.

6.15.3 Priority groups have been identified through the community profiling exercise undertaken by the applicant, and these include:

- Children and adolescents
- Older people
- People with a disability
- Low income groups

6.15.4 It is assessed that overall, the proposed development will have a short-term, temporary, minor adverse impact on the health of the local population and priority groups as a result of temporary construction activities. This will also generate some dust, noise and vibration. Nevertheless, these adverse impacts can be effectively overcome through mitigation, particularly the Construction Logistics Plan. Construction activities will also generate new employment, and will maximise the use of resources leading to beneficial health outcomes.

6.15.5 In terms of the operational phase, it is assessed by the applicant that overall the proposed development will have a long-term, permanent minor to moderate beneficial impact on the health of priority groups and new residents and a minor beneficial impact on the general public. Officers broadly agree with this assessment. This beneficial health outcome is linked to the provision of high quality, well-designed housing to meet local housing needs, provision of flexible commercial floorspace that supports employment opportunities and provides local amenities, public realm improvements that provide opportunities for social interaction, improve access to a range of local services and social infrastructure and create a safe environment.

6.16 Conclusions

6.16.1 Having considered all material planning considerations including the development plan and the environmental information submitted with the application, officers consider that:

- As its centrepiece the proposals include an innovative new College building to host the National College for Digital Skills which will help to establish Tottenham Hale as a destination. The College building, subject to proposed design safeguards, holds the potential to be a world-class design. The College will deliver additional benefits in the form of public access to facilities such as the rooftop MUGA. Combined with the scheme's other regenerative benefits and high quality designs for other elements of the masterplan these factors weigh heavily in favour of the scheme.

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Ashley Road South, in support of allocation TH6.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The overall affordable housing proposal will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone and is assessed as the maximum viable amount. The introduction of a new Build to Rent tenure is particularly welcome contributing to a mixed and balanced new residential neighbourhood.
- In addition to education provision, Berol Yard will make a significant new contribution to high quality office and commercial floorspace such as through potential new co-working space which is particularly welcome. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a vibrant new neighbourhood.
- In design terms, the masterplan has undergone rigorous testing since 2015 evolving with the potential to form a well-considered new neighbourhood. Considered in the round the comprehensive changes to the scheme respond positively to previous comments. Overall, the quality of the scheme is considered to be high.
- The density of the development would be above the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a but would optimise the site's potential and is acceptable, taking into account the average density across the masterplan area.
- The scheme will make a significant new contribution to the quality of the public realm, facilitating the delivery of a new public square in the form of Berol Yard linked through Berol House to the to a new east-west route towards Down Lane Park and significant public realm improvements to Watermead Way.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured and further details, the noise, environmental wind, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The

provision of cycle storage is policy compliant and further details are secured by planning condition.

- The interim solution to multiple energy centres is less efficient but accepted in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1.1 Based on the information given on the plans, the Mayoral CIL charge will be **£818,000.00** and the Haringey CIL charge will be **£250,125.00**. This is an estimated figure based on the outline plans and will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

8 RECOMMENDATIONS

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

9 CONDITIONS AND INFORMATIVES

CONDITIONS

No	Condition
1.	Reserved Matter Approval – Berol House (Scale, Appearance, Layout, Access, Landscaping) This permission, as it relates to the green dotted line (Berol House) is granted in OUTLINE, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters: (a) appearance; (b) landscaping; (c) layout; and (d) scale (e) access Full particulars of these reserved matters, including plans, sections and

	elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars. For the avoidance of doubt, the illustrative drawings submitted in support of the application including those set out within the approved Design and Access Statements (addendum) are not approved. Reason: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.
2.	COMPLIANCE – Commencement The development hereby authorised, excluding the Outline element, 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.
3.	COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications – Berol House) Each application for the approval of Reserved Matters submitted pursuant to condition 1 shall contain such information set out below as is relevant to the application and shall be consistent with the information approved for the relevant building pursuant to Condition 4 (Phasing Strategy). i. A statement (including accompanying design material) to demonstrate compliance with the parameter plans, Development Specification and mandatory requirements in the approved Design Guidelines (April 2017 as amended); ii. Window details - a scheme for replacing and restoring the windows in Berol House that shows the external appearance of the façade of the building shall be submitted to and agreed in writing by the local planning authority. Berol House shall then be constructed in accordance with these agreed revised details; iii. Details and plans including a detailed description for the ends of each block; to the same level of detail as already provided for the intermediate rooftop extension and the additionally detailed centre section; iv. A statement demonstrating how the refurbishment of Berol House will facilitate and enable connection to a future District Energy Network; v. Appearance - Details of rooftop and roofscape in accordance with Design Guidelines (April 2017) including provision for play; vi. Details of access to and management of access to Berol Link;

	minimum and maximum width of Berol Link, headroom details Reason: To ensure the development is consistent with London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
4.	PRIOR TO RESERVED MATTERS - Affordable Housing Strategy (Berol House) Prior to the determination of Reserved Matters application an affordable housing strategy shall be submitted to and approved in writing by the local planning authority relating to Berol House. The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include: - The overall %, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; - Additional affordable units as a result of an uplift arising from the viability review mechanism; - The timing of the construction of the affordable housing; - The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing. Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.
5.	PRIOR TO RESERVED MATTERS - Phasing strategy & details (excluding the College) No part of the development hereby permitted, excluding the NCDS College building and related enabling works, shall be carried out unless and until a phasing strategy showing the location of each building and including details of the order in which the buildings will be commenced, has been submitted to and approved by the Local Planning Authority unless otherwise agreed in writing in the event that the component buildings are delivered concurrently. The phasing strategy shall include details of: - the order in which the development and occupation of buildings within the relevant phase shall take place taking into account its relationship to the wider ARS masterplan; - the area, location and programme for construction of public open space, public realm and landscaping to be provided in that phase; - the quantum and location of car parking to be provided in that phase; - the quantum and location of cycle parking to be provided in that phase; - the quantum and location of motorcycle and powered two wheeled

	vehicular parking to be provided in that phase; 6. infrastructure, including the capacity of shared energy infrastructure for that phase; 7. the principles of waste / refuse and servicing for that phase; and 8. the chargeable development(s) comprised in that phase for the purposes of the Community Infrastructure Levy. The Development shall only be carried out in accordance with the approved phasing strategy, subject to such amendments to such phasing strategy as may be approved by the Local Planning Authority from time to time. Reason: To ensure that the development is consistent with the principles of good masterplanning. It is necessary for condition to prevent commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.
6.	COMPLIANCE - Time limits for Reserved Matters (Berol House) All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of three years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect: a) The expiration of five years from the date of this permission OR b) The expiration of two years from the final date of approval of any of the reserved matters. Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
7.	COMPLIANCE - Development in Accordance with Approved Drawings and Documents The development, including all associated reserved matters, 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. a) Design Guidelines (as amended in the addendum October 2017) b) The following plans: Level B2 Plan 1824-JMP-BY-B2-DR-A-3520 Level B1 Plan 1824-JMP-BY-B1-DR-A-3500 2 Level 00 Plan 1824-JMP-BY-00-DR-A-3501 2 Level 01 Plan 1824-JMP-BY-01-DR-A-3502 2

Level 02 Plan 1824-JMP-BY-02-DR-A-3503 2 Level 03 Plan 1824-JMP-BY-03-DR-A-3504 2 Level 04 Plan 1824-JMP-BY-04-DR-A-3505 2 Level 05 Plan 1824-JMP-BY-05-DR-A-3506 2 Level 06 Plan 1824-JMP-BY-06-DR-A-3507 2 Level 07 Plan 1824-JMP-BY-07-DR-A-3508 2 Level 08 Plan 1824-JMP-BY-08-DR-A-3509 2 Level 09 Plan 1824-JMP-BY-09-DR-A-3510 2 Level 10 Plan 1824-JMP-BY-10-DR-A-3511 2 Level 11 Plan 1824-JMP-BY-11-DR-A-3512 2 Level 12 Plan 1824-JMP-BY-12-DR-A-3513 2 Level 13 Plan 1824-JMP-BY-13-DR-A-3514 2 Roof Plan 1824-JMP-BY-RF-DR-A-3515 2 Proposed North and East Elevation 1824-JMP-BY-NE-DR-A-4001 2 Proposed South and West Elevation 1824-JMP-BY-WS-DR-A-4002 2 Proposed Section AA and BB 1824-JMP-BY-AA-DR-A-5001 2 Proposed Section CC and DD 1824-JMP-BY-BB-DR-A-5002 2 Proposed Section EE and FF 1824-JMP-BY-CC-DR-A-5003 2 Site and Survey Drawings Site Location Plan 1824-JMP-BY-XX-DR-A-1001 Site Plan – Existing 1824-JMP-BY-XX-DR-A-1002 Site Plan – Proposed 1824-JMP-BY-XX-DR-A-1003 Rev 1 Berol Yard: For Approval – General Arrangement (Existing Context) Level B1 Plan 1824-JMP-BY-B1-DR-A-3500 Rev 1 Level 00 Plan 1824-JMP-BY-00-DR-A-3501 Rev 1 Level 01 Plan 1824-JMP-BY-01-DR-A-3502 Rev 1 Level 02 Plan 1824-JMP-BY-02-DR-A-3503 Rev 1 Level 03 Plan 1824-JMP-BY-03-DR-A-3504 Rev 1 Level 04 Plan 1824-JMP-BY-04-DR-A-3505 Rev 1 Level 05 Plan 1824-JMP-BY-05-DR-A-3506 Rev 1 Level 06 Plan 1824-JMP-BY-06-DR-A-3507 Rev 1 Level 07 Plan 1824-JMP-BY-07-DR-A-3508 Rev 1 Level 08 Plan 1824-JMP-BY-08-DR-A-3509 Rev 1 Level 09 Plan 1824-JMP-BY-09-DR-A-3510 Rev 1 Level 10 Plan 1824-JMP-BY-10-DR-A-3511 Rev 1 Level 11 Plan 1824-JMP-BY-11-DR-A-3512 Rev 1 Level 12 Plan 1824-JMP-BY-12-DR-A-3513 Rev 1 Level 13 Plan 1824-JMP-BY-13-DR-A-3514 Rev 1 Roof Plan 1824-JMP-BY-RF-DR-A-3515 Rev 1 Berol Yard: Elevations Proposed North and East Elevations 1824-JMP-BY-NE-DR-A-4001 Rev 1 Proposed South and West Elevation 1824-JMP-BY-WS-DR-A-4002 Rev 1 Berol Yard: Sections Proposed Section AA and BB 1824-JMP-BY-AA-D R-A-5001 Rev 1 Proposed Section CC and DD 1824-JMP-BY-AA-D R-A-5002 Rev 1 Proposed Section EE and FF 1824-JMP-BY-AA-D R-A-5003 Rev 1 Masterplan Approval Set Masterplan: Level 00 Plan 1824-JMP-BY-00-DR-A-2000 Rev 1 Masterplan: Level 02 Plan 1824-JMP-BY-02-DR-A-2001 Rev 1 Masterplan: Roof Plan 1824-JMP-BY-RF-DR-A-2002 Rev 1 Masterplan: Elevations 1824-JMP-BY-NE-DR-A-2100 Rev 1 Masterplan: Sections AA and BB 1824-JMP-BY-SW-DR-A-2200 Rev 1 Masterplan: Sections CC and DD 1824-JMP-BY-S2-DR-A-2201

	Berol House: Parameter Plans Existing ground levels (Existing Context) 1824-JMP-05-XX-DR-A-1001 Demolition Plan (Existing Context) 1824-JMP-05-XX-DR-A-1002 Demolition Plan, Roof (Existing Context) 1824-JMP-05-XX-DR-A-1003 Demolition Section Parameter 1824-JMP-05-XX-DR-A-1004 Site Location 1824-JMP-05-XX-DR-A-0001 For Approval Planning Application Boundary 1824-JMP-05-00-DR-A-0002 Berol House: Parameter Plans Existing Context Ground Floor Parameter Plans, maximum and minimum extents (existing context) 1824-JMP-05-00-DR-A-0104 Rev 3 3rd Floor Parameter Plans, maximum and minimum extents (existing context) 1824-JMP-05-01-DR-A-0105 Rev 2 4th Floor Parameter Plan, maximum and minimum extents (existing context) 1824-JMP-05-XX-DR-A-0106 Rev 2 Building Heights Parameter Plan (existing context) 1824-JMP-05-XX-DR-A-0107 Rev 2 Section AA Parameter Plan, building parameters (existing context) 1824-JMP-05-00-DR-A-0108 Rev 1 Section AA Parameter Plan, circulation tower parameters (existing context) 1824-JMP-05-01-DR-A-0109 Rev 1 Section BB Parameter Plan (existing context) 1824-JMP-05-02-DR-A-0110 Section CC Parameter Plan (existing context) 1824-JMP-05-00-DR-A-0111 Existing Elevations 1824-JMP-05-00-DR-A-0112 Proposed Elevations, Parameter Plan 1824-JMP-05-00-DR-A-0113 Rev 1 Access Parameter Plan (existing context) 1824-JMP-05-00-DR-A-0114 Rev 3 Land use parameters – Ground floor (existing context) 1824-JMP-05-00-DR-A-0115 Rev 3 Land use parameters – First and second floors (existing context) 1824-JMP-05-00-DR-A-0116 Rev 2 Land use parameters – Third Floor (existing context) 1824-JMP-05-00-DR-A-0117 Rev 1 Land use parameters – Fourth Floor (existing context) 1824-JMP-05-00-DR-A-0118 Rev 1 Land use parameters – Roof (existing context) 1824-JMP-05-00-DR-A-0119 Rev 1 For Approval Landscape parameters – Roof (existing context) 1824-JMP-05-00-DR-A-0120 Rev 3 Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.
8.	COMPLIANCE - Environmental Statement All submissions of details pursuant to the planning permission hereby approved shall be in substantial accordance with the Environmental Statement dated June 2017 and the Supplementary Environmental Statement dated October 2017. Reason: In order to ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

9.	COMPLIANCE - Environmental Statement: Reserved Matters Applications Each reserved matters application shall be preceded by the adoption of an EIA screening opinion by the LPA; I. if it is demonstrated that an application for reserved matters approval is not likely to give rise to any additional significant environmental effects in comparison with the Development as approved by this Permission and assessed in the Environmental Statement, a further environmental statement shall not be required; II. where an application for reserved matters approval would be likely to have significant environmental effects, as screened and agreed by the Council prior to the submission of any such application, that application will be accompanied by an Environmental Statement assessing the likely significant effects of the details applied for. Reason: In order to ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement and to accord with the Environmental Impact Assessment Regulations (2017).
10	COMPLIANCE – Development in accordance with Acoustic Report (College) The College development shall be completed in accordance with the approved Acoustic Report (Sandy Brown dated October 2017), and the noise and vibration limits contained therein, unless otherwise approved by the local planning authority. The air handling plant shall be designed so that it does not exceed a maximum of 41 DbA at the residential receptor. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria. Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).
11	COMPLIANCE - Noise and vibration - Internal residential environment (Building 4) (a) (i) The residential units hereby authorised shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB L_{Amax} for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided; (ii) the evaluation of human exposure to vibration within the buildings shall not exceed the vibration dose values criteria 'Low probability of adverse comment' as defined BS6472. (b) No development of Building 4 (other than Excluded Works) shall

	commence until details of a sound and vibration insulation scheme for that building complying with part (a) (i), and (ii) of this condition and a Mechanical Ventilation and Heat Recovery (MVHR) system for that building (capable of overcoming thermal overheating as defined in Approved Document Part L1A) has been submitted to an approved in writing by the Local Planning Authority. (c) The residential units in building 4 shall not be occupied until the sound and vibration insulation scheme and MVHR system approved pursuant to part (b) of this condition for that building has been implemented in its entirety. Thereafter, the sound and vibration insulation scheme shall be permanently maintained in accordance with the approved details. Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).												
12.	COMPLIANCE - Quantum of Development The development hereby permitted shall comply with the following amounts unless otherwise permitted: <table><tr><th>Building</th><th>Maximum Non-residential floorspace (GEA)</th><th>Residential units</th></tr><tr><td>Building 4</td><td>694sqm (Class B1)</td><td>Up to 166 units</td></tr><tr><td>Berol House</td><td>3,685sqm (Class B1)</td><td>Up to 18 units</td></tr><tr><td>Total</td><td>4,379sqm</td><td>Up to 184 units</td></tr></table> Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.	Building	Maximum Non-residential floorspace (GEA)	Residential units	Building 4	694sqm (Class B1)	Up to 166 units	Berol House	3,685sqm (Class B1)	Up to 18 units	Total	4,379sqm	Up to 184 units
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Berol House	3,685sqm (Class B1)	Up to 18 units											
Total	4,379sqm	Up to 184 units											
13.	COMPLIANCE – LAND USE (Retail) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) the non-residential space shall not include any Class A1 or Class A3 use hereby permitted, other than uses ancillary to managed B1 workspace and unless otherwise agreed by the Local Planning Authority or any use permitted by the above order. Reason: In order to bring the proposal into line with the mixed-use employment-led policy DM38 which requires the maximum viable re-provision of employment floorspace.												
14.	COMPLIANCE - Development in Conformity with Energy Statement The development hereby approved shall be constructed and delivered in accordance with the document Sustainability, Design & Energy Statement prepared by WSP Parsons Brinckerhoff dated June 2017 (and addendum October 2017), and any further energy strategy document thereafter approved, and the development shall achieve a minimum carbon reduction of 17.5% beyond Building Regulations 2013.												

	Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).
15	COMPLIANCE - Land Contamination – Part 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.
16	COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management) Any tree or plant on the development (including roof top 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.
17	COMPLIANCE - NRMM Inventory and Documentation Availability 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 prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).
18	COMPLIANCE – Accessibility The development shall only be carried out in accordance with the inclusivity and accessibility measures identified in the Design and Access Statement dated June 2017 (and Addendum October 2017) with regard to the fit out in accordance with Building Regulations Part M4 category 2. 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). Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.
19	COMPLIANCE - Compliance with London Housing Design Standards

	The development shall, as far as is practicable, comply with the London Plan Policy 3.5 and draft London Housing Supplementary Planning Guidance (2016) space standards and as far as practicable shall meet all other requirements within the draft London Housing Supplementary Planning Guidance 2016, particularly the requirements regarding dual aspect units. Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.
20.	COMPLIANCE - Individual Satellite dishes or television antennas precluded 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.
PRE COMMENCEMENT	
21	PRE COMMENCEMENT - Confirmation of Site Levels (College) Prior to the commencement of the development relating to the College, excluding demolition and site preparation 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. Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site. The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
22	PRE COMMENCEMENT - Confirmation of Site Levels (Residential) Prior to the commencement of the development relating to all areas except for the College, excluding demolition and site preparation 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. 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.
23	PRE COMMENCEMENT Drainage Strategy (Thames Water) Development, excluding demolition and site preparation works, 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.
24	PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation) Excluding works relating to the College, no demolition or development shall take place until a 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, which shall include the statement of significance and research objectives, and: - The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works. - The programme for post investigation assessment - Provision to be made for analysis of the site investigation and recording - Provision to be made for publication and dissemination of the analysis and records of the site investigation - Provision to be made for archive deposition of the analysis and records of the site investigation - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. - The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority. Excluding the College, no development shall take place within the area indicated until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. Reason: To protect archaeological interests by providing an opportunity to investigate and record the site in accordance with London Plan (2015) policy 7.8 'Heritage Assets and Archaeology'. 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.

	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.
25.	PRE-COMMENCEMENT – Water supply (Thames Water) Prior to the commencement of development, excluding demolition and site clearance, impact studies of the existing water supply infrastructure shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall not be commenced until the studies have been approved in writing by the local planning authority. The development shall not be brought into use until any necessary mitigation measures identified by the impact studies have been approved in writing by the local planning authority and carried out in full in accordance with the approved details. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with London Plan (2015) policies 5.14 'Water Quality and Wastewater Infrastructure' and 5.15 'Water Use and Supplies'. 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. 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.	PRE- COMMENCEMENT - Construction Environmental Management Plan Prior to the commencement a Construction Environmental Management Plan (CEMP) for the relevant Phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide details of how demolition and construction works are to be undertaken and include (a): i) The identification of stages of works; ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); iii) Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non Road Non-road Mobile Machinery (NRMM); iv) Details of an Unexploded Ordnance Survey; v) Details of community engagement arrangements; vi) Details of any acoustic hoarding; ix) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with

	Environment Agency guidance); x) Details of external lighting b) The inventory of NRMM shall 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. The works shall only be carried out in accordance with an approved CEMP. Reason: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016), Policy SP13 of the Haringey Local Plan (2013) and Saved Policy ENV7 of the Haringey Unitary Development Plan (2006). 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.
27.	PRE COMMENCEMENT - Land Contamination – Part A and B Land Contamination – Part A and B Before development commences other than for investigative work: Using the information from Chapter L (Ground Conditions and Contamination) of the Environmental Statement 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:- 1. a risk assessment to be undertaken, 2. refinement of the Conceptual Model, and 3. 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 updated 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 the potential effects set out in the Environmental Statement dated June 2017, 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.
28.	PRE COMMENCEMENT - Details of AQDMP (Dust) Prior to the commencement of the development an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, 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 an updated Dust Risk Assessment in substantial accordance with the Dust Risk Assessment dated December 2016. The plan shall be implemented as approved and maintained for the duration of the construction phase of the development. Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016). The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
29.	PRE COMMENCEMENT - Updated Construction Logistics Plan No development, excluding demolition and site preparation works, shall take place until such times as an updated Construction Logistics Plan (CLP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details: i) Update to the Construction Logistics Plan prepared by WSP dated June 2017 to include phased development; ii) Monitoring and joint working arrangements across Ashley Road South Masterplan area; iii) Site access and car parking arrangements; iv) Delivery booking systems; v) Construction phasing and agreed routes to/from the development replace lorry routeing; vi) Timing of deliveries to and removals from the site (to avoid peak times as agreed with HA) L07.00 to 9.00 and 16.00 to 18.00 where possible); vii) Construction works shall only proceed in accordance with the approved relevant CLP; viii) Travel plans for staff/ personnel involved in construction. Reason: To update the existing CLP to account for phased development in the area, reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.

	The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
	PRIOR TO ABOVE GROUND WORKS
30.	PRIOR TO ANY SUPERSTRUCTURE WORKS - DESIGN DETAILS – College Before any super structure works commence on the individual College building shown on the plans hereby approved, the following details in respect shall be submitted to and agreed in writing by the local planning authority: 1. samples of all external materials comprising roof cladding, wall facing materials and cladding, window glass, door and window frames, rainwater goods and paving 2. full details of the external mesh treatment including a fully sized sample and details of how it will be fixed to the building 3. elevational drawings, plans, roof plans, and sections at 1:100 scale of the building, sample elevations and sections at 1:20 scale of windows and doors, balconies, parapets and eaves 4. details of roof plant, of permanent window cleaning apparatus, and of roof antennae 5. drawings at 1:1 scale of sectional profiles of the window and door frames 6. detailed drawings indicating the means of screening roof mounted plant and equipment 7. a scheme for any temporary landscaping, which shall include details of all proposed hard surfacing, hoarding, means of enclosure, lighting columns, bollards and any other street furniture, and of planting (to include a schedule of the sizes and species of plants). The development shall thereafter be carried out in accordance with the agreed details. Reason: To accord with London Plan 2016 and Policy SP11 of the Haringey Local Plan and in order to retain control over the external appearance of the development in the interest of the visual amenity of the area and its distinctive appearance.
31.	PRIOR TO ABOVE GROUND WORKS – Broadband Strategy Prior to the commencement of any above ground works, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed

	in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy. Reason: to accord with Site Allocation Policy TH6 and DM policies that support the provision of broadband infrastructure and economic development objectives.
31.	PRIOR TO OCCUPATION – Soft Landscaping (amenity area details) Prior to occupation of the residential areas, details of the children’s playspace and soft landscaping provision contained within the private amenity areas, in accordance with the Design and Access Statement (Addendum October 2017), shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the: - location, layout, design of any playspace; and - equipment/ features - hard surfacing materials - minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting) - proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc) Soft landscape details shall include: - Planting plans - Written specifications (including cultivation and other operations associated with plant and grass establishment) - Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate - Implementation timetables. The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The amenity space shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter. REASON: To secure the appropriate provision and design of children’s playspace.
32.	PRIOR TO ABOVE GROUND WORKS – Details of wind mitigation measures Prior to the commencement of above ground development for each building identified in Chapter 8 (ES Addendum October 2017), details of the wind mitigation measures, including any screening around balconies and rooftop areas shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

	Reason: To ensure the adequate mitigation in accordance with the measures identified in the addendum to the Environmental Statement and to secure a high quality design.
33.	PRE COMMENCEMENT OF SUPERSTRUCTURE - Waste Management Scheme Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the Delivery and Servicing Plan (Prepared by WSP Parsons Brinckerhoff dated June 2017) 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) Confirmation Berol Link is constructed to withstand the largest vehicle load, and maintained by the developer, thereafter 3) The cost implications of collection frequency to future occupiers 4) The management of waste on site, including bin rotation and storage layout 5) The collection storage areas. 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. 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.
34.	PRIOR TO ABOVE GROUND WORKS - Detailed drawings and external materials (Building 4) Prior to the commencement of above ground works relating to Building 4 samples of proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The Development shall be built in accordance with the approved details and materials. Reason: In order to reduce the amount of heat entering the buildings in accordance with Policy 5.9 of the London Plan 2016 and Policy SP11 of the Haringey Local Plan 2013 and in order to retain control over the external appearance of the development in the interest of the visual amenity of the area
35.	PRIOR TO ABOVE GROUND WORKS - Piling method statement (Thames Water) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which

	such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement. 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.
36.	PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by, the local planning authority. Those details shall include: 1. 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; 2. 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); 3. Flood water exceedance routes, both on and off site; 4. A timetable for its implementation, and 5. 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 in accordance with Policy 5.13 of the London Plan. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
37.	PRIOR TO ABOVE GROUND WORKS – Updated Energy Strategy (Building 4 & Berol House) Notwithstanding the submitted details (excluding the College) and prior to the commencement of above ground works, excluding demolition and site preparation works, a revised energy strategy shall be submitted to and approved in writing by the local planning authority. The Energy Strategy shall, unless otherwise agreed by the local planning authority, be based on connection of all residential and non-residential buildings to a district energy and heating network, including Berol House. The strategy shall explore all reasonable options for improving the energy efficiency of the buildings and reducing carbon dioxide emissions in accordance with the energy hierarchy set out in London Plan policy 5.2 ‘Minimising carbon dioxide emissions’. The Strategy will comply with the targets and measures set out in London Plan (2016) Policy 5.2 and will be submitted using the format set out in the GLA guidance on Energy Strategies. The development shall be carried out strictly in accordance with the details approved. Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).
38.	PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential Evidence that each commercial & educational unit of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level “Very good” shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works and a final certificate shall be submitted for approval to the local planning authority within 6 months of the occupation of the development. Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).
39	PRIOR TO ABOVE GROUND WORKS - External Solar Shading and

	Passive Ventilation Study (Residential only) Prior to the commencement of any superstructure work relating to residential areas, an external solar shading and passive ventilation study shall be submitted in writing to and for approval by the Local Planning Authority. The strategy shall clarify where glazing is required to reduce solar gain and how this has been balanced against the need to ensure good levels of daylight. 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 thereafter. Reason: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).
40.	PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs (Building 4) Prior to the commencement of above ground development for building 4, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. Development shall accord with the details as approved. Reason: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision in accordance with policies 5.11, 5.13 and 7.19 of the London Plan.
41.	PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety) If boilers are required by an updated energy strategy they shall be Ultra Low NOx boilers. Prior to installation, 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 40 mg/kWh @0% O2 in conformity with the approved document Air Quality Assessment (The boilers shall be installed in accordance with approved details and maintained thereafter (WSP Report dated June 2017). Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).
42.	PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details Prior to any superstructure works on each approved building, details of arrangements for cycle storage (including provision for a total of 528 cycle parking spaces, 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 in consultation with Transport for London (Borough Planning). Cycle parking for each land use to be shown on the drawing, show how spaces will be accessed, maintenance arrangements

	and access of visitors and staff of all land uses included in the proposal. 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.
	PRIOR TO OCCUPATION
43.	PRIOR TO OCCUPATION – Temporary Works to Ashley Link (College) Prior to the first occupation of the NCDS College, details of the temporary public realm works shall be submitted to and approved in writing by the Local Planning Authority. The works shall include details of how suitable access arrangements to the College will be secured The details shall include the: - details of temporary hoarding and demarcation line - hard surfacing materials - minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting) - details of soft landscaping and planting. Reason: to ensure safe and secure temporary access to the College and secure a high quality public realm during interim stages.
44.	PRIOR TO OCCUPATION - Estate Management & Maintenance Plan Prior to the occupation of the relevant phase an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details. Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.
45.	PRIOR TO OCCUPATION – ROAD SAFETY AUDIT Prior to the occupation of any residential or commercial unit the applicant shall arrange for a road safety audit (Stage 1&2) of the proposed site access on Ashley Road and Watermead Way to be carried out by an independent auditor not connected with the design of the scheme, in accordance with Department for Transport's Design Manual for Roads and Bridges (DMRB), HD 19/15 and shall submit the safety audit report to the Local Planning Authority for approval. Reason: to accord with Policy DM33 of the Council's Development Management DPD and in the interests of road safety.
46.	PRIOR TO OCCUPATION - Secured by Design

	Prior to the occupation of the relevant phase a statement shall be submitted to, and approved in writing by, the Local Planning Authority showing how the development will be designed and constructed to Secured by Design Sections 2 and 3 Compliance. The development shall be implemented in accordance with the approved details. Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan 2013 Policy SP11.
47.	PRIOR TO OCCUPATION - Details Roof Top PV Panels Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation for each individual building 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 ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.
48.	PRIOR TO OCCUPATION– Lighting strategy Prior to the buildings being brought into use a lighting strategy to address all external lighting across the development shall be submitted to and approved in writing by the local planning authority. The development shall be in accordance with the strategy outlined in the Design and Access Statement June 2017 (and Addendum dated October 2017) and shall be carried out in accordance with the approved details. Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 ‘Local Character’.
49.	PRIOR TO OCCUPATION - Car Parking Management Plan Prior to the first occupation of each building within the development, a Car Park Management Plan shall be submitted to the Local Planning Authority for approval in writing. The plan should: • describe how parking will be managed on the site • arrangements for leasing and allocating residential car parking spaces for wheelchair users and others; • provide details of how disabled users of the commercial part of the development, can use the parking spaces and how this is going to be managed including details of priority criteria for allocation and access for Dial-a-Ride services; • details of how the loading bay(s) will be managed, and any agreed restrictions; • confirmation of the area reserved for off-street parking on Ashley link (Parking Zone B Parameter Plan – Access) to be used only in connection with the assigned residential units; • details of the controlled access to the parking area(s), parking enforcement, ramp details (if any), to show structural columns, swept paths, vehicle circulatory movements, visibility splays, all

	while considering pedestrian safety nearby and within the undercroft parking area; • demonstration that all car parking spaces are of the correct width and length, with in-between allowance of 6m, following the Manual for Street (MfS) guidance and taking into account the 'IStructE Design recommendations for multi-storey and underground car parks'-third edition; • details of the width in-between spaces that enables maneuvering in/out of parking spaces, include swept path analysis for corner spaces and show the structural columns; • provide a minimum of 20% active and 20% passive Electric Vehicle Charging Points including locations of the EVCP points, and details of the criteria for reviewing the usage and converting passive points to active points. All identified points spaces should be marked prior to occupation and retained & maintained thereafter. Reason: To ensure suitable arrangements for car parking as part of the development in accordance with TfL and London Plan requirements. The London Plan and Policy DM32 of the Development Management DPD require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points.
50.	PRIOR TO OCCUPATION - Details of Central Dish/Receiving System 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.
51.	PRIOR TO OCCUPATION – Delivery and Servicing Plan Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway

INFORMATIVES

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.

INFORMATIVE: Highways licences. The applicant must check and follow the processes and apply direct to the Highways Authority.

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.

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.

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.

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."

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.

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.

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.

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.

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.

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.

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.

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.

Archeaology

INFORMATIVE: 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 WSI The written scheme 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.

Asbestos

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

Highways Licenses

INFORMATIVE: The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the HA.

Appendix 1

Ashley Road South Masterplan

Applications: 2044/2017 (Ashley Gardens) & 2045/2017 (Berol Yard)

This introduction summarises the wider masterplan proposals, planning history and key planning policies pertaining to both applications as part of the wider Ashley Road South Masterplan. Each individual application is assessed directly in the detailed reports that follow. This summary includes the following:

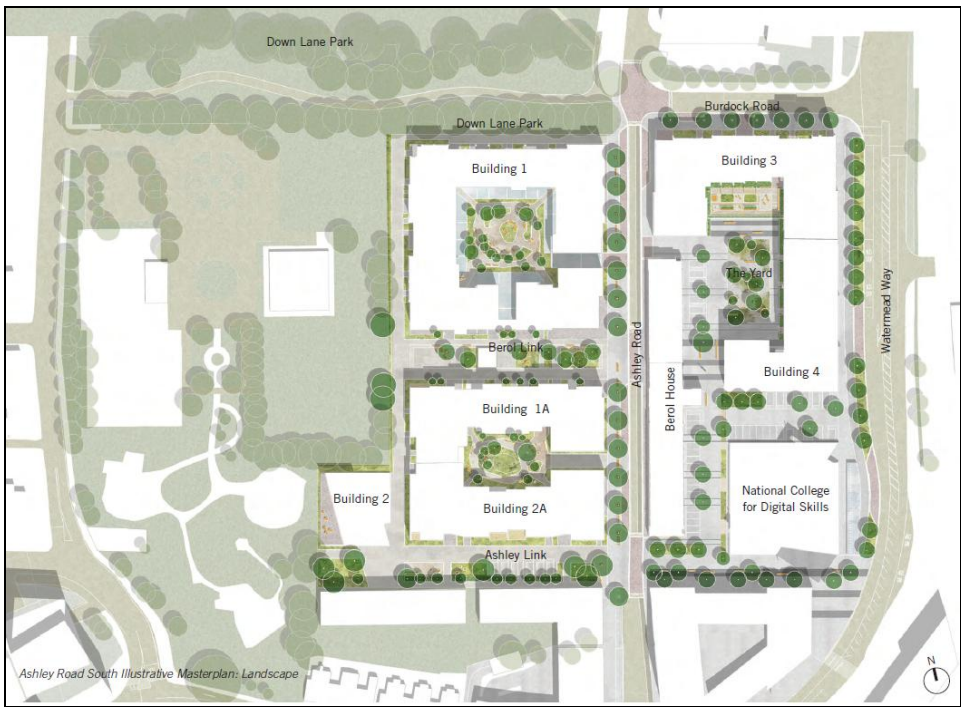
- Site and surroundings (masterplan area)
- Planning history
- Strategic development planning policy

Site and Surroundings

Ashley Road South Masterplan

- 1.1 The wider masterplan (see images below) proposes seven new buildings: Buildings 1, 1A, 2, 2A, 3, 4; the Ada National College for Digital Skills; and, the redevelopment and extension of Berol House for commercial and residential use.
- 1.2 Whilst not forming all of this application(s) the wider Ashley Road Masterplan area shows emerging proposals for the land uses shown below. An Outline Application (Notting Hill Housing Ltd) relating to Buildings 2, 2A and 3 has a resolution to grant planning permission, subject to s.106 and referral to the

Mayor. Planning applications, pursuant to the wider masterplan, have now been submitted for the remainder of the Ashley Road South Masterplan on behalf of Berkeley Square Developments.



Illustrative masterplan for Ashley Road South

Table 1: Ashley Road South – portfolio approach to affordable housing

Application	Buildings	Residential units		Total	% by unit (hab rooms)	Tenure split (by hab room)
Ashley Gardens Full (BSD)	Building 1 Building 1A	377	Market	249 (737)	66% (65%)	35% AH
			Intermediate	95 (290)	25% (26%)	74% Intermediate 26% AR
			Affordable Rent	33 (103)	9% (9%)	
			Total	377 (1,130)		
Berol Yard - Hybrid (BSD)	Building 4 (Full)	166	Build to Rent	158 (378)	95% (90%)	5% AH
			DMR (Intermediate)	8 (20)	5% (5%)	100% DMR
			Total	166 (398)		
	Berol House (Outline)	18	Market	12 (56)	67% (65%)	35% AH
			Intermediate	6 (30)	33% (35%)	100% Int
			Affordable Rent	0 (0)	0% (0%)	
			Total	18 (86)		
	Total: Berol Yard	184	Build to Rent	158 (378)	86% (78%)	8% AH
			Market	12 (56)	7% (12%)	40% DMR 60% Int
			DMR (Intermediate)	8 (20)	4% (4%)	
			Intermediate	6 (30)	3% (6%)	
			Total	184 (484)		
Ashley House and Canon Factory - Outline (NHH) (Illustrative for assessment purposes)	Building 2 Building 2A Building 3	265	Market	118 (409)	44% (50%)	50% AH
			Intermediate	112 (290)	42% (35%)	71% Int 29% AR
			Affordable Rent	35 (121)	13% (15%)	
			Total	265 (820)		
ARS Masterplan Totals	All buildings	826	Market	379 (1,202)	46% (49%)	35% AH 854 72% Int 2% DMR 26% A/R
			Build to Rent	158 (378)	19% (16%)	
			Intermediate	213 (610)	26% (25%)	
			Affordable Rent	68 (224)	8% (9%)	
			DMR (Intermediate)	8 (20)	1% (1%)	
			Total	826 (2434)		
Building		Car Parking				
Ashley Gardens		28 spaces - 19 allocated as accessible spaces with flexibility for a further 9 private spaces for disabled users.				

Berol Yard	40 spaces - 16 accessible parking spaces and a further 24 standard parking spaces
Cannon Factory/Ashley House	18 spaces – 13 accessible spaces with flexibility for additional 5 on Ashley Link

Table 2: Masterplan-wide Car Parking

Application	Building	Existing commercial floorspace (GEA)	Proposed commercial floorspace (GIA/GEA)
Ashley Gardens Full (BSD)	Building 1	7,325 sqm (Class B2/B8)	1,098 sqm (GIA)
	Building 1A		1,170 sqm (GEA)
Berol Yard - Hybrid (BSD)	NCDS	1,198 sqm (Class B2/B8)	6,000 sqm (GIA)
	Building 4		7,275 sqm (GEA)
	Berol House	4,284.7 sqm (Class B1)	629sqm (GIA) 694sqm (GEA)
Ashley House and Canon Factory - Outline (NHH) (Illustrative for assessment purposes)	Building 2	1,748 sqm (Class B1)	725 sqm (GIA)
	Building 2A		800 sqm (GEA)
	Building 3	1,486 sqm (Class B1)	2,565 sqm (GIA) 2,800 sqm (GEA)
ARSM	All buildings (including NHH building along DLP)	16,041.7sqm (GEA) (approx)	14,334 sqm (GIA) 16,424 sqm (GEA) (2% uplift on existing GEA)
		Policy Target	Proposed commercial floorspace (GEA)
Policy Targets (DCF)	All buildings	14,729 sqm (158,549 sqft) (GEA)	16,424 sqm (12% above policy target)
Policy Targets (TAAP)	All buildings (including emerging NHH land to the south of Building 2 and 2A)	15,300 sqm (Assumed GEA)	16,424 sqm (7% above policy target)

Table 2: Employment floorspace across ARS



The proposed National College for Digital Skills



Proposals for Berol Yard



Ashley Gardens viewed from Down Lane Park

The Ada National College for Digital Skills (NCDS)

- 1.3 Ada, the National College for Digital Skills will be a new Further Education College established as the centre of excellence in the delivery and learning of digital skills. The overall objective is to deliver a learning environment that supports the vision and values of the College and has the technology to deliver the educational offering. This is currently operating from a temporary location on Broad Lane.
- 1.4 The hybrid planning application (2017/2044) by Berkeley Square Developments includes proposals for the National College for Digital Skills amounting to 6,000sqm of educational space. This will be designed to be a defining architectural statement with a rotated volume mirroring the design approach adopted for Building 2. The masterplan envisages these two buildings acting as counterpoints to one another along Ashley Link. This route will form an important new movement route as part of the wider movement network across Ashley Road Site.

Masterplan images

2.0 Relevant Planning and Enforcement history

- 2.1 An outline planning application with all matters reserved was submitted by Notting Hill Housing in December 2017, amended in April 2017 and subsequently granted outline planning permission subject to referral to the Mayor, S.106 and related conditions in July 2017. The outline application involved the demolition of the existing buildings at Cannon Factory and Ashley House 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, landscape amenity space, car and cycle parking all associated works. The Notting Hill Housing site lies directly to the south of this detailed application and Building 2A completes the urban block to the south.
- 2.2 A planning application was submitted in January 2017 in relation to 18 Ashley Road, within the red line area defined within this application. The application was for a temporary change of use of building from light industrial B1 use to D2 use incorporating a climbing wall facility, yoga studio, ancillary cafe and offices, and B1 light industrial use. The application was granted, subject to a range of planning conditions.

3.0 Strategic Planning policy framework

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

The Development Plan

- 3.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan includes the London Plan (2016), Haringey's Local Plan Strategic Policies (July 2017), Development Management Policies (July 2017), Site Allocations and Tottenham Area Action Plan (July 2017).

The London Plan

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

Upper Lea Valley Opportunity Area Planning Framework

- 3.4 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. The OAPF sets out the overarching framework for the area, which includes the application site. The objectives for the Upper Lee Valley. The OAPF identifies the wider Ashley Road South site as suitable for residential, employment and potential new school. A comprehensive mixed masterplan is envisaged with good connections to transport and improved entrance to Down Lane Park.

Housing Zone

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

Haringey Local Plan Strategic Policies (with consolidated alterations 2017)

- 3.6 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be a key location for the largest amount of Haringey's future growth.
- 3.7 The most significant change to the Strategic Policies arise as a result of the adoption of the Further Alterations to the London Plan (FALP) that significantly increased Haringey's strategic housing target from 820 homes per annum to 1,502 homes per annum, effective from April 2015 – an 83% increase. The plan also reflects the more challenging position in respect of affordable housing delivery.
- 3.8 The alterations to the Strategic Policies also make clear the need for affordable housing outstrips supply in Haringey. The most recent Strategic Housing

Market (SHMA) informing the alterations indicates that with a shortfall in provision of 11,757 homes over the plan period. As a proportion of the total net housing requirement for all tenures (20,172), this equates to 59%. At an annual rate, this is 784 affordable homes out of 1,345.

Tottenham Area Action Plan (AAP)

- 3.9 The Tottenham AAP was adopted in July 2017. The document provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted and proposed alterations to the Strategic Policies DPD and the suite of DPDs alongside the Tottenham AAP to articulate the spatial vision for growth.

AAP Site Allocation

- 3.10 The site allocation (TH6) envisages the creation of an employment-led mixed use quarter north of a new District Centre, creation of a new east-west route linking Down Lane Park and Hale Village, and enhanced Ashley Road public realm. Residential use will only be acceptable for the purpose of making viable the re-provision of employment floorspace.

- 3.11 The site requirements for the wider site allocation TH6: Ashley Road South Employment Area are as follows:

- Creation of an employment-led mixed-use quarter north of a new District Centre, creation of a new east-west route linking Down Lane Park and Hale Village, and enhanced Ashley Road public realm. Residential use will be permitted to cross subsidise improvements to employment stock.
- The site is within a Designated Employment Area: Regeneration Area and proposals for mixed-use employment-led development will be supported, where appropriate. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.
- The introduction of a tertiary education provider providing education in the technology sector will be supported on this site.
- Residential development will only be acceptable for the purpose of making viable the re-provision of employment floorspace.
- The proximity of the new Harris Academy to the north and Down Lane Park to the north and west make the area particularly suitable for larger units along those edges.
- Ashley Road will form the key public and movement spine, with pedestrian access to Tottenham Hale District Centre from enhanced workspaces optimised.
- Active frontages will be expected on both sides of the Ashley Road frontage at ground floor level.
- Good quality buildings, including, but not limited to Berol House and 16 Ashley Rd should be retained and adapted for flexible, and affordable employment use.
- Further employment will be supported, with cross subsidization from residential.

- The site has a key role to play in laying out the Green Grid. Along the southern edge of the site and east-west link will be provided to connect into Down Lane
- Park to the west and to the Lee Valley in the west. Developments should positively benefit this route by providing active frontages along its length.
- The delivery of superfast broadband to the employment area will be supported.

Tottenham Hale District Centre Framework

- 3.12 The Tottenham Hale District Centre Framework (DCF) sets out that Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential or residential-led mixed-use development. In the next 10-15 years, it is expected that 5,000 homes will come forward on these sites. A mix of housing tenures will be delivered, with emphasis on the affordable end of the market, to provide choice.
- 3.13 The DCF is not a Development Plan Document but acted as a key part of the evidence base informing the Tottenham APP. The Tottenham AAP will allow for the implementation of proposals for the Tottenham Hale District Centre. The DCF has also been informed through engagement with the community, stakeholders and key landowners / developers in the Tottenham Hale area. The DCF provides design guidance and parameters for the wider allocated site.
- 3.14 The Ashley Road South site is envisaged to be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation.

Tottenham Hale Streets and Spaces Strategy

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

Tottenham Hale Green and Open Spaces Strategy

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

Tottenham Strategic Regeneration Framework

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

Urban Characterisation Study

- 3.18 Published in February 2015 as part of the evidence base for Haringey's Local Plan documents, the Haringey Urban Character Study is not adopted policy but is a useful guide for assessing development. It identifies the components of local character and distinctiveness and highlights those aspects which make Haringey unique. It also provides guidance on the location, type and form of new development, including the location of tall buildings.
- 3.19 The study notes areas in the borough that could be intensified and benefit from an increase in building height. These include areas along main streets, within centres, and areas of regeneration including Tottenham Hale.

Potential Tall Buildings Locations Validations Study

- 3.20 The main purpose of the study is to assess the locations for tall buildings already established by the Council and determine what may be appropriate in terms of place-making, townscape and landscape, and views. The Study undertakes an assessment of Tottenham Hale as an area that is suitable for tall buildings. It forms part of the evidence base for the Local Plan.
- 3.21 The study confirms the potential for tall buildings in Tottenham Hale to provide a land-marking role for the emerging district centre, as well as identifying the locations of the Tottenham Hale bus and railway station. The study notes the visual relationship between individual locations (as well as the existing and unimplemented built forms) will need careful consideration to ensure a cohesive building group. Tall buildings must also respond to and maintain the individual neighbourhoods identified in the UCS.

4 Legal Position relating to Heritage Assets

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

Legal Position and Policy – Heritage Assets

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

material considerations which would need to carry greater weight in order to prevail.

- 4.6 Policy 7.8 of the London Plan requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.

END

Appendix 2 – approved drawings

Level B2 Plan 1824-JMP-BY-B2-DR-A-3520
Level B1 Plan 1824-JMP-BY-B1-DR-A-3500 2
Level 00 Plan 1824-JMP-BY-00-DR-A-3501 2
Level 01 Plan 1824-JMP-BY-01-DR-A-3502 2
Level 02 Plan 1824-JMP-BY-02-DR-A-3503 2
Level 03 Plan 1824-JMP-BY-03-DR-A-3504 2
Level 04 Plan 1824-JMP-BY-04-DR-A-3505 2
Level 05 Plan 1824-JMP-BY-05-DR-A-3506 2
Level 06 Plan 1824-JMP-BY-06-DR-A-3507 2
Level 07 Plan 1824-JMP-BY-07-DR-A-3508 2
Level 08 Plan 1824-JMP-BY-08-DR-A-3509 2
Level 09 Plan 1824-JMP-BY-09-DR-A-3510 2
Level 10 Plan 1824-JMP-BY-10-DR-A-3511 2
Level 11 Plan 1824-JMP-BY-11-DR-A-3512 2
Level 12 Plan 1824-JMP-BY-12-DR-A-3513 2
Level 13 Plan 1824-JMP-BY-13-DR-A-3514 2
Roof Plan 1824-JMP-BY-RF-DR-A-3515 2
Proposed North and East Elevation 1824-JMP-BY-NE-DR-A-4001 2
Proposed South and West Elevation 1824-JMP-BY-WS-DR-A-4002 2
Proposed Section AA and BB 1824-JMP-BY-AA-DR-A-5001 2
Proposed Section CC and DD 1824-JMP-BY-BB-DR-A-5002 2
Proposed Section EE and FF 1824-JMP-BY-CC-DR-A-5003 2

Site and Survey Drawings Site

Location Plan 1824-JMP-BY-XX-DR-A-1001
Site Plan – Existing 1824-JMP-BY-XX-DR-A-1002
Site Plan – Proposed 1824-JMP-BY-XX-DR-A-1003 Rev 1
Berol Yard: For Approval – General Arrangement (Existing Context) Level B1 Plan 1824-JMP-BY-B1-DR-A-3500 Rev 1
Level 00 Plan 1824-JMP-BY-00-DR-A-3501 Rev 1
Level 01 Plan 1824-JMP-BY-01-DR-A-3502 Rev 1
Level 02 Plan 1824-JMP-BY-02-DR-A-3503 Rev 1
Level 03 Plan 1824-JMP-BY-03-DR-A-3504 Rev 1
Level 04 Plan 1824-JMP-BY-04-DR-A-3505 Rev 1
Level 05 Plan 1824-JMP-BY-05-DR-A-3506 Rev 1
Level 06 Plan 1824-JMP-BY-06-DR-A-3507 Rev 1
Level 07 Plan 1824-JMP-BY-07-DR-A-3508 Rev 1
Level 08 Plan 1824-JMP-BY-08-DR-A-3509 Rev 1
Level 09 Plan 1824-JMP-BY-09-DR-A-3510 Rev 1
Level 10 Plan 1824-JMP-BY-10-DR-A-3511 Rev 1
Level 11 Plan 1824-JMP-BY-11-DR-A-3512 Rev 1
Level 12 Plan 1824-JMP-BY-12-DR-A-3513 Rev 1
Level 13 Plan 1824-JMP-BY-13-DR-A-3514 Rev 1
Roof Plan 1824-JMP-BY-RF-DR-A-3515 Rev 1
Berol Yard: Elevations Proposed North and East Elevations 1824-JMP-BY-NE-DR-A-4001 Rev 1
Proposed South and West Elevation 1824-JMP-BY-WS-DR-A-4002 Rev 1
Berol Yard: Sections Proposed Section AA and BB 1824-JMP-BY-AA-D R-A-5001 Rev 1

Proposed Section CC and DD 1824-JMP-BY-AA-D R-A-5002 Rev 1
Proposed Section EE and FF 1824-JMP-BY-AA-D R-A-5003 Rev 1
Masterplan Approval Set Masterplan: Level 00 Plan 1824-JMP-BY-00-DR-A-2000 Rev 1
Masterplan: Level 02 Plan 1824-JMP-BY-02-DR-A-2001 Rev 1
Masterplan: Roof Plan 1824-JMP-BY-RF-DR-A-2002 Rev 1
Masterplan: Elevations 1824-JMP-BY-NE-DR-A-2100 Rev 1
Masterplan: Sections AA and BB 1824-JMP-BY-SW-DR-A-2200 Rev 1
Masterplan: Sections CC and DD 1824-JMP-BY-S2-DR-A-2201
Berol House: Parameter Plans Existing ground levels (Existing Context) 1824-JMP-05-XX-DR-A-1001
Demolition Plan (Existing Context) 1824-JMP-05-XX-DR-A-1002
Demolition Plan, Roof (Existing Context) 1824-JMP-05-XX-DR-A-1003
Demolition Section Parameter 1824-JMP-05-XX-DR-A-1004
Site Location 1824-JMP-05-XX-DR-A-0001 For Approval Planning Application Boundary 1824-JMP-05-00-DR-A-0002
Berol House: Parameter Plans Existing Context Ground Floor Parameter Plans, maximum and minimum extents (existing context) 1824-JMP-05-00-DR-A-0104 Rev 3
3rd Floor Parameter Plans, maximum and minimum extents (existing context) 1824-JMP-05-01-DR-A-0105 Rev 2
4th Floor Parameter Plan, maximum and minimum extents (existing context) 1824-JMP-05-XX-DR-A-0106 Rev 2
Building Heights Parameter Plan (existing context) 1824-JMP-05-XX-DR-A-0107 Rev 2
Section AA Parameter Plan, building parameters (existing context) 1824-JMP-05-00-DR-A-0108 Rev 1

Section AA Parameter Plan, circulation tower parameters (existing context) 1824-JMP-05-01-DR-A-0109 Rev 1
Section BB Parameter Plan (existing context) 1824-JMP-05-02-DR-A-0110
Section CC Parameter Plan (existing context) 1824-JMP-05-00-DR-A-0111
Existing Elevations 1824-JMP-05-00-DR-A-0112
Proposed Elevations, Parameter Plan 1824-JMP-05-00-DR-A-0113 Rev 1
Access Parameter Plan (existing context) 1824-JMP-05-00-DR-A-0114 Rev 3
Land use parameters – Ground floor (existing context) 1824-JMP-05-00-DR-A-0115 Rev 3
Land use parameters – First and second floors (existing context) 1824-JMP-05-00-DR-A-0116 Rev 2
Land use parameters – Third Floor (existing context) 1824-JMP-05-00-DR-A-0117 Rev 1
Land use parameters – Fourth Floor (existing context) 1824-JMP-05-00-DR-A-0118 Rev 1
Land use parameters – Roof (existing context) 1824-JMP-05-00-DR-A-0119 Rev 1 For
Approval Landscape parameters – Roof (existing context) 1824-JMP-05-00-DR-A-0120 Rev 3

Appendix 3 – neighbour response summary

Objection from 3 Suffolk Road	Officer response
Objection to the planned development, along with other major residential developments that have recently been made. 1000's more people to be living in the borough without any more provision for schools, parks, workspaces, roads or space.	The cumulative impact of the development, together with other applications across Ashley Road South Masterplan has been assessed as part of the Environmental Statement. Where required, direct mitigation is secured as part of the proposed conditions and s.106 agreement.
The planned size of the development will overshadow everything around it and will be an eyesore being so much taller than any of the buildings nearby.	The proposed heights represent a significant change in urban context in this part of Tottenham Hale but this part of a planned process of change to optimise the use of land in this highly accessible location and the buildings will replace low grade commercial uses. The transition between the new district centre and the residential and industrial hinterland is considered to be appropriate.
This part of Tottenham near the highway is already very congested for trucks and traffic. I don't think it's fair to expose residence to this level of air pollutions with seemingly no plan to counteract it or any plan to alleviate the already heavy traffic running through the area. Only adding more people and more traffic into an already over developed area.	Due to the limited amount of car parking proposed the highways impact is acceptable. The noise and vibration impacts during demolition, construction and beyond have been considered as part of the overall environmental impact. Appropriate planning conditions are proposed in order to mitigate and minimise the overall impact on neighbouring properties. A Construction Logistics Coordinator will also be employed in order to manage impacts during the construction programme.
These light industrial areas in Tottenham provide an opportunity for growth and business in the local economy, already the studios locally provide employment and give needed life to local business. a huge building like this although it says it has commercial space on the ground floor we all know this means another Tesco local or similar killing local business.	Ashley Road South Masterplan will provide a range of new business premises, providing higher quality accommodation than currently provided with no overall net loss of commercial space.

Appendix 4 Notes from DM Forum 24 April 2017 (relating to wider masterplan)

The wider issues associated with the Ashley Road Masterplan were considered at a recent Development Management Forum meeting and the issues relevant to this application are highlighted below.

Development Management Forum (in relation to wider Ashley Road Masterplan)	Officer Response (where relevant to this application)
Access/layout & design issues	
Question - the new college entrance appears on the south-side; previous understanding was that it would open up opposite 'The Hub' building. Is this correct?	This will be the subject of a separate planning application.
Question – In relation to proposed outline only application for Berol House, is this because of the proposed residential use above Berol House and why does it look like it's been 'stuck on the top'/materials are different?	This is the subject of a separate planning application for Berol Yard.
Timescales for development	
Question - what's the timescale?	The applicant has submitted separate planning applications for Buildings 1/1A, Berol House.
Amenity space/community uses & benefits	
Question – there was very little mention of space for families and children. Why not?	The on and off-site open/play space provision is assessed elsewhere in this report and is considered to provide a good range of provision with equitable access. Details will be secured via reserved matters.
Question – will there be reasonable rates for Affordable Housing?	The affordability of the housing offer is assessed in the housing section of this report. The affordability and eligibility of the affordable rent and shared ownership will be secured via s106.
Question - how will access to Ashley/Berol Link be managed?	Planning obligations to secure public access along Ashley Link are proposed.
Question – where is the gain for local amenity? Too much reliance on existing provision next to park. Improvements promised before and not delivered. What is the overall vision for community space? Who will be able to use the	The on and off-site open/play space provision is assessed elsewhere in this report and is considered to provide a good range of provision with equitable

spaces and how will it be managed?	access. Details will be secured via reserved matters.
Question – is the proposed nursery next to the park a replacement or additional nursery space for existing provision within the park?	Community space is provided in the ground floor of Building 2 and it will be restricted to community use via planning condition.
Housing design standards & parking	
Storage space is always lacking in new development, particularly for computers/home working e.g. Hale Wharf.	The London Housing Design Guide requires sets out essential minimum areas for dedicated built-in storage cupboards of 1.5 sq m for 2 person dwellings and 0.5 sq m for each additional occupant. Storage cupboards should be free of hot water cylinders, boilers, heat exchangers or washing machines and all parts of the cupboard should be a minimum of 2m high internally. This will be secured as a minimum. Developers are encouraged to exceed these standards.
Question – 2-bed 4-person homes, usually not enough room for two single beds, should have separate toilet & bathroom	This is noted and the Council will have a further opportunity to review the layout and mix of housing at detailed stage.
Question – parking – Hale Village lacked parking. What is the provision?	Parking provision is made for accessible homes and future car parking will be managed in accordance with a car management plan to be submitted and approved by the applicant.

Appendix 5 GLA Stage 1 Report

GREATER LONDON AUTHORITY

planning report D&P/4336/01

29 August 2017

Berol Yard, Tottenham Hale

in the London Borough of Haringey

planning application no. HGY/2017/2044

Strategic planning application stage 1 referral

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

The proposal

A hybrid planning application consisting of:

- A full application for the demolition of the existing buildings (apart from Berol House) and erection of two buildings of between 8 and 14 storeys, providing 156 residential units, 891 sq.m. of flexible commercial floorspace, 7,275 sq.m. of education floorspace, car and cycle parking, open space, landscaping and associated work.
- An outline application, with all matters reserved, for the conversion of Berol House to provide up to 3,685 sq.m. of flexible commercial floorspace; a 2 storey roof level extension, containing up to 18 residential units; cycle parking and associated works.

The applicant

The applicant is **Berkeley Square Developments**, and the architect is **John McAslan & Prtnrs.**

Strategic issues summary

Principle of development: The principle of mixed residential, educational, and commercial use for the site is supported; however, the applicant should provide details on the relocation plans and assistance for all current occupiers of the site. The Council should secure a minimum B1 floorspace requirement and confirm that a workspace provider has been secured. Affordable workspace provision should be considered in viability discussions, particularly in view of existing provision and proposed occupiers. (Para's 22-28.)

Affordable housing: 14% (by habitable room), made up of 100% intermediate shared ownership. This offer, on a site within an Opportunity Area and a Housing Zone that has been in low grade employment use, is wholly unacceptable and should be significantly increased, particularly given the high-density nature of the proposal. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including possibilities for grant funding, and in the context of the Mayor's Affordable Housing and Viability SPG. Early and late viability reviews must be secured in accordance with the SPG. (Para's 29-32.)

Urban design and tall buildings: The proposals are generally of a high quality; however, further consideration of east-west connections across the site; ground floor layouts; and public realm around the College is required. (Para's 39-45.)

Outstanding issues on **inclusive design**, **transport**, and **climate change** should be addressed.

Recommendation

That Haringey Council be advised that the application does not comply with the London Plan, for the reasons set out in paragraph 64 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

Context

1 On 12 July 2017, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has until 30 August 2017 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1A, 1B(c) and 1C(c) of the Schedule to the 2008 Order:

- 1A *"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats."*
- 1B(c) *"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres."*
- 1C(c) *"Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London."*

3 As part of the wider masterplan discussed under 'site description' below, Clause 2 of the Schedule to the Order is also relevant here:

- *"If the local planning authority receive an application for planning permission for development, which they consider forms part of more substantial proposed development, on the same land or adjoining land, they must for the purposes of this Schedule treat that application as an application for planning permission for the more substantial development."*

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

5 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been taken into account in the consideration of this case.

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

Site description

7 The 1.02 hectare application site forms part of the wider Ashley Road South Masterplan area occupying 2.67 hectares. The masterplan site consists of four development parcels:

1. Cannon Factory, a one-two storey warehouse/factory building in 'meanwhile' use, located in the north-east corner of the masterplan area, to the east of Ashley Road.
2. Ashley House, a two-storey warehouse/office buildings with yard and car parking in the south-west corner of the masterplan area, to the west of Ashley Road.
3. Berol House, a three-five storey locally listed building currently used as serviced offices and a collection of low-rise industrial buildings, with associated yards and car parking in the south-east corner of the masterplan area, to the east of Ashley Road. This forms the current application site.

4. Cannon Jersey Factory, a two-storey building in use by a fabric manufacturer; a neighbouring warehouse occupied by a steel fabrication company; and a low-rise warehouse building in use as an indoor climbing centre. A full application has been submitted for this site alongside this application (GLA Ref: D&P/4335).

8 An application by Notting Hill Housing for development parcels 1 and 2 (GLA Ref: D&P/4177) was considered by the Council on 18 July 2017, which resolved to grant permission, subject to conditions, agreement of a section 106 agreement, and referral to the Mayor. Section 106 agreement negotiations are ongoing.

9 The masterplan site is bounded to the north by Down Lane Park, and the Harris Academy Tottenham beyond the tree-lined Burdock Road, which provides primary and secondary education and has planning permission to be extended to provide additional educational facilities (LPA ref: HGY/2015/3096). To the south of the masterplan site is a petrol garage on the west side of Ashley Road and a single row of terraced houses fronting onto Hale Road; a number of small industrial buildings, some in use for other purposes such as the Styx music venue; and Stratford College London in the three-storey Sentinel House to the east of Ashley Road. Beyond this lies Tottenham Hale Station and bus station, with several sites surrounding it coming forward for development, including a 22-storey building at 1 Station Square (GLA Ref: D&P/4063/01). To the east is Watermead Way (A1055), with a number of street trees on the site boundary, and beyond the railway line are student and residential blocks within Hale Village of up to 10 storeys. To the west are further facilities of Down Lane Park, including playgrounds, bowling green, tennis courts and the Pavilion Pre-school.

10 The site lies just to the north of a potential District Centre, as identified in the Tottenham Area Action Plan. The site is also within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area.

11 The nearest station is Tottenham Hale, which is approximately 300 metres to the south-east, providing access to rail services between Liverpool Street, Cambridge and Stansted Airport; and underground services on the Victoria Line. A taxi rank and bus station are also located at Tottenham Hale, with the latter providing access to six bus services. The nearest bus stops are approximately 100 metres away on Watermead Way, served by route 192. Consequently, the public transport accessibility level of the site ranges from 6a in the south, to 5 to the north (on a scale of 1 to 6, where 6 is excellent, and 1 is very poor).

Details of the proposal

12 The full element comprises 'Building 4' and the National College for Digital Skills. Building 4 is a mixed-use L-shaped building, located at the north and east edge of the site, of 12-14 storeys along the Watermead Way, with an 8-storey element to the west adjoining Berol Yard. The building includes 156 residential units, and 891 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1). The College curriculum seeks to combine technical, creative and entrepreneurial skills through a combination of A-levels and BTECs for the 16 - 18 age group and apprenticeships and short courses for the 19+ age group. It is proposed in the south-east corner of the site and includes 7,275 sq.m. of education floorspace over 7 storeys. The top five floors of the building are recessed and rotated at 45 degrees above first floor level (in response to Victoria line tunnel piling restrictions below the site), with a MUGA at roof level.

13 The landscape proposals include Berol Yard North, a public open space between Building 4 and Berol House; linking to Berol Yard South, which wraps around the College building and provides shared space and car parking; with the Ashley Link to the South, providing a link

between Watermead Way and Ashley Road, eventually linking to Down Lane Park as part of the planning application for development parcel 2.

14 The outline element comprises the conversion of Berol House to provide up to 3,685 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1), and a 2-storey roof level extension, containing up to 18 residential units. The reason for submitting Berol House in outline form reflects the length of existing tenancies within the building, while ensuring the alignment of the separate applications within the masterplan area. A full set of parameter plans, design guidelines and illustrative proposals accompany the outline element.

15 The section of Ashley Road within the masterplan site boundary is included within the red line boundary for Berol Yard application site.

16 The Ashley Gardens application (GLA Ref: D&P/4335), submitted alongside, proposes the demolition of existing buildings and the erection of two buildings of up to 10 storeys, with 377 residential units, 1,211 sq.m. of flexible commercial space, and new public realm.

Case history

17 On 7 October 2016, a pre-application meeting was held for the development of the wider masterplan site known as Ashley Road South, including a new campus for the National College for Digital Skills; non-residential floorspace of up to 9,000 sq.m.; retention and redevelopment of the locally listed Berol House for employment workspace; the provision of up to 871 residential units, including affordable and family housing and wheelchair units; new social facilities and ancillary amenity and child play space. The GLA's pre-application advice report of 24 October 2016 concluded that the principle of the proposal was supported; however, issues relating to the principle of development; affordable housing; housing; historic environment, urban design and tall buildings; inclusive design; transport; and climate change should be addressed.

Strategic planning issues and relevant policies and guidance

18 The relevant issues and corresponding policies are as follows:

• Opportunity Areas	<i>London Plan</i>
• Employment	<i>London Plan</i>
• Housing	<i>London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG</i>
• Affordable housing	<i>London Plan; Housing SPG; Affordable Housing and Viability SPG; Housing Strategy</i>
• Historic environment	<i>London Plan</i>
• Urban design	<i>London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG</i>
• Inclusive design	<i>London Plan; Accessible London: achieving an inclusive environment SPG</i>
• Transport	<i>London Plan; the Mayor's Transport Strategy</i>
• Climate change	<i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy</i>

19 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD

(2013), the Alterations to Strategic Policies (July 2017), the Saved Policies within the Unitary Development Plan (July 2017), the Site Allocations DPD (July 2017), the Development Management DPD (July 2017), the Tottenham Area Action Plan (July 2017), and the London Plan (Consolidated with Alterations since 2011).

20 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) (July 2013).
- Tottenham Hale District Centre Framework (2015).

Principle of development

Residential uses

21 The site lies within the boundary of the Upper Lee Valley Opportunity Area, as identified in London Plan Policy 2.13 and Table A1.1, which states that the Opportunity Area is capable of accommodating at least 20,100 homes up to 2031. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,502 new homes per year in Haringey between 2015 and 2025. The site is also located within the Tottenham Housing Zone, which has a target for approximately 2,000 new homes. The Tottenham Area Action Plan identifies the site as part of site TH6 Ashley Road South Employment Area, including 444 residential units. The provision of 174 residential units as part of a mixed-use scheme is supported in line with these policies.

Non-residential uses

22 London Plan Policy 4.4 'Managing Industrial Land and Premises' provides a strategic aim for boroughs to adopt a rigorous approach to industrial land management, but recognises that managed release may be required to provide other uses in appropriate locations. The Tottenham Area Action Plan identifies the site as part of site TH6 Ashley Road South Employment Area, including 15,300 sq.m. of employment space.

23 The existing site is currently occupied by 5,483 sq.m. of commercial/industrial floorspace (Class B1/B2/B8), and associated yards and car parking, which will be replaced by 11,851 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1). Berol House is currently occupied by office uses with affordable rents, and it is important that this B1 Use is retained as part of any redevelopment. The applicant must also provide detailed information on the occupiers of all existing floorspace, and a full relocation and retention strategy.

24 Berol House will be retained and altered to provide 3,685 sq.m. of floorspace (flexible Use Class A1/A2/A3/B1), including incubator space for start-up companies, serviced office space, and food and beverage uses. On the ground floor of Building 4, 891 sq.m. of floorspace (flexible Use Class A1/A2/A3/B1) is proposed, which the applicant's commercial strategy suggests could be offered to a co-worker operator, and/or for creative industries. The 7,275 sq.m. National College of Digital Skills (Class D1) is proposed to the south of the site nearest to Tottenham Hale Station, accommodating 1,500 students (800 full time equivalent).

25 There will be a significant increase in employment space on the application site, and the wider masterplan will provide 16,630 sq.m. of commercial and education floorspace, compared with 16,042 sq.m. of employment space existing. This also represents an uplift when considered against the indicative targets of 14,729 sq.m. non-residential floorspace contained in the District Centre Framework and 15,300 sq.m. of employment space in the AAP. Across the Berol Yard

and Ashley Gardens application sites, it is estimated that 162 existing FTE jobs are expected to be replaced by 395 FTE jobs.

26 The proposals will deliver significant qualitative improvement in the commercial space on the site; replacing low grade accommodation with high quality units designed to appeal to a range of prospective end users. Although the employment space will be of a different nature to that existing, it is recognised that no local or strategic protections are in place for the current use, and there will be an overall uplift in floorspace and employment capacity across the masterplan. However, the Council must secure a minimum B1 floorspace requirement, and subject to further discussions on the relocation and retention strategy, must secure measures to assist existing occupiers. Although the Council has no specific requirement, together with the assessment of affordable housing, consideration should also be given to affordable workspace provision, particularly considering the existing provision of affordable workspace in Berol House. The applicant must also confirm that a workspace provider has been secured, to ensure that the new commercial space is designed as flexibly as possible.

27 The Styx live music venue is located immediately to the south of the site; however, this is a meanwhile use with temporary permission granted for 2 years to November 2018. The proposed uses on the site would come forward after that permission has expired and no mitigation is therefore required.

28 The College will be a major local benefit in terms of education and employment, and is strongly supported in line with London Plan Policy 3.18 'Education Facilities'.

Affordable housing

29 The proposal includes 174 residential units, as set out below:

	Full application		Outline application (indicative)		
Unit size	Intermediate (shared ownership)	Market	Intermediate (shared ownership)	Market	Total
1 bed	6	68	0	0	74 (43%)
2 bed	7	59	0	2	68 (39%)
3 bed	2	14	6	10	32 (18%)
Total	15 (10% by hab room)	141	6 (34% by hab room)	12	174
					14% affordable

30 London Plan Policy 3.9 'Mixed and Balanced Communities' seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. The Mayor's Affordable Housing and Viability SPG introduces a threshold approach, whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit a viability assessment or have a late stage review. The SPG also sets out a preferred tenure split of at least 30% low cost rent (social or affordable rent significantly less than 80% of market rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the LPA, with more flexibility in Opportunity Areas.

31 The application proposes 14% affordable housing, made up of 100% intermediate shared ownership, with only 10% in the full element of the application. This offer, on a site within an Opportunity Area and a Housing Zone that has historically been in low grade employment use, is wholly unacceptable and should be significantly increased. The lower affordable offer with 100% intermediate tenure, raises particular concerns when compared to the accompanying Ashley Gardens application, which includes a higher affordable offer with affordable rent tenure. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including a review of tenures and unit sizes, possibilities for grant funding, and in the context of the Mayor's Affordable Housing and Viability SPG.

32 The Tottenham AAP confirms that the housing priority in this area is for intermediate accommodation, due to the existing concentration of social housing in Tottenham. It is noted that the other applications within the masterplan area are providing other affordable tenures and the affordable housing tenure split (70% intermediate/30% affordable rent) across the masterplan area is consistent with the agreed portfolio approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing tenure, in line with an overall Housing Zone-wide target. Subject to an increase in the total affordable housing offer and the outcome of viability review, the provision of 100% intermediate tenure on this site may therefore be acceptable. The Mayor's Affordable Housing and Viability SPG makes clear that intermediate tenures must be genuinely affordable and the applicant should provide further details of the proposed household income ranges for the intermediate units proposed, taking account of guidance in the Mayor's SPG. The requirement for review mechanisms as set out in the Mayor's SPG must also be met.

Housing

Housing Choice

33 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy 3.11 also states that priority should be accorded to the provision of affordable family housing. The proposals include a good range of unit sizes in the context of the proposed tenure, subject to an increase in the affordable offer and viability review.

Density

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

35 The density is stated as 149 units, or 412 habitable rooms, per hectare; however, the density should be calculated according to the methodology set out under paragraph 1.3.72 of the Mayor's Housing SPG, in order to take account of the mixed-use nature of the proposals. This will more accurately reflect the impact of the non-residential uses, and in particular the College, in terms of scale and massing, and increased activity.

36 Notwithstanding this, the London Plan notes that density ranges should not be applied mechanistically and other local factors support higher density development in this location, such as the provision of open spaces in the wider masterplan area, at Down Lane Park and within Lee Valley Regional Park; the location in the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone; and the high accessibility of the site close to Tottenham Hale Station, intended to be a Crossrail 2 stop. The principle of a high-density proposal is accepted on this site close to a station and a potential town centre; however, this is subject to a significant increase in the affordable housing offer, and resolution of the residential quality issues raised under ‘urban design and tall buildings’.

Children’s play space

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

38 The child yield is expected to be 22, with 12 under-fives. The proposal includes 148 sq.m. of under-fives play space on roof terraces of Building 4, with the illustrative proposals demonstrating how this could be delivered. It is also recognised that the play, sport, and open spaces of Down Lane Park are adjacent to the site, providing facilities for older children. The proposals are therefore acceptable.

Urban design and tall buildings

39 The layout for the application site has been developed in conjunction with the neighbouring sites within the masterplan and in discussion with GLA and Council officers, which broadly meets that identified in the Tottenham District Centre Framework. The proposed opening up of 3 bays of the ground floor of Berol House extends to the east the ‘Berol Link’ proposed as part of the accompanying application. This overcomes the barrier effect to east-west movement formed by the long north-south frontage of the retained Berol House, and will help to draw activity towards proposed commercial uses in Berol Yard North. However, the only connection further east to Watermead Way is via the College car park to the south; with the proposed Building 4 (within the full application site), and the proposed Building 3 as part of the Notting Hill application to the north, forming an equally long barrier to movement. This also directs pedestrian movement and activity away from Berol Yard North, potentially undermining the success of the proposed commercial units there-in. While it is recognised that current uses and connections further east may not support improved links, this may change in the future. The applicant is therefore strongly recommended to provide a ground floor link through Building 4, similar to that proposed through Berol House, to connect with Watermead Way.

40 Notwithstanding this, Building 4 completes the urban block with the adjoining Notting Hill Housing proposals to the north, providing a good level of active commercial frontage onto both Berol Yard North and Watermead Way. Any permission must secure active frontages on both sides of the ground floor commercial units, in particular if through units are delivered, in order to maintain activity on all frontages. Although the ground floor layout is much improved on the pre-application proposals, through the relocation of inactive uses to a partial basement level; there are some concerns about the prominent south-east corner of the building, which is dominated by cycle/servicing frontage, and undermines the success of the public realm to the south. Together with the recommendation to introduce a public link through Building 4, the applicant should consider other ground floor layout options to better activate this corner, while retaining residential access from both Watermead Way and Berol Yard North.

41 The public realm strategy improves the pedestrian environment along Watermead Way, which is strongly supported, along with the provision of an appropriate degree of enclosure to Berol Yard North, flanked with commercial frontages. The arrangement allows acceptable levels of daylight/sunlight to penetrate to the public amenity space, although the proposed use of large conifers is questioned due to overshadowing. Berol Yard South is less successful, being dominated by car parking, surrounded by servicing uses, blank frontages to the College, and with no pedestrian routes or spaces. Given the scale and ambition of the College, further work is needed to demonstrate that the public realm surrounding it is designed to accommodate the uplift in pedestrian flow that will be generated. The proposal also relies on the site immediately to the south, outside of the application boundary, to deliver a public space to address the main entrance of the building. The applicant must demonstrate how a suitably sized and high quality area of public realm can be delivered to provide the College with an appropriate civic presence, both with the existing buildings and uses to the south, as well as future development scenarios.

42 The simple layout and location of cores creates good residential quality in Building 4 overall. Single aspect north-facing units are avoided, although the layout results in a large proportion of single aspect units facing onto the heavily-trafficked Watermead Way. In response to this, all units facing Watermead Way have additional internalised space instead of external balconies, which is supported. Residential layouts in the Berol House extension are arranged around a new central core, splitting the first residential floor into two naturally ventilated corridors of eight duplex units, with roof pavilions and terraces. Residential quality is controlled through the accompanying design guidelines.

43 The massing and heights strategy is broadly supported. The 12-14 storey Block 4, together with the block to the north of the site proposed as part of the Notting Hill Housing application, results in a lengthy continuous elevation along Watermead Way; however, this is relieved by the use of set-backs, which breaks the mass into three vertical elements, avoiding the appearance of a singular building mass. The applicant should consider the comments raised above relating to the ground floor of the 14-storey element to ensure that the prominent south-east corner of the block is designed to positively address the public realm.

44 The use of high quality brickwork and simple articulation/detailing is welcomed. The key elevations will rely on the quality of detailing (including depth of window reveals, brick detailing and balcony treatments) to achieve the high standard of architecture required, which must be secured in any permission.

45 The distinctive form of the College building creates a landmark building for Tottenham Hale and the innovative architectural approach is welcomed. However, further consideration is required to ensure that the podium base does not turn its back onto Berol Yard South. Accentuating the secondary access and access to the podium deck, while allowing greater visual connection into the building would help to achieve this. As stated above, the setting of the building also requires further consideration.

Historic environment

46 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* and in relation to conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area"*. London Plan Policy 7.8 'Heritage Assets and Archaeology' states that development should identify, value, conserve, restore, re-use and

incorporate heritage assets where appropriate. London Plan Policy 7.8 also applies to non-designated heritage assets. The NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application, and a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

47 The Environmental Statement includes an assessment of heritage and townscape visual impacts. There are a number of Conservation Areas and listed buildings in the wider area. These designated heritage assets are greater than 400 metres away from the site with limited visual connection to the site. GLA officers concur with the applicant's assessment that the proposed development would preserve the settings of the designated heritage assets identified.

48 The proposals involve alterations to the locally listed Berol House, a non-designated heritage asset, which would have a 2-storey extension added to the roof, alongside demolition of small later additions to the rear, and the creation of the new Berol link through the ground floor of the building. The detailed design of these alterations is controlled through the design code and parameters. The retention of Berol House, with sensitive alterations, will ensure that the building's significance as a local heritage asset is preserved. The wider masterplan proposals will also enhance the building's setting and context. The proposals will enhance the building's significance as a local heritage asset and are supported.

Inclusive design

49 The aim of London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion (not just the minimum). Policy 3.8 'Housing Choice' requires that 90% of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meets Building Regulation requirement M4(3) 'wheelchair user dwellings', that is, designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. A total of 16 units will be wheelchair accessible/adaptable. The applicant should confirm that these are spread across unit sizes and tenures and demonstrate that layouts of both accessible and easily adaptable units are accessible. The Council should secure M4(2) and M4(3) requirements by condition.

50 All wheelchair accessible/adaptable units (16 units) should have access to a Blue Badge parking space. Although the proposal includes a slightly lower provision (9 residential spaces), it is noted that 7 further Blue Badge spaces and 24 regular parking spaces are provided for non-residential uses. The landscape proposals also allow additional Blue Badge spaces to be provided within the masterplan area up to the level of one space per accessible dwelling, in response to demand. Considering the parking restrained approach of the scheme, and the highly accessible nature of the proposals adjacent to public transport, this is acceptable in this case.

Transport

51 A total of 68 car parking spaces are proposed; 40 within the Berol Yard application and 28 within the Ashley Gardens application, with Blue Badge provision as set out above. The management of the demand responsive accessible parking proposal must be clearly set out in the car park management plan, which should be secured by condition. The electric vehicle charging proposal of 20% active plus 20% passive meets London Plan policy.

52 The red line boundary for the application includes Ashley Road. As agreed with the Council, conditions must protect the bus stands on Ashley Road and Burdock Road.

53 In line with the Mayor's ambition to make streets more attractive for active travel, the Council should secure contributions for local enhancements to the pedestrian environment, including wayfinding.

54 The full delivery and servicing plan should be secured by planning condition, in accordance with London Plan Policy 6.14 'Freight'. The construction logistics plan should be secured by pre-commencement condition and the travel plan should be secured through the section 106 agreement.

55 The Watermead Way pedestrian and cycle route is a key piece of sustainable transport infrastructure, which must be delivered as part of the masterplan proposals. Limited, and sometimes contradictory, information is provided in the application documents regarding the design and treatment of Watermead Way. The applicant should therefore clarify whether this will be a dedicated route or shared pedestrian cycle path, how it will be integrated into the wider network, as well as how it will be delivered. The Council should secure final details of its design, to be submitted and approved by the Council in consultation with TfL.

56 A total of 528 cycle parking spaces are proposed, comprised of 364 long-stay and 164 short-stay. This meets London Plan standards; however, the applicant should provide an estimate of the number of College staff, before this can be assessed.

57 The Ashley Road public realm proposals fall within the red line boundary of all three masterplan applications. Clarification should be provided as to how the works will be co-ordinated and delivered. Furthermore, limited, information is provided in the application documents regarding the design and treatment of Ashley Road, which should be clarified.

Climate change

Energy

58 Based on the energy assessment submitted, further information is required on overheating, Berol House thermal improvements, performance calculations, the district heating network, the Building 4 plant room, and the site energy network before the proposals can be considered acceptable and the carbon dioxide savings calculated and verified. Full details have been provided to the applicant. The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 80 sq.m. of photovoltaic panels, which is welcomed.

Climate change adaptation

59 The area is within Flood Zone 2 and has some areas with a low risk of surface water flooding. The Flood Risk Assessment confirms that the site ground levels are above the modelled 1:1,000-year flood event, considering the presence of flood defences. Therefore, the proposals are compliant with London Plan Policy 5.12 'Flood Risk'

60 Although the site is generally at low risk of flooding, other locations in the local vicinity have a significant risk of surface water flooding. The Outline Drainage Strategy aims for three-times greenfield run-off rates, using a combination of green roofs, raingardens and tanked storage, which is acceptable in terms of London Plan Policy 5.13 'Sustainable Drainage'.

Local planning authority's position

61 The applicant has been engaged in pre-application discussions with Council officers since May 2016 and it is understood that officers are generally supportive of the proposals. An October Committee date is expected.

Legal considerations

62 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

63 There are no financial considerations at this stage.

Conclusion

64 London Plan policies on Opportunity Areas; employment; affordable housing; housing; urban design and tall buildings; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan for the reasons set out below; however, the possible remedies stated below could address these deficiencies:

- **Principle of development:** The principle of mixed residential, educational, and commercial use for the site is supported; however, the applicant should provide details on the relocation plans and assistance for all current occupiers of the site. The Council should secure a minimum B1 floorspace requirement and confirm that a workspace provider has been secured. Affordable workspace provision should be considered in viability discussions, particularly in view of existing provision and proposed occupiers.
- **Affordable housing:** 14% (by habitable room), made up of 100% intermediate shared ownership. This offer, on a site within an Opportunity Area and a Housing Zone that has been in low grade employment use, is wholly unacceptable and should be significantly increased, particularly given the high-density nature of the proposal. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including possibilities for grant funding, and in the context of the Mayor's Affordable Housing and Viability SPG. Early and late viability reviews must be secured in accordance with the SPG.
- **Urban design and tall buildings:** The proposals are generally of a high quality; however, further consideration of east-west connections across the site; ground floor layouts; and public realm around the College is required.

- **Inclusive design:** The applicant should confirm that accessible units are spread across unit sizes and tenures and demonstrate that layouts of both accessible and easily adaptable units are accessible. The Council should secure M4(2) and M4(3) requirements by condition.
- **Transport:** The management of the demand responsive accessible parking proposal must be clearly set out in the car park management plan. Conditions must protect the bus stands on Ashley Road and Burdock Road. The Council should secure contributions for local enhancements to the pedestrian environment. The full delivery and servicing plan, and construction logistics plan should be secured by condition. The travel plan should be secured through the section 106 agreement.
- **Climate change:** Further information on overheating, Berol House thermal improvements, performance calculations, the district heating network, the Building 4 plant room, and the site energy network has been requested from the applicant, which is required before it can be confirmed that the application meets London Plan requirements.

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

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Application: HGY/2017/2045

Ward: Tottenham Hale

Address: Ashley Road, N17

Proposal: Demolition of the existing buildings at Ashley Gardens and erection of two buildings to provide 1,170 sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

Applicant: Berkeley Square Developments

Ownership: Private

Case Officer Contact: James Farrar/Robbie McNaugher

Site Visit Date: 3 November 2017

Date received: 7 July 2017 **Last Amended:** 3 November

Approved drawings and plans – see Appendix 2

Documents:

Illustrative Masterplan Document; Design and Access Statement and Addendum dated October 2017; Landscape Strategy (contained within the Design and Access Statement); Planning Statement (and Addendum dated October 2017); Statement of Community Involvement (covers both the Ashley Gardens and the Berol Yard applications); Sustainability Design and Energy Statement (and Addendum dated October 2017); Affordable Housing and Viability Statement (and Addendum Statement dated October 2017); Arboricultural Impact Assessment and Method Statement (covers both the Ashley Gardens and the Berol Yard applications); Construction Logistics Plan; Delivery and Servicing Plan; PERS Audit (covers both the Ashley Gardens and the Berol Yard applications); Ashley Gardens: Ashley Road South Masterplan; Framework Travel Plan; Health Impact Assessment (covers both the Ashley Gardens and the Berol Yard applications); Equalities Impact Assessment (covers both the Ashley Gardens and the Berol Yard applications); Commercial Strategy.

Environmental Statement (June 2017) and Supplementary Statement (October 2017) incorporating:

- Townscape and Visual Impacts;
- Transport;
- Daylight, Sunlight and Overshadowing;
- Socio-Economic Effects;
- Built Heritage;
- Environmental Wind;
- Air Quality;
- Noise and Vibration;
- Ground Conditions and Contamination Impact;
- Water Resources and Flood Risk;
- Ecology and Nature Conservation; and
- Cumulative Assessment

1.1 This application is before Planning Sub-Committee because it is major development.

1.2 The application has been referred to the Mayor of London as it is development which:

- comprises or includes the provision of more than 150 houses, flats, or houses and flats;
- comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London.

1.3 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

1.3.1 Having considered all material planning considerations including the development plan and the environmental information submitted with the application, officers consider that:

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Ashley Road South, in support of allocation TH6.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The minimum overall affordable housing proposal of 35% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone, and contributing to a mixed and balanced new residential neighbourhood. The

overall tenure balance accords with the portfolio approach and is acceptable.

- Taking into account the wider approach to employment re-provision across the Ashley Road South Masterplan, the overall balance of employment floorspace is considered to be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use neighbourhood.
- The masterplan has undergone rigorous testing since 2015 evolving with the potential to form a well-considered new neighbourhood. The form, scale and massing of the proposed mansion blocks, of which this application is part, is appropriate to the site's changing urban context. The quality of the scheme is considered to be high.
- The density of the development would be above the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a but would optimise the site's potential and is acceptable, taking into account the average density across the masterplan area.
- The site is highly accessible, being located close to Tottenham Hale Station. The site is also adjacent to a significant open space in the form of Down Lane Park with Lee Valley Regional Park in close proximity. The mansion block structure presents the opportunity for a good housing mix and balance of residential units having regard to local need and site specific characteristics contributing to the creation of a mixed and balanced community.
- The scheme will make a significant new contribution to the quality of the public realm, facilitating the enhancement of Berol Link as a new east-west route from Down Lane Park towards Berol House all of which weigh heavily in favour of the scheme.
- The development, subject to s.106 provisions to secure remodelling of access to Down Lane Park, will relate positively to the adjacent Down Lane Park, providing new and improved pedestrian & cycle links and duplex family housing on edges adjacent to the park.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, environmental wind, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The

provision of cycle storage is policy compliant and further details are secured by planning condition.

- The interim solution to multiple energy centres is less efficient but accepted in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to referral to the Mayor of London and the signing of a section 106 and Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to 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.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than February 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions – Summary (the full text of recommended conditions is contained in Section 9 of this report)

1. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
2. COMPLIANCE - Commencement
3. COMPLIANCE - Environmental Statement
4. COMPLIANCE – Land Use (Retail)
5. COMPLIANCE - Development in Conformity with Energy Statement
6. COMPLIANCE - Land Contamination – Part C
7. COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)

8. COMPLIANCE - NRMM Inventory and Documentation Availability
9. COMPLIANCE – Accessibility
10. COMPLIANCE - Compliance with London Housing Design Standards
11. COMPLIANCE - Individual Satellite dishes or television antennas precluded
12. COMPLIANCE – 3 YEARS
13. PRE COMMENCEMENT - Phasing strategy & details
14. PRE COMMENCEMENT - Confirmation of Site Levels
15. PRE COMMENCEMENT Drainage Strategy (Thames Water)
16. PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation)
17. PRE COMMENCEMENT - Tree protection meeting (pre-commencement)
18. PRE-COMMENCEMENT – Water supply (Thames Water)
19. PRE- COMMENCEMENT - Construction Environmental Management Plan
20. PRE COMMENCEMENT - Land Contamination – Part A and B
21. PRE COMMENCEMENT - Details of AQDMP (Dust)
22. PRE COMMENCEMENT - Waste Management Scheme
23. PRE COMMENCEMENT - Updated Construction Logistics Plan
24. PRE COMMENCEMENT - Piling method statement (Thames Water)
25. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy
26. PRIOR TO ABOVE GROUND WORKS – Broadband strategy
27. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
28. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
29. PRIOR TO ABOVE GROUND WORKS – Updated Energy Strategy
30. PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential
31. PRIOR TO ABOVE GROUND WORKS – Details of mitigation for wind protection
32. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
33. PRIOR TO ABOVE GROUND WORKS - Secured by Design
34. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
35. PRIOR TO SUPER STRUCTURE – Bus stands
36. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
37. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
38. PRIOR TO OCCUPATION – Road safety audit
39. PRIOR TO OCCUPATION - Play Space
40. PRIOR TO OCCUPATION - Details Roof Top PV Panels
41. PRIOR TO OCCUPATION– Lighting strategy
42. PRIOR TO OCCUPATION - Car Parking Management Plan
43. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
44. PRIOR TO OCCUPATION – Delivery and Servicing Strategy

Informatives – Summary (the full text of recommended informatives is contained in Section 9 of this report)

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Highways licensing (LBH Highways)
- 4) Hours of Construction Work (LBH Development Management)
- 5) Party Wall Act (LBH Development Management)
- 6) Requirement for Groundwater Risk Management Permit (Thames Water)
- 7) 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)
- 8) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres (Thames Water).
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 11) Asbestos Survey (LBH Environmental Services and Community Safety)
- 12) New Development Naming (LBH Transportation)
- 13) Environment Agency – Additional Advice (Environment Agency)
- 14) Archaeology
- 15) Asbestos Survey (LBH Environmental Services and Community Safety)
- 16) Highways Licenses

Section 106 Heads of Terms:

Affordable Housing

- No less than 35% affordable units (74% Intermediate / 26% Affordable Rented Units).
- Viability review mechanism – early and late stage review
- Any additional affordable housing uplift to be provided on-site.
- Occupation restriction (market housing) until affordable units delivered.
- Of the intermediate units, minimum 34% lower-cost shared ownership within Band 2 aimed at those households earning less than £40,000 a year.
- All shared ownership units to remain affordable until and unless affordable occupier's staircase to 100% outright ownership.
- Time Limited marketing of the Low Cost Shared Ownership homes, for a period of up to three months including to persons who live or are employed in Haringey.

Open Space/Public Realm Improvements

- Contribution to directly related public realm & open space improvements including Down Lane Park: £1,446,000.00. Payable within 12 months of Implementation.

Transport

- Prior to commencement, to enter into s.72 agreement with the Council to transfer land (western side of Ashley Link)
- A residential and site-wide framework commercial travel plan, including:
 - Travel plan co-ordinator to monitor the travel plan initiatives
 - Provision of welcome induction packs containing public transport and cycling/walking information
 - Two or three years' car club membership for each residential unit including £50 annual credit for those who take up
 - £3,000 (per each travel plan submitted), for reviewing and providing recommendations to the submitted TP, until such time when targets have been achieved.
 - Car free development, occupiers of the residential units are not eligible, for on-street car parking permits.
- Residents of the new wheelchair accessible dwellings will be granted parking permits for the new wheelchair accessible parking spaces at point of request. No charging for these permits, in perpetuity.
- Parking spaces to be leased not sold. Car parking to be individually allocated in accordance with priority criteria. Details to be agreed through the car parking management plan.
- Joint CPZ review of the area in the vicinity (with adjacent owners) to review existing CPZ across the impact area (£12,000 payable upon implementation).

Commercial Strategy

- Provision to review and update the commercial strategy to take into account wider regeneration and commercial proposals.

Public Realm Delivery and Management/Temporary Works

- Prior to commencement, enter into s.278 for temporary works for Ashley Road
- Permanent public access to footpaths, cycleways and open spaces.
- Submit and implement an Approved Public Access Plan.
- Maintain development estate public realm areas in accordance with standards to be agreed.
- Meanwhile conditions & landscaping of sites to enhance and integrate new development, during phased development.
- The Applicant shall complete the final form of the public realm and landscaping to the Berol Link, prior to the occupation of Building 1.
- Prior to the first Occupation of building 1A the Applicant shall procure the works identified in the Interim Works Plan, section to provide temporary accessible car parking.

Securing Design Quality

- The existing architects to be retained. Shall not engage or use any other architect until the Council has first approved such architect.

Skills and training

- End user skills training contribution payable within 12 months of implementation £29,000.
- 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).
- The Applicant will work with the Council and the Haringey Employment and Recruitment Partnership to ensure that employment and training opportunities including jobs and apprenticeships arising from the Development post implementation will be available to residents of the administrative area of the Council.
- Designate a named contact to ensure efficient management and supply of local Council residents for employment and training opportunities.
- Work with the Haringey Employment and Recruitment Partnership, who will provide and prepare the said Council residents for all employment and training opportunities.

Energy

- Provisions to connect to the Tottenham Hale District Energy Network (DEN) including delivery of pipework to highway edge.
- The Council to serve notice that the owner is required to connect to the DEN.
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne.

Construction

- Obligation to register with the Considerate Constructor scheme during the construction and demolition phase of the development.
- Contribution to a Tottenham Hale Construction Coordinator £20,000

Monitoring

- Environmental Monitoring Fee – the applicant will pay a maximum sum of £20,000 towards environmental monitoring of the construction of the development.

- 2.5 The consultation for the application ends on 1st December due to the requirement to place a notice in the local press. Letters were sent on 7th November so 21 days has passed since direct consultation. If members resolve to grant the application the decision will not be issued until the S106 is completed which will be after the 1st of December. If material representations are received following a committee decision and have not been addressed in this report the application will be returned to committee for a decision. Any representations received prior to the committee meeting will be presented as an addendum to this report.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

- i. *In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) marketing of the scheme to local residents on targeted incomes, and 3) 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 DPD Policies DM 11 and DM 13, and Policies AAP3 and TH6.*
 - 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, 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 cycle parking, public realm improvements, 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, Policy DM31 and Policy AAP7.*
 - iv. *In the absence of a legal agreement securing 1) public realm enhancements 2) 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 Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH1 and TH4.*
 - v. *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 DPD Policies DM 21, DM22 and Policy TH4.*
- 2.7 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons. In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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APPENDICES

Appendix 1	Ashley Road South Masterplan Context
Appendix 2	Approved drawings and plans
Appendix 3	Consultation Responses – Adjoining Occupiers
Appendix 4	Development Management Forum Comments
Appendix 5	GLA Stage 1 Report
Appendix 6	Planning conditions
Appendix 7	Consultee responses

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

- 3.1. The Ashley Gardens site currently includes 6,025sqm of Class B2/B8 floorspace and 1,360sqm of D2 floorspace. The buildings are currently owned and used by a fabrics manufacturer, which is relocating to its factory in the north of England and no longer requires the site. An indoor climbing centre also operates from part of the site, which also includes a yard and car park.

- 3.2. The site is bounded: to the north and west by Down Lane Park and to the north east by the Harris Academy, which provides secondary education for 11-18 year olds; to the east by the Cannon Factory which is being redeveloped as part of the NHH outline application proposals (HGY/2016/4165) and the Berol Yard site which contains Berol House and existing low rise industrial units and yards within the ARSM site; to the south by Ashley House which forms part of the NHH outline planning application and will be redeveloped for residential use.

The Proposal

- 3.2.1. The development comprises the demolition of existing buildings and erection of two buildings to provide 1,170sqm of commercial floorspace (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

Proposed Residential	377 units
Proposed non-residential floorspace	1,170sqm

Table 1: quantum of development proposed

- 3.2.2. The planning application area comprises of two buildings. Building 1 is located in the north western section of the Ashley Road South Masterplan area. Building 1 is a courtyard building comprising an urban block in itself. Residential front doors are proposed along the boundary with Down Lane Park and commercial units are proposed along the Berol Link and Ashley Road elevations. Car parking is provided at ground floor level underneath a raised podium which provides amenity space. The floors above ground floor level are all for residential use.
- 3.2.3. Building 1A is located centrally within the ARSM with a frontage onto Ashley Road and the Berol Link. It is of linear mansion block typology, forming the northern half of a courtyard building. The southern half is Building 2A and has resolution to grant outline planning permission. This completes the urban block.
- 3.2.4. The amended dwelling mix is as follows:

Building	1 bedroom units	2 bedroom units	3 bedroom units
Building 1	113	104	63
Building 1A	44	38	15
Total	157	142	78
% of total	42%	38%	21%

Table 2: Dwelling mix

3.2.5. The planning application seeks formal approval for the following documents as part of the submission:

- Detailed planning application drawings showing the detailed proposals showing the Ashley Gardens development alongside the existing context
- Masterplan-wide drawings showing the Ashley Gardens development alongside the existing buildings across the overall masterplan area
- Sustainable Design and Energy Statement (amended)
- Arboricultural Impact Assessment and Method Statement
- Construction Logistics Plan
- Delivery and Servicing Plan
- Framework Travel Plan

3.2.6. Further design changes were submitted as amendments and are set out below:

- Increase in affordable housing provision to 35% with a 74:26 (intermediate/affordable rent) tenure split
- Introduction of single storey additional massing to the northern and western sections of Building 1
- Revision of dwelling mix to increase the number of family dwellings
- Introduction of additional duplex units
- Removal of standalone single-storey pavilion in the Berol Link.

3.2.7. The residential development will provide the following car parking spaces. The breakdown per plot is shown below:

<i>Building</i>	<i>Car parking</i>
Total	28 spaces (19 allocated as accessible spaces with flexibility for a further 9 private spaces for disabled users, subject to demand).

Table 3: Car Parking

4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the application:

Internal:

- LBH Head of Carbon Management
- LBH Regeneration Tottenham Team
- LBH Housing Design & Major Projects
- LBH Flood and Surface Water Drainage
- LBH Economic Regeneration

- LBH Cleansing Team - East
- LBH Parks
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH EHS - Noise
- LBH Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control
- LBH Transportation Group

External:

- Network Rail
- London Fire Brigade
- Lee Valley Regional Park Authority
- Metropolitan Police - Designing Out Crime Officer
- Transport for London – Borough Planning
- Ferry Lane Action Group
- Environment Agency
- London Underground
- Natural England
- Greater London Authority
- Thames Water Utilities
- Historic England - Greater London Archaeology Advisory Service
- London Wildlife Trust
- Tottenham Conservation Area Advisory Committee

4.2. A summary of the consultation responses received is below:

LBH Transportation

Subject to suggested planning conditions and planning obligations the proposal is acceptable in transportation terms. See detailed comments within the main body of the report.

LBH Environmental Health Officer – Noise

Environmental health officers are satisfied with the findings of the Environmental Statement in respect of noise issues and there are no objections.

LBH Environmental Health Officer – Air Quality

Environmental health officers provided a number of detailed comments on the original Environmental Statement. Further information was requested and this has been provided as part of revisions to the application. The borough is an Air Quality Management Area therefore the Band B emission standards must apply to the proposed boilers. A number of planning conditions are proposed and further assessment is provided in the main body of this report.

LBH Environmental Health - Contamination

Site investigations revealed a range of contaminants present. Further site investigations are recommended and these should be secured via planning conditions.

LBH Carbon Management

The updated version of the Sustainable Design and Construction Strategy (October 2017) follows a series of meetings between the GLA, LBH and the applicant. The current strategy indicates the scheme will deliver a 15.8% improvement over building regulations (Building Regulations 2013). To become policy compliant (LP 5.2) the developer will have to offset the remaining of their emissions at a cost per tonne, secured via s106 agreement.

Lean

The scheme delivers a 9.2% carbon reduction through lean (energy efficiency measures). This is comparatively low, but is within an acceptable range. On average, Haringey Council sees 10-12% improvement through energy efficiency measures.

Clean

The scheme is now proposing a boiler-led heating system following discussions regarding the ability of the scheme to easily connect into a future DEN. This is a change from the CHP which was proposed initially and is welcomed.

The Carbon Management Team accept that this carbon performance is less than the applicants preferred CHP-led ambition but this is viewed in the context of a longer-term commitment to connect to the future DEN. The detailed issues relating to these comments have been discussed with the Carbon Management Team and are addressed later in this report. Appropriate planning conditions and planning obligations to overcome these issues are proposed.

LBH Senior Drainage Engineer

The LBH Drainage Engineer is satisfied with the supplied calculations and overall approach. LBH Drainage require the applicant to supply detailed drainage design drawings, and maintenance plan including SuDS features for review and sign-off for approval.

LBH Waste Management

The application has been given a RAG traffic light status of GREEN for waste storage and collection. The application includes adequate storage provision for refuse and recycling storage for a once weekly collection

Vehicles should never have to reverse into or from a highway to make a collection. Where collection vehicles do have to enter developments there should be sufficient onsite turning circles or hammerheads to allow safe egress. Commercial Businesses occupying the commercial floor space must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990

LBH Nature & Conservation

Officers have reviewed the Arboricultural Impact Assessment (AIA) & Method Statement. It is not proposed to remove any trees in relation to the Ashley Gardens area. No objection.

External:

Thames Water

No objections subject to the provision of drainage strategy detailing any on and/or off site drainage works by Grampian condition, and informatives.

Transport for London

The Applicant responded to a number of initial queries raised by TfL and TfL now considers the proposals to be acceptable, subject to a range of detailed issues (see Appendix 7).

Crossrail 2 Safeguarding Team

CR2 advises Haringey Planning Authority that whilst the development site boundary is outside safeguarding limits it is in close proximity to a significant CR2 construction worksite (proposed). CR2 advises that the applicant should be made aware that in the event that CR2 is confirmed the site would be opposite a future worksite which would be required to deliver the railway and it would be necessary to consider noise mitigation measures to be incorporated as part of the development scheme.

Environment Agency

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

Natural England

No objections subject to suitable biodiversity enhancements.

Greater London Authority [see full report in appendix 4]

The GLA considered a Stage 1 report on 29 August 2017.

Greater London Archaeological Advisory Service

The archaeological interest should be conserved by attaching a planning condition.

London Underground

LU commented on the Berol Yard application and has no comment to make on the application except that the developer should continue to work with LU engineers.

Designing out crime officer

The officer requests a planning condition (prior to above ground works and prior to occupation) to detail the measures to be incorporated.

London Fire & Emergency Planning Authority

No response received. Detailed advisory informatives are provided.

Network Rail

Network Rail provide a number of advisory comments to ensure the proposal, both during construction and after completion of works does not impact on infrastructure.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- XQ Neighbouring properties consulted by letter
- Resident's Association consulted by letter
- 4 planning site notices were erected in the vicinity of the site.

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

- No of individual responses: 1
- Objecting: 1
- Supporting: 0
- Others: 0

Individual response

5.3 One objection was received to the application and the material issues raised are included in Appendix 1 and can be summarised as:

- Impact on local services and the community
- Transportation concerns leading to increased parking and congestion
- Impact on neighbours and the surrounding area
 - Air pollution
 - Overshadowing
- Detrimental impact on local business and jobs

6 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of the development – Assessment
- 1) Employment, retail and land use mix
- 2) Housing (including affordable housing) and density
- 3) Masterplanning, design & public realm
- 4) Conservation & heritage assets
- 5) Quality of Residential Accommodation
- 6) Development Impact to Adjoining Occupiers
- 7) Transportation and Parking
- 8) Flood Risk and Drainage

- 9) Energy and Sustainability
- 10) Waste and Recycling
- 11) Land Contamination
- 12) Equalities
- 13) Health Impact Assessment

6.1 Principle of Development – Assessment

Employment provision & land use mix

- 6.1.1 The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.1.2 Adopted local and strategic policies restrict the mixed-use redevelopment of employment land to Local Employment Area – Regeneration Areas. The Strategic Policies Local Plan provides the basis for a more flexible approach to development in such Regeneration Areas. Furthermore, the London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations.
- 6.1.3 Policy DM38 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 particular, proposals are expected to demonstrate that for reasons of viability a mixed-use scheme is necessary to facilitate the delivery employment floorspace and maximise the amount of employment floorspace to be provided within the mixed-use scheme, having regard to development viability. Proposals are expected to provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
 - The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - Flexibility of design to enable adaptability to different business uses over the lifetime of development;
 - Environmental quality of the site;
 - Provision for an element of affordable workspace where viable.
- 6.1.4 Specifically, policies relating to site allocation TH6 in the Tottenham Area Action Plan state residential development will only be acceptable for the purpose of making viable the re-provision of employment floorspace. The site is within a Designated Employment Area: Regeneration Area and proposals for mixed use employment-led development will be supported,

where appropriate. Subject to the above, the principle of the demolition of the existing buildings on the land is considered to be acceptable in principle and will optimise its reuse in accordance with a range of development plan policies.

- 6.1.5 The employment floorspace applied for includes commercial floorspace on the ground floor facing Ashley Road and Berol Link. The ground floor will provide dedicated B class uses with the flexibility to sub-divide to attract a range of employers. The proposals include scope for up to 1,170sqm commercial floorspace.
- 6.1.6 As part of a wider mixed use allocation in policies the existing and proposed employment provision must also be viewed in the context of the wider proposals for Ashley Road South. The Ashley Road Masterplan Area will provide a total of 16,424sqm of commercial and education floorspace compared with 16,041sqm existing. Therefore, there will be a small net gain in commercial floorspace and the proposals will deliver significant qualitative enhancement of accommodation on the site, replacing relatively low-grade and inefficient accommodation with high quality units that have been designed to appeal to a range of potential occupiers and employers.
- 6.1.7 Officers have worked with the applicant to maximise the amount of employment-generating floorspace across the masterplan area and the new buildings within this proposal provide a total of up-to 1,170sqm. This level of provision would meet the overall objective of re-provision required across the masterplan area, subject to finding the right balance between retail and employment uses to secure policy objectives.
- 6.1.8 The proposals clearly demonstrate a significant improvement in the quality, type and flexibility of employment space provided. Whilst subject to market demand, the proposals offer flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. In addition, the proposals offer a significant improvement in the environmental quality of the site, in line with the changing function and role of Tottenham Hale, and also consistent with the Council's employment policies.

Number and type of jobs

- 6.1.9 The existing buildings and yards are currently occupied by low grade commercial and industrial buildings (Class B1/B2/B8). The site currently provides 7,325sqm (GIA) of commercial floorspace (B1/B2 uses) used by Cannon Street Jersey Fabrics and Strong Hold (indoor climbing centre) with an associated yard for car parking. The site is estimated to provide in the order of 35 FTE jobs. The construction phase could lead to the displacement of various employment on-site activities. The current occupier of the Cannon

Factory Jersey Fabrics building is due to consolidate its operations in existing premises in the north of England and will therefore be vacating this site in the near future.

- 6.1.10 The precise number of jobs that will be supported will depend on the end-users that occupy the scheme and the extent to which current occupants of employment space may be re-accommodated in the new scheme. However, it is possible to estimate employment generation by applying average employment densities to the proposed floorspace. In gross terms, it is estimated that the proposed development could support a maximum 98 jobs.
- 6.1.11 Applying this to the number of jobs based at Ashley Gardens and Berol Yard and assuming that two part-time jobs are equivalent to one Full Time Equivalent (FTE) suggests the site could support approximately 343 FTE net jobs on the basis that 162 FTE jobs currently exist and approximately half could be re-accommodated in the proposed scheme. This represents a significant uplift in the number of jobs. The new commercial space will be of a high quality and more efficient design and will provide predominantly B1(a) office space which can support a greater capacity of workers.

High-speed broadband

- 6.1.12 Policy DM38: Local Employment Area – Regeneration Areas also requires new development within Mixed Use Employment Areas to be designed to enable connection to ultra-fast broadband. This requires ducting to be provided and a strategy to be in place for liaison with suitable communications providers and for the development to be ‘fibre-ready’. A planning condition is attached to secure these provisions.

Balance of commercial land uses

- 6.1.1 To maximise and secure the employment re-provision envisaged (Policies TH6 and DM40) and secure an appropriate re-provision of employment floorspace across the masterplan area, controls on the commercial floorspace to restrict retail use within the scope of this application are necessary. A limited amount of A1/A3 use commensurate with the employment-led role of ARS is supported, particularly in and around key public areas of activity & movement. The commercial employment units will of course be subject to market demand but the proposals offer a range of unit sizes capable of adapting to a range of businesses over the lifetime of the development.
- 6.1.2 The existing and policy framework does not envisage retail use in this part of the regeneration area and officers view the introduction of significant new retail provision in this location as potentially detrimental to the strategic role of Ashley Road South as part of the wider town centre offer. In particular,

DM38 seeks to maximise the amount of employment floorspace. The introduction of a significant amount of retail provision in this location would lead to an unbalanced mix of land uses in conflict with the employment-led role identified for Ashley Road South. Officers have carefully considered the overall balance of uses across the masterplan area including the option of an embargo on retail uses, and consider a limited amount of Class A3 use as appropriate in the circumstances of this particular site. The following restrictions will apply across the masterplan, controlled via planning conditions:

Building	Non-residential floorspace restrictions (GEA)
Notting Hill Housing	Max 450sqm A1 use Max 300sqm A3 use
Ashley Gardens	No A1 Retail Use Max 150sqm A3 use
Berol Yard	No A1 or A3 use
Total (ARS)	Max 450 sqm A1 use Max 450 sqm A3 use

- 6.1.3 Taking all these factors into consideration, including the overall policy objective of creating an employment-led mixed use area, officers recommend the retail use is restricted to a maximum of 150sq.m. of Class A3 use and a complete embargo on Class A1 use in the light of existing permissions and the employment-led role of the allocation.
- 6.1.4 In addition, as part of the s.106 agreement, the applicant has agreed to review and update the commercial strategy prior to the occupation of any units, to give due consideration to the wider commercial offer as part of the Ashley Road South masterplan. Officers consider this approach to strike the right balance between maximising employment floorspace and allowing a limited amount of flexibility to deliver a genuinely mixed use and vibrant part new neighbourhood in Tottenham Hale. The proposed retail use restrictions will also bring the proposal into line with policies by securing the maximum viable re-provision of existing employment floorspace. This balance will also ensure Ashley Road South does not compete with the existing and emerging retail role in the new Tottenham Hale District Centre.
- 6.1.5 Considered in the light of wider emerging proposals and subject to the recommended restrictions on retail use, the land use and employment provision is considered to be acceptable. The proposed employment, food and drink and community components would provide a significant number of new jobs, help create safe and attractive places for meeting and socialising consistent with the wider ambition to create a vibrant new creative district.

The demolition of the existing buildings on the application site is acceptable and a commensurate quantum of commercial floorspace is proposed to be delivered by the scheme. Carefully managed, the balance of land use components could make a positive contribution towards creating a sustainable community creating a genuinely mixed use area.

6.2 Housing and density

- 6.2.1 London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London, and sets a target for the Council to deliver a minimum of 15,019 homes in the Plan period 2015-2025. London Plan Policy 2.13 (and supporting Table A1.1) recognises the significant potential of the Upper Lee Valley Opportunity Area to accommodate new homes, and identifies a minimum of 20,100 new homes to be accommodated within the area. Haringey Council's Strategic Policy SP1 seeks to focus the majority of housing growth in the designated Growth Areas, including Tottenham Hale. Therefore, given the site's context within the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone, and in light of the Council's local policy designations, the principle of the redevelopment for of this site for housing, to include up to 265 new homes is supported and in line with both London Plan and local planning policy.

Portfolio approach to sites and delivery of affordable housing

- 6.2.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan Policy 3.11 indicates that Boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. The London Plan (2011), Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.2.3 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016. Policy AAP3 Part B relates to the provision of affordable housing within Tottenham in line with Policies SP2 and DM13.
- 6.2.4 The affordable housing tenure split in Haringey is typically required to be 40% intermediate accommodation and 60% affordable rented accommodation, in accordance with Policy SP2 and Policy DM13. However, Policy AAP3 and DM13A(c) provide that this split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. Policy

therefore requires 60% intermediate accommodation and 40% affordable rented accommodation in this area.

- 6.2.5 Policy DM13 also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area. This approach is in line with London Plan Policy 3.9 (Mixed and Balanced Communities) which states that a more balanced mix of tenures should be sought in neighbourhoods where social renting predominates and there are concentrations of deprivation. The revised affordable housing offer for Ashley Gardens includes provision for 74% intermediate housing and 26% affordable rent.
- 6.2.6 The site is also located within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.2.7 The Housing Zone also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.2.8 In order to reflect this the Tottenham Area Action Plan paragraph 4.14 sets out the following: 'a portfolio approach where a group of sites can be seen to work together to meet the overall objectives of the Plan will be encouraged. This could for example mean that two or more sites working in parallel deliver different mixes or tenures of units which together make a policy compliant outcome in the area.' Paragraph 2.34 of the London Plan Affordable Housing and Viability SPG 2017 also raises the potential for a portfolio approach to affordable housing across sites.
- 6.2.9 This means that each site will be considered in terms of its specific characteristics and suitability for different housing types and tenures and other non-residential uses, and balanced against proposals for other sites in Tottenham Hale, with the council playing a key role in managing the distribution across the area.
- 6.2.6 For example, some sites may be more appropriate for family or smaller units, whereas as others may lend themselves to particular tenure types. The same principle is true for non-residential uses where some areas are suited to different balances of social/community uses, retail and leisure and commercial.

- 6.2.7 In addition, the council has been coordinating the delivery of the wider package of infrastructure required to deliver the District Centre, bringing together developer, council and critically Housing Zone resources to support the significant infrastructure requirements set out in the Tottenham Hale District Centre Framework and its companion Delivery Strategies.
- 6.2.8 The council has also secured the land receipts from the Tottenham Hale Strategic Development Partnership for investment in affordable housing in the Tottenham Housing Zone and the delivery of infrastructure within the Tottenham Hale District Centre Framework area. These receipts are subject to both overage and profit-share arrangements. It was agreed at Cabinet that these land receipts would be used to fund the provision of additional affordable housing through this innovative mechanism.
- 6.2.9 As part of this managed approach, the council reports on its delivery progress to demonstrate the performance of the approach. The table below sets out performance of the portfolio approach against key site allocations in Tottenham Hale (those with active planning activity).
- 6.2.10 Current performance suggests that for the Tottenham Hale area, the level of affordable likely to be achieved is approximately 38%. If proposed levels are achieved within the SDP area, the overall total will increase to approximately 41%. This latter figure is subject to SDP planning applications which are yet to be submitted or determined.
- 6.2.11 The affordable housing tenure split proposed by the applicant is consistent with the Housing Zone approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing type or tenure, in line with an overall Zone-wide target. The contribution will depend on individual site characteristics and viability. The affordable housing tenure mix was agreed with the applicant at the pre-application stage. The overall provision of a scheme offering 35% affordable housing is a welcome contribution to the portfolio approach given the location of the site within a Housing Zone and the built form of the development which offers opportunities for larger homes. Viewed across the Ashley Road South site allocation the level of affordable housing is likely to be approximately 35%. The full breakdown across the Ashley Road sites is shown in the Table below.

Table 1: Ashley Road South – portfolio approach to affordable housing

Application	Buildings	Residential units		Total	% by unit (hab rooms)	Tenure split (by hab room)
Ashley Gardens Full (BSD)	Building 1 Building 1A	377	Market	249 (737)	66% (65%)	35% AH
			Intermediate	95 (290)	25% (26%)	74% Intermediate
			Affordable Rent	33 (103)	9% (9%)	26% AR
			Total	377 (1,130)		
Berol Yard – Hybrid (BSD)	Building 4 (Full)	166	Build to Rent	158 (378)	95% (90%)	5% AH
			DMR (Intermediate)	8 (20)	5% (5%)	100% DMR
			Total	166 (398)		
	Berol House (Outline)	18	Market	12 (56)	67% (65%)	35% AH
			Intermediate	6 (30)	33% (35%)	100% Int
			Affordable Rent	0 (0)	0% (0%)	
			Total	18 (86)		
	Total: Berol Yard	184	Build to Rent	158 (378)	86% (78%)	8% AH
			Market	12 (56)	7% (12%)	40% DMR
			DMR (Intermediate)	8 (20)	4% (4%)	60% Int
			Intermediate	6 (30)	3% (6%)	
			Total	184 (484)		
Ashley House and Canon Factory - Outline (NHH) (Illustrative for assessment purposes)	Building 2 Building 2A Building 3	265	Market	118 (409)	44% (50%)	50% AH
			Intermediate	112 (290)	42% (35%)	71% Int
			Affordable Rent	35 (121)	13% (15%)	29% AR
			Total	265 (820)		
ARS Masterplan Totals	All buildings	826	Market	379 (1,202)	46% (49%)	35% AH 854 72% Int 2% DMR 26% A/R
			Build to Rent	158 (378)	19% (16%)	
			Intermediate	213 (610)	26% (25%)	
			Affordable Rent	68 (224)	8% (9%)	
			DMR (Intermediate)	8 (20)	1% (1%)	
			Total	826 (2,434)		

- 6.2.13 The affordable housing tenure split (74%/26% intermediate/affordable rent) proposed by the applicant is also consistent with the portfolio approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing tenure, in line with an overall Zone-wide target. The proposed affordable housing tenure split is therefore considered to deliver a balanced and diverse housing sector that reflects local strategic priorities, in line with London Plan Policy 3.11. The variation to the Council targeted affordable housing tenure split in Tottenham also accords with the

'case-by-case' flexibility noted in Policy DM 13 and the negotiated approach to affordable housing articulated in Strategic Policy SP2.

- 6.2.14 As part of this managed approach, the council reports on its delivery progress to demonstrate the performance of the approach. The table below sets out performance of the portfolio approach against key site allocations in Tottenham Hale (those with active planning activity).
- 6.2.15 Taking account of all sites that have been through planning committee the level of affordable secured is 52% and with the two Ashley Road sites at this committee meeting the level of affordable secured will be 42%.
- 6.2.16 Current performance suggests that for the Tottenham Hale area, the level of affordable likely to be achieved is approximately 38%. If proposed levels are achieved within the SDP area, the overall total will increase to approximately 41%. This latter figure is subject to SDP planning applications which are yet to be submitted or determined.
- 6.2.17 The table below sets out the position that the Council expects to be in after all the sites consented or currently at pre-application in Tottenham Hale have secured planning consent. It is noted that the split between intermediate and affordable rented is split heavily in favour of intermediate units and this is considered to be acceptable given the high levels of social housing already existing in the area and the nature of the sites.

Tottenham Hale Portfolio Approach											Overall affordable (%)
				Tenure mix							
SITES				Market			Affordable				
Site Allocations DPD Reference	Site allocation	Site Title	Total Units		For Sale	For Rent	Shared Ownersh ip	Pocket	DMR / LLR	Afforda ble Rent	
A. Sites with Recommendation to Grant Planning Permission											52%
Ashley Road South	TH6	NHHG	265	no.	118	0	112	0	0	35	
Station Square West	TH4	One Station Square (BSD)	128	%	45%	0%	42%	0%	0%	13%	
				no.	11	0	117	0	0	0	
Hale Wharf	TH9	Hale Wharf (Muse)	505	%	9%	0%	91%	0%	0%	0%	
				no.	328	0	143	0	0	34	
Monument Way	TH10	Monument Way (Newlon)	54	%	65%	0%	28%	0%	0%	7%	
				no.	0	0	0	0	0	54	
Sub-total (A.)			952	%	457	0	372	0	0	123	
				%	48%	0%	39%	0%	0%	13%	
B. Sites before Planning Committee in November 2017											
Ashley Road South	TH6	BSD	561	no.	261	158	101	0	8	33	
			561	%	47%	28%	18%	0%	1%	6%	
				no.	261	158	101	0	8	33	
Sub-total (B.)				%	27%	17%	11%	0%	1%	3%	
Running Total (A+B)			1513	no.	718	158	473	0	8	156	
											42%
C. Sites in Pre-application Discussions with the Planning Authority											24%
Hale Village Tower	TH8	HVT (Anthology)	279	no.	236	0	43	0	0	0	
				%	85%	0%	15%	0%	0%	0%	
Station Square West	TH4	Station Square West (AR)	541	no.	406	0	135	0	0	0	
				%	75%	0%	25%	0%	0%	0%	
Station Square North	TH5	Ashley Road East (AR)	247	no.	235	0	12	0	0	0	
		Ashley Road West (AR)		%	95%	0%	5%	0%	0%	0%	
Monument Way & Welbourne Centre	TH10	Welbourne Centre (AR)	166	no.	66	0	0	100	0	0	
				%	40%	0%	0%	60%	0%	0%	
Sub-total (C.)			1233	no.	943	0	190	100	0	0	
				%	76%	0%	15%	8%	0%	0%	
Running Total (A+B+C)			2746	no.	1661	158	663	100	8	156	
				%	60%	6%	24%	4%	0%	6%	
D. Top-up affordable from Argent Related Strategic Development Partnership Development Agreement (Cabinet Authorities in Place)											38%
Running Total (A+B+C+D)			2746	no.	1543	158	781	100	8	156	
118 Additional Grant Funded Units on Ashley Road South (NHHG); Contract Under Negotiation				%	56%	6%	28%	4%	0%	6%	
E. Top-up affordable from Argent Related Strategic Development Partnership											41%
Running Total (A+B+C+D+E)			2879	no.	1543	158	914	100	8	156	
133 Additional Grant Funded Units on site TBD based on modelled returns from the SDP				%	54%	5%	32%	3%	0%	5%	

Viability

- 6.2.10 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan Policy 3.11 indicates that Boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. The London Plan (2016), Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.2.11 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in and Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016. Policy AAP3 Part B relates to the provision of affordable housing within Tottenham in line with Policies SP2 and DM13.
- 6.2.12 In addition, the Mayor's recently published the Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.
- 6.2.13 Under the guidance published by the Mayor, schemes which do not meet the 35 per cent affordable housing threshold, or require public subsidy to do so, will be required to submit detailed viability information which will be scrutinised by the Local Planning Authority (LPA), and where relevant the Mayor, and treated transparently. Where a LPA or the Mayor determines that a greater level of affordable housing could viably be supported, a higher level of affordable housing will be required which may exceed the 35 per cent threshold. In addition, early and late viability reviews will be applied to all schemes that do not meet the threshold in order to ensure that affordable housing contributions are increased if viability improves over time. Taking development plan policies as a whole the Ashley Gardens application does not meet the thresholds identified in the guidance or the overall affordable housing target and therefore an independent review of the scheme is necessary.
- 6.2.14 The scheme has been independently assessed by the Council's viability consultant BNP Paribas. As part of the assessment process and interrogation of the appraisal officers have worked with the applicant to maximise the amount of affordable housing which, in the case of Ashley Gardens, increased during the course of negotiations from 22% to 35%. Initial evidence presented to the Council did not sufficiently reflect the growth

potential of the scheme and also undervalued unit values in some areas. These inputs have been amended in the revised appraisal prepared by the Council's consultant BNP Paribas and this will form the agreed baseline review for any future viability review. The revised viability baseline continues to show a deficit but the applicant is prepared to proceed on the basis of potential net value growth over the implementation period of the project.

6.2.15 Officers agree with the conclusions of the consultant that the scheme provides the maximum viable and practical quantum of affordable housing and is consistent with local and strategic housing policies. A planning condition is recommended to secure further details of the affordable housing within each building. The proposed level of affordable housing is considered to be a significant factor in favour of the scheme.

6.2.16 Review mechanisms have been agreed between the applicant and GLA/Council officers which requires the viability assessment to be revisited at an early stage should no substantial progress be made within two years. In accordance with the recently published SPG, a further late-stage review is also applied triggered by 75% completions. Officers are satisfied these review mechanisms are required to incentivise development and ensure that the maximum reasonable level of affordable housing is secured over the period of implementation.

6.2.17 Overall, having considered the information submitted by the applicants, the Council's independent consultant, and the revised 35% baseline offer, officers are satisfied that the above affordable housing offer represents the maximum reasonable amount of affordable housing, taking into account the individual circumstances of the site. The rents and income levels specified within the S106 agreement will ensure that the affordable homes are genuinely affordable to local people. On this basis, the affordable housing provision complies with NPPF policy, as well as London Plan and local plan policies, which require the maximum reasonable amount of affordable housing to be delivered on sites subject to viability.

Affordability

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

6.2.15 In relation to Affordable Rent, LBH's Housing Strategy 2015-2020 states that registered providers should aim for average rents to be no more than 65% of

Market Rent. The housing strategy also sets out the maximum affordable rents as a percentage of Market Rent for each unit type.

- 6.2.16 The applicant's viability assessment has had regard to the maximum affordable rents as a percentage of market rent, as set out in the draft housing strategy. It has also had regard to the Local Housing Allowance (LHA) caps for the Outer North London Broad Rental Market Area (BRMA).
- 6.2.17 The Haringey Housing Strategy outlines three "cost elements" of shared ownership products (mortgage costs on the percentage share purchased, rent charged on the unsold equity and service charges) should not exceed 45% of net income received by a household. These are defined as 'lower-cost shared ownership' aimed at households earning less than £45,000 gross income per year.
- 6.2.18 While the final income limits will be determined by negotiation in the S106 process, the Mayor's draft Affordable Housing and Viability SPG notes the income cap for all intermediate products is £90,000 per household per annum. To ensure the units are effectively targeted to Haringey residents and worker's officers the amount of 'lower-cost shared ownership' within the scheme is a minimum of 34% of overall provision and this will be secured via the s106 agreement.
- 6.2.19 The applicant has also agreed to a S106 obligation to market the scheme, for a time-limited period of three months, to persons who live or are employed in Haringey.
- 6.2.20 The affordability and eligibility for the shared ownership units, subject to S106 negotiations, are considered to respond to the characteristics of the local housing market and will provide a significant number of affordable homes, including towards the lower end of the income scale. Taken as a whole, the affordable housing content will make a significant contribution to the overall balance of affordable housing within Tottenham Hale and is considered to weigh in favour of the scheme.

Dwelling Unit Mix

- 6.2.21 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Amended Strategic Policy SP2 (Housing) and Policy DM11 of the Council's Development Management DPD continue this approach.
- 6.2.22 Haringey's Housing Strategy (2017-2022) does not set out a target dwelling mix for market housing, however, Policy DM11 states that Council will not

support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

<i>Application</i>	<i>Building(s)</i>	<i>Number of units</i>	<i>1 bedroom units</i>	<i>2 bedroom units</i>	<i>3 bedroom units</i>
Ashley Gardens	Building 1 Building 1A	377 units	157 units 41.6 (%)	142 units 37.6 (%)	78 units 20.6 (%)

- 6.2.23 During the course of negotiations, the number of duplex units increased in order to improve the overall dwelling mix and increase the number of family units, which is particularly welcome. These units face west onto Down Lane Park. In the light of these changes the dwelling mix is supported.

Density

- 6.2.24 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. The Mayor's SPG Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and local policy documents.
- 6.2.25 Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within an 'urban' setting where the density matrix sets a guideline of 45-260 units or 200-700 habitable rooms per hectare with a PTAL of 4-6. The density of the proposed development equates to 328 u/ha and 976 hr/ha on the Ashley Gardens site. This would be above the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a. However, the density of the Ashley Gardens site is higher than the Ashley Road South Masterplan as a whole due to the site's location next to Down Lane Park, making it the focus for the residential accommodation, with a larger proportion of commercial floorspace being provided in the Berol Yard sites. Taken as a whole, the density of the Ashley Road South Masterplan site is 252 u/ha which is comfortably within the indicative range for urban sites. Other local factors, including the quality of the scheme, its location within the Upper Lee Valley

Opportunity Area and the Tottenham Housing Zone, high accessibility and proximity to nearby open spaces which all support the proposed density.

6.3 Masterplanning, design and public realm

- 6.3.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Masterplan-led approach

- 6.3.2 The illustrative masterplan at Ashley Road South is a joint collaboration between Notting Hill Housing and Berkeley Square Developments, both bringing forward separate applications for their respective landholdings. New and improved links and public spaces provide the structuring 'grid' for the masterplan, namely;
- Ashley Road which will be improved to provide increased pavement widths and full environmental improvements providing a leafy avenue where pedestrians have priority;
 - Berol Link is a new public space linking Down Lane Park, through the development, to Ashley Road. It will be a green space with ornamental rain gardens, decks and play space, extending the park into the development.
 - Ashley Link connects to Haringey's wider networks. It will be a linear garden inspired by woodland belt with natural play.
 - The Yard, is a potential new square enclosed by employment floorspace at lower levels of Building 3 and Building 4.
 - The Campus, within which the new National College for Digital Skills will be the focus, with incubator facilities. The immediate surroundings of the college will be student-oriented.
- 6.3.3 A masterplan-led approach is encouraged by the District Centre Framework (2015) as part of a wider set of urban design and regeneration principles. The Quality Review Panel has reviewed the application proposals together with proposals for the wider masterplan on a number of occasions and is generally supportive of the wider masterplan, subject to a number of specific issues being addressed. The proposals, pertaining to the implementation of the wider masterplan, were recently submitted to the Council for consideration. The design, scale and massing of this application has evolved

as part of a comprehensive and planned approach which is welcomed. The specific design issues pertinent to this application are dealt with elsewhere in this report.

6.3.4 In response to QRP and officer comments a number of relatively small design changes have occurred. These include:

- Introduction of a single storey of additional massing to the northern and western sections of Building 1 at eight floor level between the taller corner pavilions.
- Removal of the standalone single-storey pavilion in the Berol Link and associated change to the commercial floorspace.
- Introduction of additional duplex units facing west onto the park.

6.3.5 The form, scale and massing of the building is considered to be appropriate to the site context, and will sit comfortably within new development envisaged in the Tottenham Hale District Centre. The mansion block layouts are a positive response to the creation of a new neighbourhood in this part of Tottenham Hale, while also creating a visual landmark within Tottenham Hale and optimising the site's potential. The scale, massing and layout of the development is considered to achieve a high standard of design and contribute to the distinctive character and amenity of the local area in line with the aforementioned London Plan and local policy noted above.

Public realm, landscaping & meanwhile conditions

6.3.6 The Streets and Spaces Strategy sets out how to improve streets and public spaces around the area to make them safer, more user-friendly and inviting. The Strategy seeks to provide a north/south spine linking Ashley Road and the retail park with a new street, calming traffic by creating a pedestrian friendly environment with new controlled crossings, narrowed roads, wider less cluttered footways and more street activity.

6.3.7 A key objective of the Tottenham Area Action Plan is well designed public spaces that will be at the heart of district centres which focus on creating a pleasant and functional pedestrian urban realm. This objective is reflected in London Plan Policies 7.1 and 7.4, Strategic Policy SP11 and Policies DM1 and DM3.

6.3.8 The buildings provide a contextually appropriate built form and framework for the introduction of a high quality public realm, brought forward on a comprehensive basis. The Tottenham Streets and Spaces Strategy seeks to incorporate the landscape quality of the Lea Valley and its environs into Tottenham Hale. Comprehensive delivery of public realm infrastructure will allow visual consistency and enhanced place making within Tottenham Hale.

6.3.9 The Tottenham AAP states that developers and the Council should utilise Housing Zone funding to optimise housing delivery and more effectively meet the objectives of the Haringey Local Plan. The applicant has agreed to meet site specific mitigation (as per the S106 Heads of Terms) to ensure the responsibility for a high quality public realm. This approach is in line with Policy TH4 which states that each development in the allocated site will be expected to contribute to the aims of a comprehensive public realm strategy. These will include:

- completion of works to Berol Link secured prior to the occupation of Buildings 1 and 1A and time limit interim measures;
- 24-hour public access secured via planning agreement;
- completion of Burdock Road and Watermead Way works, including any wind mitigation measures prior to practical completion of Buildings 3;

6.3.9.1 estate management strategy to secure long-term management and maintenance.

Berol Link

6.3.10 The Design and Access Statement and Introduction to the Masterplan documents submitted with the application all show the potential for a high quality new public realm. The new links provided in the form of Berol Link, provide a positive framework of new public spaces contributing to the ambition to create a vibrant new creative neighbourhood.

6.3.11 In response to comments, the applicant has removed the previously proposed pavilion building within Berol Link as it was considered to hinder views across the new linear space as well as undermining adjacent commercial uses. This has allowed for an increase in planting, which is welcomed. These details will be secured via condition.

Quality Review Panel (QRP)

6.3.12 As noted above, the proposal has been assessed by Haringey's QRP at the application and pre-application stage. The final review took place on 5 September 2017 and the Panel's stated:

"The Quality Review Panel offers warm support for much of the Ashley Gardens application scheme (Buildings 1 and 1A of the overall masterplan). The proposals are well considered and promise high quality development. The panel supports the scale and massing, residential typology, architectural expression and landscape design proposed. Scope remains to improve the quality of the residential accommodation within Buildings 1 and 1A, to avoid single aspect units overlooking the courtyards or with a north-facing aspect, and to avoid bedrooms at ground level. There is also scope to improve daylighting of circulation cores and, to improve the quality of common areas.

Subject to resolution of these issues, the panel would recommend the Ashley Gardens scheme for planning approval. Further details on the panel's views are provided below."

Further details on the panel's views are provided below.

6.3.25 A summary of the most recent Chair's review is below, in addition to the applicant's response and officer comments.

Quality Review Panel Chair's Comment	Officer Response
<i>Massing</i> The panel supports the massing of the Buildings 1 and 1A. The design team have successfully refined the overall built form of these two blocks in line with feedback from the previous QRP reviews.	Noted.
<i>Scheme layout and landscape design</i> The panel feels that further consideration of the layout of the residential accommodation is required in order to deliver a high quality development.	Additional duplex units introduced. Further information on sunlight and daylight provided.
They note that there is a high percentage of single aspect flats within Buildings 1 and 1A, and question whether this level of compromise within the accommodation is appropriate.	Additional duplex units introduced. Number of single aspect units minimised. Single aspects are only proposed where they have an excellent outlook onto Berol Link or Down Lane Park.
Single aspect flats at ground level can be problematic in terms of privacy and security as bedrooms will front onto public areas. This is a particular issue for flats facing courtyard areas, and in north-facing single-aspect ground floor flats.	As above. Additional dual aspect duplex units proposed facing west onto the park.
In this regard, the panel would strongly encourage the design team to consider incorporating maisonettes at ground level, which would enable bedrooms to be located at a higher level, avoiding privacy conflicts at grade.	As above.
An alternative solution could be to explore raising the floor level of the ground floor accommodation by 600mm, to lift the height of the window sill towards eye level, mitigating any views into the accommodation from outside. If the ground floor level were raised, careful consideration of	As above.

inclusive design would be necessary to ensure that the scheme is compliant with Part M of the Building Regulations.	
Provision of a generous and well-maintained area of landscaped defensible space adjacent to the bedrooms may also reduce the privacy conflict.	This is illustrated in the revised drawings
In the panel's view levels of natural light within the cores and corridors of Buildings 1 and 1A will not be adequate. The panel would support refinement of the circulation spaces to maximise daylight levels, and avoid relying on borrowed light from 'slits' in the core.	Levels of natural light have been maximised within the cores and corridors and where possible included, including through the use of above door windows. The layouts seek to prioritise internal accommodation. There is natural light to 4 of 6 cores.
The panel welcomes the landscape proposals for the scheme. They note that the central courtyards will primarily function as 'arrival spaces' rather than as amenity spaces due to the local park adjacent, and feel that the landscape design supports this very well.	Support noted.
<i>Architectural expression</i> • The architectural expression of Buildings 1 and 1A is very well-considered. The main body of the facades is very nicely articulated, with large areas of glass maximising the available daylight and sunlight penetration into the accommodation. The attic storey of accommodation also works very well.	Support noted.
The large panels of glazing will be a very attractive feature; however, the panel notes its concern that such elements of the design may be compromised at the detailed design stage in order to make savings.	Support noted – details secured as part of application. Any changes would require further approval.
A commitment to embedding high quality design at the detailed design phase will be critical to ensure that a visually prominent development of this scale is convincing and elegant. In this regard, the panel highlights that the quality of materials and construction, for example the design of the large areas of glazing, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.	Details secured through planning conditions.

In composition terms, the panel notes that the west elevation of Building 1 presents visually as two pavilions dropping down to the central line of symmetry. They would encourage the design team to further refine the detailed articulation of this face of the building, in order to visually link these two pavilions into a unified whole.	Further changes incorporated into the design including infilling the space between the pavilions on the northern and western edges of the building.
<i>Next Steps</i> Whilst the panel warmly supports much of the application scheme, they note some outstanding concerns regarding single aspect units, the inclusion of ground floor bedrooms, and the levels of daylighting within the circulation areas.	Addressed above.
Subject to resolution of these issues, the panel would recommend the Ashley Gardens scheme for planning approval.	Officers consider the overall changes to the scheme to respond positively and comprehensively to the QRP comments.

Overall Design Response to QRP

- 6.3.26 The QRP expressed broad support, specifically supporting the massing, landscaping, architectural expression, especially the attic floor(s) and commitment to embedding high quality design. They were concerned about single aspect flats generally, especially where they were at ground floor, that not all cores and communal corridors would have any natural light, that articulation of the elevations should avoid it being read as two symmetrical pavilions and that quality of specification and detailing needs securing in robust conditions.
- 6.3.28 The layout avoids any north facing single aspect units already, except on upper floors facing the park which is accepted as providing a superb outlook. The applicants have changed the ground and first floor layouts to introduce 4 ground and first floor, dual aspect maisonnettes on the west side of Block 1, like the existing 4 ground and first floor maisonnettes on the north side, which have also been modified to put living rooms on the ground floor and all the bedrooms on the 1st. Other ground floor flats are at a raised ground floor level, above external ground level, and protected by widened defensible planting. This fully satisfies this QRP concern, and the quality of residential accommodation is considered to be high.
- 6.3.29 The applicants explain they were not able to bring natural light into every core. Officers accept they have made the best attempt to achieve this, balanced against good housing quality, and note that there is natural light to four of six cores. Elevations have been revised to visually unite the two wings of each block, to further improve what the panel already consider

excellent, well composed elevations. Materials and key building details should be secured by robust conditions.

Site-wide Landscaping (for both Ashley Gardens and Berol Yard)

- 6.3.30 The panel were entirely happy with the site wide landscaping, merely noting that to secure its quality, robust conditions would be needed on both materials, detailing and securing management of the spaces.

Townscape and view management

- 6.3.31 Strategic Policy SP11 (Design) requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. The Council's Development Plan Document (DPD) Policy DM6 (Building Heights) allocates the site (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings) as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.
- 6.3.32 At the Local Level, both the Urban Characterisation Study and Policy DM6 identify Locally Important Views and Vistas as set out in Figure 2.3 of the document. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes. Ashley Road South masterplan area sits outside the identified views.
- 6.3.33 An assessment has been carried out of the effect of the development on existing townscape character and on views towards the site. A total of 11 representative views were selected and agreed with LBH officers. The assessments comprise two separate but interrelated assessments: an assessment of the likely significant effects on the character and quality of the townscape together with an assessment of the effect of development on views (including protected views), viewers and their visual amenity. The cumulative impact of the wider proposals for Ashley Road South was also assessed.
- 6.3.34 Together, the sites identified for cumulative assessment would deliver a considerable change in urban scale around the centre of Tottenham Hale, commensurate with the objectives set out in the District Centre Framework. The proposed introduction of high density mixed use and residential development would also change the area's currently partially industrial land use character. The assessments conclude that the nature of change to the Tottenham Hale East character area would be high, whilst the nature of change to the Park View Road and Jarrow Road character areas would be moderate, the latter experiencing primarily visual changes in scale to their setting.

- 6.3.35 Officers agree with the conclusions of the individual and cumulative assessments. The introduction of a cluster of taller buildings and higher density residential and mixed use development around Tottenham Hale would have a number of benefits for the area, including replacing the existing, often utilitarian, architectural context with attractive contemporary architecture; introducing better definition to the streetscape with new active frontages; the introduction of new uses and activities within Tottenham Hale which would benefit surrounding residents; improved natural surveillance and legibility for those moving through the area; and a stronger district identity for Tottenham Hale within the surrounding town centre hierarchy, expressed through appropriate taller elements.
- 6.3.36 The applicant has also presented various AVRs (Accurate Visual Representations) of the scheme from non-designated locations in the vicinity of the site. The submitted AVR's in the HTVIA indicate the development will sit comfortably within the massing that is envisaged to be created across Ashley Road South Masterplan and within the wider Tottenham Hale District Centre. Given the trajectory of other development across the Ashley Road South Masterplan and Tottenham Hale, the buildings will soon form part of a new urban structure as Tottenham Hale is regenerated and additional development is brought forward.
- 6.3.37 The proposed buildings, as part of the wider masterplan, will appear prominently above the existing tree plane in Down Lane Park. Overall, and subject to detailed design, the introduction of residential development adjacent to the park will provide a positive new relationship not dissimilar to the way in which residential areas interface with urban parks in other parts of London.
- 6.3.38 Down Lane Park divides the smaller scale industrial areas close to the centre from low rise residential streets forming the hinterland transition to Bruce Grove and Northumberland Park/North Tottenham and the introduction of a well-designed residential neighbourhood will assist in the transition from a new district centre to the residential and industrial hinterland.
- 6.3.39 With regards to London strategic views, GLA officers confirm via the Stage 1 Planning Report that the proposal will not impact on any view that is subject to the London View Management Framework. The Validations Study confirms that Tottenham Hale is located at over 4.5km away from Alexandra Palace, and the Growth Area at Tottenham Hale would form a new cluster, which would be offset to the east and viewed separately to the two key focal points of Central London and Canary Wharf. The proposed development therefore would not obscure these focal viewpoints.

6.3.40 Overall, the Ashley Gardens scheme, as part of the wider masterplan area, will have a positive effect on the townscape and visual amenity of Tottenham Hale. The scale, form and character of the outline development are a direct response to the policy requirement for a high quality mixed use development at Ashley Road Area and Tottenham Hale. The visual and townscape assessments indicate the development will have a beneficial environmental effect.

Access & building frontage

6.3.41 The Mayor's Housing SPG states that all main entrances to communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm. The overall movement and access strategy has been established in the ARS masterplan, taking into account the wider strategic ambitions outlined in the District Centre Framework.

6.3.42 The Mayor's SPG Housing states that in mixed use development, non-residential ground floor land uses should provide active frontages when facing publically accessible space. Where inactive frontages have to be located on the ground floor these should be interspersed with active frontages and/or carefully located to minimise their overall impact on the public realm. Long contiguous stretches of inactive frontage facing the public realm reduce perceptions of pedestrian safety and can attract anti-social behaviour, and should therefore be avoided. This approach is reflected in the design guidelines for the wider allocated site in the AAP.

6.3.43 Ashley Road South will re-establish itself as part of a newly defined north-south pedestrian friendly spine. The application includes provision for a broad pavement on the west side of Ashley Road. The route will be enhanced through the introduction of an avenue of trees and seating. It will become one-way northbound and a quiet way where pedestrians have priority and vehicular movement and speed are minimised. In relation to Buildings 2/2A and 3 Ashley Road will remain the main access into the site for pedestrians, cyclists and vehicles.

6.3.44 In addition, Berol Link will offer an attractive route between the park and Berol House, incorporating a suitable amount of ground floor commercial floorspace. Officers consider the available ground floor frontage has been maximised and in accordance with the different functions of the varying character areas defined in the masterplan and at points where the most pedestrian activity is programmed to occur. The applicant has also interspersed active and non-active elements of the frontage in line with London Plan guidance.

Secure by Design

6.3.45 The applicant has worked with the Secured by Design officer to address a number of issues raised earlier in the consultation process. A planning condition will also be imposed requiring compliance with the principles and practices of the Secured by Design award scheme and liaison with relevant officers will continue through into detailed design.

6.4 Quality of Residential Accommodation

6.4.14 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

6.4.15 All of the units in the scheme are capable of meeting the space standards in the Mayor's SPG Housing and the scheme provides a high standard of residential accommodation.

Private amenity and children's play space

6.4.16 In total, 67 children are predicted to live in the development, of which 40 would be under the age of 5, 18 aged 5-11 and 9 aged over 12 years old. The areas of play space and the key principles of the design and arrangement of the play space are shown in the landscape plans and amount to the following.

	Units	Communal Play Space	Space Under 5 yrs
Building 1	276	1286sqm	439sqm
Building 1a	101	539sqm	157sqm
Total	377	1825sqm	596sqm

Table 9: Play Space Requirements (Mayor's SPG)

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

6.4.18 The proposals demonstrate the potential to provide a total of 1,825m² of play and amenity space. It is also noted that the play facilities of Down Lane Park are in close proximity but that some remodelling and design work will be required to facilitate improved access to the adjacent park. The mitigation

measures and contributions towards improvements for this are addressed in the open space section.

6.4.19 It is proposed that the play provision for the children aged up to eleven years old can be provided within the sites of this planning application. The under five years play provision will be provided at roof level and accessed by secure residential entrances. Therefore, the appropriate space provision for young children has been established for each building and accommodated in the proposals.

6.4.20 Older children will also have access to opportunities for play and sports/recreation in Down Lane Park. The site also has good access to the wider amenities of the Lea Valley. However, the shortfall in on-site provision for older children and introduction of new routes into the park necessitates remodelled access to the park and new boundary landscaping treatments. These mitigation measures are secured through the s106 agreement.

6.4.21 Overall, the proposals are capable of delivering high quality private amenity space and range of play spaces providing children with access to good quality, well designed, secure and stimulating play and informal recreation space. GLA officers support the play space provision within the scheme.

Inclusive Access

6.4.22 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users.

6.4.23 The development will provide wheelchair accessible homes of varying unit sizes which will meet the 10% requirement in planning policy. The development will also provide 19 accessible parking spaces, with flexibility for a further 9 spaces subject to demand within Building 1.

6.4.24 Level access to the buildings will be provided throughout Buildings 1/1A for both the main residential entrance doors and access from the courtyards, where applicable. Furthermore, level access will also be provided through the common areas and lobbies etc. Level access will also be provided from the street to commercial premises.

6.4.25 The applicant further states that level pedestrian access to the scheme will be provided to the commercial/retail unit in accordance with the Equality Act (2010) and the other requirements of Part M of the building regulations. The accessibility of the scheme is judged to be acceptable and in accordance with the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Daylight/Sunlight Provision to Proposed Units

- 6.4.26 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 6.4.27 The application includes daylight, sunlight and overshadowing assessments (revised October 2017) and considers the impacts of the proposed development on residential receptors on Hale Road, Park View Road and Emily Bowes Court, De Havilland Court and North Lodge within Hale Village. The combined effects of the Cannon Factory and Ashley House development and the wider Ashley Road South masterplan (as amended), and the cumulative effects of the development, the wider masterplan and other reasonably foreseeable developments on neighbouring receptors is also addressed in the Environmental Statement.

Daylight

- 6.4.28 94% of the 302 neighbouring windows requiring assessment are shown as achieving the guide levels for Vertical Sky Component (VSC) with the amended development in place. Officer's agree with the assessment that this represents a high level of proportionate compliance with the BRE guidance having regard to the site's urban context and the suburban basis of the guidance.
- 6.4.29 All of the classrooms within the neighbouring academy will continue to experience very high levels of Average Daylight Factor with the amended scheme in place (100% compliance). This reflects the large windows and dual aspect nature of many of the classrooms assessed.
- 6.4.30 The assessment concludes the scheme will deliver very high levels of compliance with the guide levels for interior daylighting for an urban development project of this scale and character.

Sunlight

- 6.4.31 The results of the sunlight assessment demonstrate that all of the windows assessed serving neighbouring residential properties will comply with the BRE guide levels for annual and winter sunlight with the development in place (100% compliance). The development's effect on these neighbouring properties is therefore defined as negligible. 14 of the 17 properties assessed showed no effect, whilst three were defined as negligible.

- 6.4.32 All of the windows assessed at the Harris Academy will comply fully with the BRE guide levels for annual and winter sunlight availability with the development in place. The impacts of the development on the sunlight levels at the school are therefore defined as negligible, reflecting the large windows and dual aspect nature of classrooms. The development's impact on the park has also been assessed. The assessment suggests the park will retain a sunlit area of 97.8% with the development in place. This remains well above the BRE guide level of 50%.

Internal Daylight, Sunlight and Conditions within the Development

- 6.4.33 The levels of sunlight and shadow that would be experienced within the proposed areas of public realm and amenity space in the Ashley Gardens development have also been assessed based on the amended development parameters. This exercise demonstrates that the open spaces across the development will be well lit with the scheme in place, which will assist in establishing secure and active public spaces.
- 6.4.34 Additional dual aspect duplex units have been introduced to Ashley Gardens. The revised accommodation has been informed by daylight and sunlight analyses. The supplementary daylight and sunlight assessment focuses on the levels of natural light within the residential accommodation. Where possible, proposed stair cores have natural light and ventilation. Natural light will also be able to spill into the corridors via above door windows.
- 6.4.35 The assessment demonstrates that 90% and 71% of the habitable rooms assessed within the developments will comply with the BS/BRE guide levels for ADF and DD respectively. These are good levels of compliance with the guide levels for a higher density urban development project in London, having regard to the flexible, suburban basis of the BS/BRE guidance. As with the scenario on an independent basis, this is an improvement when compared with the original assessment (July 2017).
- 6.4.36 Certain windows serving the proposed units will receive sunlight levels below the BRE guide due to the overshadowing effects of the development's deep balconies which themselves serve an important amenity function. The rooms served by these windows will also receive high levels of interior daylight, so will provide a good residential environment.
- 6.4.37 Officers agree with the applicant's consultant's conclusion that the levels of daylight and sunlight availability within the proposed units, both with and without the wider masterplan in place, are considered acceptable for an urban development project having regard to the suburban basis of the BRE guidance, the orientation and potential quality of the accommodation. The scheme is acceptable from a daylight/sunlight perspective.

Overheating

- 6.4.38 London Plan Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.
- 6.4.39 Modelling of the layouts has been undertaken by the applicant which suggests the majority of the bedrooms and one third of living rooms could potentially overheat under more extreme conditions. However, it is understood the excess temperatures identified in the analysis use the more extreme weather files, partly due to the use of more stringent test years when high ambient temperatures were evident. The applicant has considered a range of passive design measures and officers agree that all necessary design measures have been incorporated on all apartments in order to reduce the unwanted solar gains entering the building. This includes deep window reveals, optimised glazing-to-opaque building fabric ratio and solar-control glazing. The solar gain in the apartments is correspondingly low. To go further the apartments could fail the building regulations checks on thermal performance as beneficial winter solar gains offset heating energy. All mechanical ventilation systems will be capable of providing a boost function for use when conditions dictate.
- 6.4.40 In the light of the evidence submitted, the proposal is considered to meet standards of sustainable design as set out in the London Plan and local policy and the development will conserve and enhance the natural environment identified in policy.

Environmental Wind Impacts

- 6.4.41 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey, and this approach is reflected in Tottenham Area Action Plan Policy AAP6.
- 6.4.42 The outline application includes an environmental wind assessment the purpose of which is to determine the effect of the proposed development on the local pedestrian wind environment and on the surrounding areas as

compared to the baseline conditions. The assessment also compares the effects of the proposed development in conjunction with the wider Ashley Road Masterplan area and relevant consented developments as part of the cumulative impacts assessment. In addition, the report has been revised in response to an independent review by RWDI (on behalf of the Council).

- 6.4.43 The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario, improving in some areas and becoming windier in others. This is due to the position, massing and orientation of the buildings relative to the wind direction that create localised areas of wind acceleration particularly around corners, narrow areas where wind can channel through and accelerate, and areas where tall elements of the building deflect the wind flow down to ground level.
- 6.4.44 The results both in terms of safety and comfort of the Ashley Gardens Site proposed scenario show that there is no relevant difference with the results of the original assessment (July 2017). The change in use of the roof levels of Buildings 1 and 1A to become outdoor amenity areas has now been assessed and the results of the safety assessment show that all the newly proposed roof amenity areas are suitable for the intended use. However, in terms of mitigation, the revised assessment for Ashley Gardens scheme does show a small number of balconies and terraces where the wind environment is not suitable both in terms of safety and comfort and therefore additional 2m perimeter screens will be required. A planning condition is proposed to secure details of the proposed screening in these locations.

Noise and Vibration Impacts

- 6.4.45 Temporary noise and vibration due to demolition, site preparation and construction activities are further regulated by Enforcement Response (Noise) under sections 60, 61 of the Control of Pollution Act 1974. Mitigation measures documented in the ES will adequately address any adverse impact or significant adverse impact with respect to noise and vibration. No mitigation measures are required due to the change in road traffic as the predicted increased noise levels will be negligible.
- 6.4.46 Unless the requirements for traffic management in the area dictate otherwise, works will not be undertaken outside of the usual core construction site hours of 08:00 to 18:00 hours Monday to Friday and 08:00 to 13:00 hours on Saturday. Several additional safeguards exist to minimise the effects of construction noise and vibration; these would apply during construction works. These safeguards include:
- The various EC Directives and UK Statutory Instruments that limit the noise emissions of a variety of construction plant;

- The guidance set out in BS 5228, which covers noise and vibration control on construction sites;
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 and Section 80 of the Environmental Protection Act 1990 to control environmental noise and pollution on construction sites;
- A CEMP will be secured via condition for the proposed development, which would consider, amongst other things, the effects of noise and vibration.

6.4.47 In order to minimise noise arising during the construction phase, it is recommended that a 2.4m high hoarding is erected around the western and northern edge of the Ashley Gardens site. Details will be agreed via planning condition.

Air Quality

- 6.4.48 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.
- 6.4.49 The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic and the site itself is surrounded by heavily trafficked roads.
- 6.4.50 The Council's Environmental Officer has assessed the application and provided comments to the applicant team following submission of the original Environmental Statement. The results of an Air Quality Assessment and an Air Quality Neutral Assessment (AQNA) has been submitted to assess the air pollution impact of the proposed developments and determine the change in pollutant concentrations of NO₂ and PM₁₀.
- 6.4.51 Previously the proposed development included the following energy generating plant: Building 1 – three 846kW gas fired boilers (2 will be in operational, 1 for standby); Building 4 – three 639kW gas fired boilers (2 will

be in operational, 1 for standby); and, NCDS – two 450kW gas fired boilers. The change to the energy strategy means that the proposed development will now include the following energy generating plant: Building 1 – three 539kW gas fired boilers; Building 1A – three 190kW gas fired boilers; Building 4 – three 237kW gas fired boilers; Berol House – three 190kW gas fired boilers; and, NCDS – two 450kW gas fired boilers.

- 6.4.52 The air quality neutral assessment has been updated using the GIFA, total energy centre emissions per annum and the anticipated development trip rates of each proposed use once operational (the latter was unchanged from that assessed in the original Environmental Statement) to calculate the NO_x and PM₁₀ emissions from the building and transport elements of the proposed developments.
- 6.4.53 Performance against the Building Emission Benchmarks for NO_x emissions was found to be compliant, as was performance against the Transport Emission Benchmarks for NO_x and PM₁₀. Therefore, the proposed development is 'air quality neutral'. The Environmental Statement identifies no need for further mitigation measures and the residual effects are determined to be negligible overall.
- 6.4.54 With the Notting Hill development and Berol Yard Developments both operational, exceedances are predicted at the same two existing receptor locations. The results, both with and without the Notting Hill development and Berol Yard Developments, show that annual mean NO₂ concentrations are close to, or exceed, the objective at two receptor locations on the Notting Hill Housing (NHH) site (receptors 32 and 33) and one location on the Berol Yard Application site (receptor B41). No receptors on the Ashley Gardens site are identified as exceeding the levels.
- 6.4.55 The updated assessment shows that the proposed developments would cause either no change or small increases in pollutant concentrations at the receptors considered. Based on the assessment significance criteria and the worst case approach taken to the generation of vehicle movements associated with the proposed developments, the residual effects of the proposed developments once operational are considered to be negligible.
- 6.4.56 For the construction phase, a qualitative assessment of the potential impacts on local air quality from construction activities has been carried out. This identified that there is a high risk of dust soiling impacts and a low risk of significant increases in particulate matter concentrations due to construction activities. Officers agree that through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The residual effects of dust and particulate matter generated by construction activities on air quality are therefore considered to be negligible. The residual effects of

emissions to air from construction vehicles and plant on local air quality is considered to be negligible.

6.5 Open Space, Social and Community Infrastructure

- 6.5.14 The London Plan includes a number of policies relating to social infrastructure. The overarching policy is 3.16 which states adequate provision for social infrastructure is particularly important in areas of major new development and regeneration.
- 6.5.15 A review of the NHS Choices register indicates there are currently 11 GP surgeries within the North East Locality of Haringey CCG, where the proposed development site is located. In total there are approximately 99,000 registered patients in this locality and 49 GP practitioners. This results in a ratio of one GP for every 2,020 patients. They are all accepting new patients which suggests that some capacity exists within GP surgeries in the local impact area. A total of 49 GP practitioners are operating within these medical centres.
- 6.5.16 The review of the Haringey's School Place Planning Report 2016 indicates 15 primary schools in close proximity. The closest of these schools are Harris Academy Tottenham, Welbourne, The Green CE Primary School (formerly Holy Trinity) and Ferry Lane Primary School.
- 6.5.17 EduBase figures show that 6,737 pupils are currently enrolled in the primary schools in the planning area with an overall capacity for 7,944 pupils allocated to these schools. This indicates primary schools in the local impact area are presently operating with surplus capacity, with 1,207 spaces remaining, or 15%. In regards to the four primary schools situated in closest proximity to the proposed development site, these schools currently have a surplus, with a surplus of 1,333 places, or 51%. This is largely as a result of Harris Academy Tottenham which opened to reception and year 7 in September 2014.
- 6.5.18 The School Place Planning Report 2016 also indicates that of the 14 secondary schools in the Borough there are at present 2,577 Year 7 places, with demand expected to increase in the coming years. EduBase figures indicate that this school has a surplus of places with 224 enrolled pupils and 1540 places available. The School Place Planning Report 2016 identifies that at present there are sufficient places to meet in-year demand for years 8 to 11.
- 6.5.19 The additional population generated by the proposed development will place further demands on existing open space, sport and recreation facilities, particularly within the local impact area identified in the applicant's Environmental Assessment. London Plan Policy 3.5 states the design of all

new housing developments should enhance the quality of local places, taking into account physical context and provision of, public, communal and open spaces, taking particular account of the needs of children, disabled and older people.

- 6.5.20 As outlined in the Council's Development Management Policies DPD (January 2016), a number of areas of the Borough are identified as being deficient in public open space including the Tottenham Hale ward. Nevertheless, Down Lane Park is located immediately adjacent to the proposed development site and has facilities including football pitches and walking paths. It is anticipated that the Park will cater for the new resident's needs to some extent but further mitigation is required to meet the needs of the resident population, particularly older children, which can't be met on-site. In addition, comments from Natural England highlight the potential for additional pressure on nearby Walthamstow Ramsar, SSSI sites with the potential for mitigation measures at the park should space not be available on the development site itself.
- 6.5.21 The scale and location of the proposed development within a new district centre does not allow for large amounts of new open-space to be incorporated within the scheme but the scheme benefits from close proximity to existing strategic open space provision. The scheme design does provide for green infrastructure in order to enhance the site amenity and contribute to the open space needs of residents. Specific play space requirements are addressed elsewhere in this report.
- 6.5.22 However, the proposed design and introduction of new east-west routes into Down Lane Park will necessitate significant remodelling of landscaping and entrances into the park. These mitigation measures are also required to meet the needs of older children in particular and mitigate additional pressure on nearby SSSI sites and Walthamstow Ramsar. Provision for the re-design and remodelling of landscaping and entrances into Down Lane Park are included within the proposed Heads of Terms in order to mitigate the direct impact of the development. Overall, adequate provision is made for open space, social and community infrastructure, consistent with local and strategic plan policies.

Trees

- 6.5.23 A total of ten low quality category C trees and one group were surveyed on or adjacent to the Berol Yard Site. The assessment concludes that these trees will require removal to facilitate development and include trees of poor form, small stature and/or limited visual appeal. Trees T4 – T12 are found on land belonging to the London Borough of Haringey. The Council is aware of the need to remove these trees in order to facilitate the formation of a new

shared cycleway and footway as part of wider implementation of the Streets and Spaces Plan.

- 6.5.24 A total of one tree and two groups of trees were surveyed adjacent to the Ashley Gardens site. None of these trees will require removal to facilitate development. All of the trees can be sustainably retained through the use of appropriate protection measures including ground protection, tree protection fencing and no dig construction. The proposal will not result in any additional pressure being placed upon existing trees and will not adversely affect their future growth or development. It is considered that the impact on existing trees can be suitably mitigated.

6.6 Development Impact to Adjoining Occupiers

- 6.6.14 London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views.

Noise and Disturbance

- 6.6.15 Policy DM1 seeks to resist developments involving an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Policy DM23 also reflects this approach.
- 6.6.16 While the introduction of mixed use development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats or small scale commercial uses in an urban location. As noted above, the site is generally isolated from existing residential uses.
- 6.6.17 Given that noise intensive uses currently operate from the site, the conversion of the site to predominantly residential use is considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.
- 6.6.18 The impacts are of construction noise are temporary and are proposed to be controlled by condition. The applicant has submitted a Construction Logistics Plan prepared by WSP Parsons Brinckerhoff. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority.

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

Summary - Development Impact to Adjoining Occupiers

- 6.6.20 The scheme is not anticipated to give rise to privacy or overlooking impacts given its separation distance from existing residential development. Given the existing commercial use of the land, the change of use to residential-led mixed use is considered reduce the noise impacts to any adjoining occupier. The impacts of construction noise and disruption are temporary and will be controlled by condition.
- 6.6.21 The daylight/sunlight impacts to adjoining occupiers are acceptable for an urban site in London. The development will be in close proximity to the Academy but all of the classrooms within the neighbouring academy will continue to experience very high levels of Average Daylight Factor. In relation to environmental wind, details of mitigation measures pertaining to a small number of balconies and rooftop spaces is secured by planning condition.
- 6.6.22 Objections have also been raised on behalf of adjacent businesses currently operating from Berol House. These are summarised in Appendix 2 and relate to noise & disruption during and post construction; a reduction in the attractiveness of location for business and operational impacts relating to access and car parking for staff and visitors. The transport and access issues are discussed elsewhere in this report. Whilst there is likely to be an impact on adjacent businesses in terms of noise and disruption this is not unusual for a regeneration scheme of this scale and nature. A range of safeguards are therefore suggested to mitigate the disruption and this includes a commitment to establish a construction coordinator to mitigate the environmental effects during the construction period.

6.7 Transportation and Parking

- 6.7.1 This proposal includes demolition of the existing buildings, and constructions of two new buildings (1 and 1A) of mixed use development, which is part commercial and part residential. In total, there are 1,135 sqm of commercial floorspace proposed (Class A1/A3/B1/D1) and 377 residential units, (161 one bed; 140 two bed; 76 are three units).
- 6.7.2 Building 1, includes 680sqm of commercial space and 276 residential units, and building 1A includes 455sqm of commercial space and 101 residential units. Currently there are 35 people employed on the existing buildings, and this proposal increases the number to approximately 146.

- 6.7.3 The existing vehicular access is from Ashley Road, which connects to Burdock Road, Watermead Way and Hale Road. Other nearby roads which are not part of the local Highway Authority are: Monument Way and part of the Transport for London Road Network (TLRN), and A10 High Road part of the Strategic Road Network (SRN).
- 6.7.4 The development site is highly accessible with a score of Public Transport Accessibility Level (PTAL) 5 and 6a. PTAL ranges from 1 (described as 'very poor') to 6B (described as 'excellent'). There are six bus routes (41, 230, W4, 123, 76, 192) included in the PTAL calculations, including Tottenham Hale rail and underground station.

Trip generation

- 6.7.5 Trip Generation methodology was agreed with LBH and TfL in January 2017. The multimodal trip generation was derived, considering all likely trips to be generated by the proposed development and extracting existing trips. Trics database was interrogated for sites with similar characteristics to get the trip rate for uses included in this proposal. Also, 2011 Census travel to work database, Middle Super Output Area (MSOA) Haringey 15, (which includes proposed sites) was used, to identify current work patterns and establish the existing trip generation. The findings were reported on section 5.3 of the TA and to summarise. Based on the numbers identified, the proposal is predicted to generate a reduction of vehicular trips, while increasing the use of the public transport.

Car parking

- 6.7.6 A total of 34 accessible car parking spaces are included in this proposal. Out of these, 33 spaces will be primarily used for wheelchair accessible residential units, and one is assigned for commercial land uses included in this proposal.
- 6.7.7 Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.
- 6.7.8 Parking addendum to Chapter 6, contains recommendations for blue badge holders indicating that for residential developments the requirement is provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders. In addition, Policy 6A.1, of the addendum includes parking standards for blue badge holders for non-

residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.

- 6.7.9 With regards to employment land uses the addendum necessitates parking provision for each disabled employee, and provision for disabled visitors. Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.
- 6.7.10 Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.
- 6.7.11 When applying policy 3.8 this development should include a total of 37 residential units which are Wheelchair User Dwellings (WUD) at the point of construction, or easily adaptable afterwards. Thus, a) It has been accepted that not all of the 10% included, will be wheelchair accessible residential units at the start of occupation, or at all times. Therefore, the % of WUD is subject to demand and would be varied over time.
- 6.7.12 The Housing Supplementary Planning Guidance (March 2016)-London Plan 2016 Implementation Framework, set up standards indicating that each designated wheelchair accessible unit, should have a car parking space. If all of the assigned WUD are in use as wheelchair accessible units, and each have access to a car parking space at the same time, then parking provision for this proposal should be 37 spaces.
- 6.7.13 Nevertheless, the London Plan recognises that car parking can take up considerable land and encourages the use of sustainable modes of transport, nonetheless a minimum car parking level for disabled users is considered an essential provision and must be fully satisfied at all times. Considering that not all disabled users who are residing at WUD will have cars, there is no need for each unit to have a car parking space, at all times.
- 6.7.14 In addition, there is considerable scope to optimise the use of unused spaces for other uses as part of the development given the mixed-use nature of the proposals, such as commercial uses. This is a car free development where all residents, (except disabled users of the WUD) will not have access to off or on-street car parking spaces. This will be secured via the s.106 agreement.

- 6.7.15 Having considered all of the above policies, the residential car parking provision is acceptable, subject to the above measures being secured via the S106. Each WUD will have access to a car parking space (off-street) at the point of request and provisions will be included in the s.106 to prevent the sale of car parking spaces. Disabled users of the WAU will be able to obtain a parking permit at the point of request and this will be managed and issued by developer's management company.
- 6.7.16 Future residents of this development will have an opportunity to use the three car club spaces, located in the vicinity of the development. Two of the car club spaces are located on Mafeking Road, (approximately 500m away which is equivalent to 6min walking), and the other is located on Antill Road (approximately 650m away, which is equivalent to 8min walking).
- 6.7.17 The London Plan parking standards for B1 employment in Outer London indicates a maximum provision of one car parking space for (100-600sqm). On the other hand, parking for the commercial part of this development (Class B2 or B8) is one space per 500sqm of gross floorspace. For the 891 sqm of commercial this means a car parking provision of between 2 and 9 (minimum and maximum) spaces.
- 6.7.18 Allocation for different uses is recommended as part of a package of planning conditions. These standards will also only apply to the restricted amount of retail area discussed elsewhere in this report. Therefore, car parking relating to retail uses is likely to be substantially less than indicated by the global levels applied for in the application and can be successfully managed through planning conditions.
- 6.7.19 Off-street car parking spaces will be managed through Car Parking Management Plan (CPMP), including:
- prior to occupation, all parking spaces must be in place, and marked on site as disabled spaces, and retained thereafter;
 - all parking spaces to be used in connection with this development only;
 - identification of WAU units and therefore eligible for parking permits;
 - review the demand for parking spaces and occupancy levels - include details on how this is proposed to be managed including duties and responsibilities for issuing, reviewing the off-street permit allocation and reassignment of permits;
 - include details of duties and responsibilities for issuing, reviewing of the off-street permit allocation, and reassignment of the parking permits.
 - details to be submitted: controlling access to the parking area, parking enforcement measure, swept paths, ramp details and show structural columns on a drawing (if any), visibility splays and vehicle circulatory movements, all while considering pedestrian movements and safety.
 - include locations of Electric Vehicle Charging Points (EVCP), and indicate criteria for reviewing the usage and converting passive points (if any)

proposed) to active. Minimum provision of 20% active and 20% passive Electric Vehicle Charging Points (EVCP) in accordance with the London Plan. Because of low number of parking spaces included in this proposal, recommendations are to aim for all spaces to have EVCP, either active or passive.

Cycle Parking

- 6.7.20 The proposal includes a total of 639 cycle parking spaces - 601 long stay and 38 short stay. The spaces provided are assigned to: 604 for residential use (594 long stay and 10 short stay); 35 (7 long stay and 28 short stay) for commercial use (retail and office). The proposed cycle parking is less than minimum London Cycle parking standards although it should be noted that the spaces for Building 1A are likely to be shared with the adjacent development by Notting Hill Housing (Building 2a).
- 6.7.21 The locations of the proposed cycle parking spaces are shown on the proposed drawings. Also, there are a number of cycle parking spaces located on the public realm. Further details will be secured via planning condition.
- 6.7.22 In relation to commercial uses the location of the proposed cycle parking spaces is shown, with each commercial units having an allocated storage area. Further details will also be secured via planning condition. In addition, 32 cycle parking spaces located on the public highway. The proposed location is subject to change following the detailed design of the Ashley Road, which is being coordinated by the Council.

Alterations to the existing public highway and proposed links

- 6.7.23 A bus stand exists on Ashley Road, which is planned to be relocated to allow for public realm improvements that are part of the wider Ashley Road South Masterplan. Its delivery is part of the adjacent applications submitted in relation to Cannon Factory/Ashley House and Ashley Gardens. Due to the need for the Council to adopt additional land in order to widen Ashley Road a planning condition is proposed in respect of Ashley Gardens application which will require details of the planned relocation to be provided and agreed by the Council, in consultation with TfL prior to implementation. A S278 highways agreement will also be required as part of any permission relating to Ashley Gardens.
- 6.7.24 There are several competing requirements for the limited space along Ashley Road which require careful consideration as part of wider proposals, one of which is, facilitating loading and meeting the needs for visitors parking who are Blue Badge holders. It is anticipated that Ashley Road will have different parking and loading restrictions, which will be incorporated as part of the detailed design. Because this is a public highway allocation of sections on Ashley Road can be adjusted in accordance with demand. Blue badge

holders can park for up to three hours on yellow lines, except where there are restrictions on loading or unloading. As existing, some sections of the existing Ashley Road are appropriate for visitors, but not for all day parking required for disabled residents. However, all this is subject for review prior to the Highways Authority approving the detailed design.

- 6.7.25 Blue badge holders can park for up to three hours on yellow lines, except where there are restrictions on loading or unloading. As existing, some sections of the existing Ashley Road are appropriate for visitors, but not for all day parking required for disabled residents. The full details will need to be agreed with the Highways Authority as part of the improvements to Ashley Road.
- 6.7.26 This proposal delivers a new pedestrian/cyclist link known as Berol Link, which improves east/west connections. Berol Link will connect Down Lane Park with Ashley Road and will prohibit vehicular access except for refuse/recycling/emergency vehicles. Berol Link will not be adopted by the local Highway Authority but permanent public access to Berol Link must will be secured through the S106 agreement. It must also be constructed to withstand the largest vehicle load, and maintained by the developer, thereafter. This will be secured via planning condition.

Parking restrictions on the public highways

- 6.7.27 In order to monitor potential parking displacement following the occupation of proposed development, specific S106 contributions are required to undertake a parking stress study. The s.106 heads of terms include a contribution of £12,000 towards an assessment and analysis of parking stress in the vicinity. The contribution will payable upon implementation. In the event the findings suggest there has been an increase in parking stress in areas which are not within the CPZ, or the timing of parking restrictions are not appropriate, then CPZ modifications may be required. Any changes would be subject to public consultation.

Travel Plan

- 6.7.28 A Framework Travel Plan (TP) is included, as part of the submission. The developer is responsible for creating a sustainable development and achieving the Travel Plan targets. The strategy is to appoint a Sustainable Travel Manager to ensure that targets of the travel plan are met. In addition, Travel Plan co-ordinators are proposed for each core component of the proposal. Each travel plan will be signed off only after the targets, as agreed by the LPA, have been met. Each detailed travel plan must have SMART targets, which will be monitored at regular intervals for at least five years, following occupation.

- 6.7.29 The obligation remains on the developer to implement travel plan measures. Travel plans will only be signed off when targets are met. Each detailed travel plan must have SMART targets, which must be monitored at regular intervals for at least five years, following occupation. The developer is responsible for achieving the TP targets.

Delivery servicing plan

- 6.7.30 A Delivery servicing plan framework is included in the submission. Although this document is accepted as framework, an updated plan will be required at a later stage.
- 6.7.31 Loading bays are likely to be included along Ashley Road and Burdock Road when modifications are made as part of wider proposals. Further details will be required to take account of wider emerging proposals, such as: locations per land use included in this proposal, details of managing and arranging times and servicing arrangements. An updated Delivery/Servicing Strategy is included as a planning condition.
- 6.7.32 Trip generation for the delivery/ servicing trips has been split into residential trips and commercial trips. The TRICS database has been interrogated and comparable sites were used to determine the trip rates. Trips were divided into two categories: Light goods Vehicles (LGV) and Heavy Goods Vehicles (HGV), and the rates derived are satisfactory.

Refuse/ recycling

- 6.7.33 Some details of refuse/recycling were submitted in the Waste Management Strategy. Twice weekly collections for refuse/recycling are anticipated due to the limited bin storage space. Agreement with Environmental Services will be required, including the site specific Facilities Manager who will be responsible for placing the bins to the agreed collection point. The application includes the communal bin storage areas the swept path analysis of the refuse collection vehicles.
- 6.7.34 The commercial waste storage space is separate from the residential part of the development and it is anticipated that collections to be done through either private service providers or other.

Construction Logistic Plan

- 6.7.35 The proposal includes a Construction Logistic Plan (CLP) but an updated Plan will be required closer to construction, once full details are known. This will be covered by a planning condition.

- 6.7.36 Some details of the refuse/recycling were submitted on the Waste Management Strategy. Twice a week collections for refuse/recycling each, are anticipated because of the limited bin storage space. Agreement with the Environmental services is required, including the facilities management who are responsible to place the bins to agreed collection point.

6.8 Flood Risk and Drainage

- 6.8.1 The site is located within Flood Zone 2 and is therefore considered to have a low probability of flooding from rivers and sea. The site has a low probability of fluvial flooding due to the high standard of protection available in the area and the local topography. The key area of assessment is in relation to surface water drainage.
- 6.8.2 London Plan (2016) Policy 5.13 (Sustainable drainage) and Local Plan Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.8.3 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.
- 6.8.4 The potential for impacts of the proposed development on water resources and flood risk have been identified and is supported by a Flood Risk Assessment ('FRA'). The FRA assesses flood risks from all potential sources and investigates the potential for the development to increase flood risk elsewhere taking into account the potential impact of climate change. The FRA includes a Drainage Strategy; the Strategy includes the use of Sustainable Urban Drainage Systems (SuDS).
- 6.8.5 The site is currently entirely impermeable and therefore the volumetric surface water runoff is not expected to increase as a consequence of the development. Volumetric runoff will in fact be reduced through an increase in permeable areas such as external landscaping. This applies particularly in the case of landscaping along Berol Link. The Drainage Strategy has been designed to manage a rainfall event up to a 1:100 year return period including a climate change allowance which will help in reducing the risk of flooding in the area and for the residents and occupants of the surrounding areas. Surface water runoff discharged into the public drainage network is therefore likely to reduce both in terms of volume and of peak therefore having a positive, although

limited effect on public surface water sewer capacity (i.e. potentially less flooding in the wider area).

- 6.8.6 Significant effects of the proposed development have been assessed in relation to flood risk, water supply, public sewerage systems and groundwater. All significant effects are classed to be having either a moderate or minor significance before mitigation. If the mitigation measures and in-built mitigation measures specified are incorporated, all residual effects are assessed as having a negligible significance. The assessment conducted has identified a number of beneficial significant effects as a result of the in-built mitigation measures proposed as part of the Flood Risk Assessment and Drainage Strategy.
- 6.8.7 The Council's Senior Drainage Engineer has assessed the scheme and been involved in its design evolution and raises no objection. Thames Water and the Environment Agency also do not raise any objection to the scheme subject to conditions. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.9 Energy and Climate Change

- 6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.
- 6.9.2 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.
- 6.9.3 Under Policy TH6 the site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

- 6.9.4 The applicant has submitted a Sustainable Design Energy and Construction Statement prepared by WSP, updated October 2017. The applicant has also provided supplementary comments in response to internal consultee comments from LBH Carbon Management and the GLA. The revised statement indicates that the proposed development will exceed the energy 2013 Building Regulation targets by 17.5%.
- 6.9.5 New development is expected to achieve the necessary energy and CO₂ requirements within the London Plan and Haringey Council's Local Plan. A consideration of the applicant's proposed energy strategy pursuant to the Mayor's Energy Hierarchy is below.

Energy – Lean

- 6.9.6 The scheme delivers a 15.8% carbon reduction through lean (energy efficiency measures). On average, Haringey sees 10-12% improvement through energy efficiency measures so this is supported.

Energy – Clean

- 6.9.7 The Carbon Management Team note that Tottenham Hale has been identified as an area where a District Energy Network will be delivered. Therefore, connectivity is expected, and an energy centre(s) capable of connecting to the future DE network must be designed into the development.
- 6.9.8 A range of energy options have been considered and energy officers from Haringey Council and the GLA met with the applicant on several occasions to explore the scenarios for different energy strategies in terms of planning and implementation, construction, cost and carbon emissions. Given the proximity to a planned District Energy Network, officers are particularly concerned to ensure the proposed development, irrespective of future sequencing of development, is capable of easy connection to a future District Energy Network.
- 6.9.9 The scheme is now proposing a boiler-led heating system. Due to the flexibility and compatibility it offers in connecting to the future DEN, this is supported. The preferred option includes individual, initially unconnected boilers, within each building. A connection will then be made to the DEN once the infrastructure is in place. This is a change from the earlier proposed CHP-led solution and includes more energy centres than would normally be acceptable. However, in view of the interim nature of the strategy and commitment to connect to the DEN (secured via planning agreement) this approach is considered to be acceptable. In addition, a further planning condition is proposed which requires the applicant to revisit the number of energy centres and seek to minimise the number of connections required prior to commencement.

6.9.10 Planning conditions and Heads of Terms regarding a DEN connection are contained in Section 9. The planning condition includes the following requirements:

- Production of an updated site-wide energy strategy including a demand assessment and revisiting the number of energy centres;
- Securing the reduction in energy demand through energy efficiency measures;
- Provision for connection to DEN;
- Inclusion of renewable energy technology to offset CO₂ emissions;
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne and should be given to the Council upon commencement on site based on an up-to-date assessment of carbon emissions;
- Overheating Mitigation Plan for each building to be submitted and approved by the LPA in advance of the main works commencing.

Energy – Green

6.9.11 The applicant has included 80m² of Solar PV panels as a renewable contribution. The Design and Access Statement illustrates the roof space with a balance of play space and landscaping to provide suitable amenity for future residents. This technology delivers a further reduction of 7.2 tonnes in CO₂ emissions.

6.9.12 In addition, to bring the proposals in line with policy (LP 5.2), the developer will be required to offset the shortfall against target emissions at a cost of £60 per tonne. The value of this offsetting is currently £454,860.00. This will also be secured via planning agreement.

6.9.13 Overall, the target carbon emissions for the proposed development are calculated to be 352.4 tonnes CO₂ per annum. A planning condition is proposed to secure the the savings outlined. The proposals provide an appropriate interim solution to meeting the energy needs of the site prior to implementation of the District Energy Network. This provides sufficient flexibility for future connection, subject to being secured via planning agreement, as recommended within this report and Heads of Terms.

6.10 Waste and Recycling

6.10.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling requires development proposals make adequate provision for waste and recycling storage and collection. The

approach is reflected in DPD Policy DM4. The applicant has submitted a Delivery and Servicing Plan.

6.10.2 The application includes a Waste Management Strategy which includes storage provision in accordance with the Sustainable Construction and Design SPD Appendices (March 2013) guidance document. Volumes for the Proposed Development were calculated using LBH's guidance. Bin storage access areas are shown on the plans with two main collection points within Building 1 and Berol Link.

6.10.3 It is proposed that each commercial tenant will provide a suitable waste storage area within their own demise as part of their fit-out, which will include provision for the segregation of refuse, recyclables and food waste (if applicable). The capacity of the individual commercial waste stores will be dictated by the commercial tenants' business activities and the frequency that they will receive waste collections, which they will arrange to suit their own requirements. The overall level of provision is considered to comply with relevant policies and further details of waste storage will be secured via planning condition.

6.11 Land Contamination

6.11.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Geo-Environmental Site Assessment for both sites by RSK Environment Ltd.

6.11.2 The site is underlain by the relatively impermeable Enfield Silt Member and then subsequently by the Kempton Park Gravel Formation (Secondary (A) Aquifer). Beneath this is the London Clay Formation (unproductive stratum) overlying the Thanet Formation, Lambeth Group (both Secondary (A) Aquifers) and the White Chalk Subgroup (Principal Aquifer). It is likely that Made Ground is present onsite owing to its historical use as a factory and current commercial use.

6.11.3 These contaminants are anticipated to pose a Low to Moderate risk to future site users, such as residents and visitors. The risk to future construction and ground workers is Moderate due to a greater likelihood of direct contact with potentially contaminated soils.

6.11.4 A ground investigation compliant with BS10175 and Generic Quantitative Risk Assessment (GQRA) is required and will allow assessment of the identified plausible contaminant linkages. It is recommended that a ground investigation is designed based on the following technical objectives:

- Characterisation of the underlying ground and groundwater conditions;
- Undertake soil sampling for contamination analysis and geotechnical testing;
- Undertake ground gas and groundwater monitoring;
- Provide an assessment of risks to human health and controlled waters; and
- Provide a preliminary outline assessment of potential geotechnical constraints and possible foundation options for the proposed development.

6.11.5 The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These standard conditions are recommended for imposition and are contained in Section 9.

6.12 Equalities

6.12.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.12.2 The proposed development would engage primarily with people with protected characteristics around physical access and have been designed to contemporary Building Regulations. The proposed development would offer step free access throughout including all entrances to private and affordable housing, as well as commercial spaces. All floors of the residential accommodation would be served by two lifts. All residential units would be built to Part M4 (2) 'accessible and adaptable dwellings' and 10% will be built to Part M4 (3) 'wheelchair user dwellings' of Building Regulations.

6.12.3 The proposed development would be likely to provide a range of socio-economic and regeneration outcomes for the Tottenham Hale area including the provision of new housing including affordable housing to increase affordability and reduce overcrowding. It would also result in local employment impacts including displacement of existing employment but the generation of construction employment and new employment opportunities to the benefit of all priority groups that experience difficulties in accessing employment.

6.13 Health Impact Assessment

6.13.1 The purpose of the HIA is to identify, assess and present any potential effects on the health of the population arising from the proposed mixed-use development, and to identify any interventions or mitigation measures required to minimise potential adverse effects on health and inequalities and optimise the beneficial impacts of the development. The report is intended to assist in considering the planning application and positively influence the development of the Environmental Impact Assessment.

6.13.2 The HIA shows that over one quarter (26.2%) of the resident population of the local impact area comprises children and adolescents aged 0-17 years. This proportion exceeds Borough and London-wide equivalent figure which equates to c.22%. Furthermore, the proportion of 18-24 year olds in the local impact area is higher than that in the Borough and in London at 11% compared to 8.6-8.7%. Children and young people aged 0-24 years old are therefore a significant proportion of the population in the local area. Two thirds of the population comprise working-age adults (typically 18-64 years). Notably, the local impact area has a markedly lower proportion of elderly people (65 years plus) than the London average. In addition, Ashley Gardens falls within an LSOA that is within the 20% most deprived areas.

6.13.3 Priority groups have been identified through the community profiling exercise undertaken by the applicant, and these include:

- Children and adolescents
- Older people
- People with a disability
- Low income groups

6.13.4 It is assessed that overall, the proposed development will have a short-term, temporary, minor adverse impact on the health of the local population and priority groups as a result of temporary construction activities. This will also generate some dust, noise and vibration. Nevertheless, these adverse impacts can be effectively overcome through mitigation, particularly the Construction Logistics Plan. Construction activities will also generate new employment, and will maximise the use of resources leading to beneficial health outcomes.

6.13.5 In terms of the operational phase, it is assessed by the applicant that overall the proposed development will have a long-term, permanent minor to moderate beneficial impact on the health of priority groups and new residents and a minor beneficial impact on the general public. Officers broadly agree with this assessment. This beneficial health outcome is linked to the provision of high quality, well-designed housing to meet local housing needs, provision of flexible commercial floorspace that supports employment opportunities and provides local amenities, public realm improvements that

provide opportunities for social interaction, improve access to a range of local services and social infrastructure and create a safe environment.

6.14 Fire safety

- 6.14.1 Fire safety is not a planning matter rather it is dealt with at Building Regulations stage. However, in light of recent events and the Council's understandable concern around this matter the applicant has been asked to provide information regarding its plans for fire safety in the development and in particular the sixteen storey element. High rise residential blocks are constructed in many different ways and the varying combinations of design and materials mean that all proposals have to be considered individually.
- 6.14.2 Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover areas such as structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled persons.
- 6.14.3 The development will be required to meet the Building Regulations in force at the time of its construction and these may well be changed from those in force currently. The Building Control Body (the Local Authority or an Approved Inspector) would carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure the works are carried out correctly as far as can be ascertained. As part of the plan checking process a consultation with the Fire Service would also be carried out. On completion of work the Building Control Body will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 6.14.4 Fire safety provisions have several components which subdivide the building into distinct fire compartments to prevent the rapid spread of fire. These areas are separated by fire doors. To prevent the building from premature collapse, the structural elements are protected to withstand the fire and heat to a specified period of time.
- 6.14.5 There are also provisions to prevent fire and smoke spreading unseen in cavities and concealed areas. Fire barriers are provided which are critical in ensuring the fire and smoke separation between compartments.
- 6.14.6 External walls and roofs are required to have sufficient resistance against the spread of fire between buildings. These are determined in relation to the proximity of other buildings and the boundaries.

Provision of smoke detectors

- 6.14.7 The Building Regulations require installation of a self-contained mains operated smoke alarm in the hallway (lobby) within each flat. These provide early warning to the occupants and aid early evacuation and expect them to alert the fire service. These requirements have been in place from 2006 for new flats. In large developments, smoke detection in common areas is provided that will activate automatic smoke vents. The applicant has confirmed that smoke detectors will be fitted in the development and that a smoke evacuation system will also be fitted.

Provision of sprinklers

- 6.14.8 New buildings with a floor more than 18m (approximately 6 stories) above ground level will be provided with a firefighting shaft which includes a firefighting lift, firefighting stairs and dry riser. A dry riser is a fixed vertical pipe positioned in or close to the staircase which the fire brigade can help to supply water to the upper floor levels. The applicant has confirmed this will be provided.

6.15 Conclusions

6.15.1 Having considered all material planning considerations including the development plan and the environmental information submitted with the application, officers consider that:

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Ashley Road South, in support of allocation TH6.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The minimum overall affordable housing proposal of 35% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance accords with the portfolio approach and is acceptable.
- Taking into account the wider approach to employment re-provision across the Ashley Road South Masterplan, the overall balance of employment floorspace is considered to be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use neighbourhood.
- The masterplan has undergone rigorous testing since 2015 evolving with the potential to form a well considered new neighbourhood. The form, scale and massing of the proposed mansion blocks, of which this application is part, is appropriate to the site's changing urban context. The quality of the scheme is considered to be high.
- The density of the development would be above the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a but would optimise the site's potential and is acceptable, taking into account the average density across the masterplan area.
- The site is highly accessible, being located close to Tottenham Hale Station. The site is also adjacent to a significant open space in the form of Down Lane Park with Lee Valley Regional Park in close proximity. The mansion

block structure presents the opportunity for a good housing mix and balance of residential units having regard to local need and site specific characteristics contributing to the creation of a mixed and balanced community.

- The scheme will make a significant new contribution to the quality of the public realm, facilitating the enhancement of Berol Link as a new east-west route from Down Lane Park towards Berol House all of which weigh heavily in favour of the scheme.
- The development will relate positively to the adjacent Down Lane Park, providing new and improved pedestrian & cycle links and duplex family housing on edges adjacent to the park.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, environmental wind, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition. The adoption of currently private land to secure implementation of the public realm improvements to Ashley Road will be secured via s.72 agreement.
- The interim solution to multiple energy centres is accepted in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.
- The proposals are not considered to give rise to any adverse equalities impact upon the protected characteristics of any individual or group and the operational phase of the proposal is assessed as being beneficial in the long-term.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.8.1** Based on the information given on the plans, the Mayoral CIL charge will be **£994,140.00** and the Haringey CIL charge will be **£ 413,291.25**. This is an estimated figure based on the plans and will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

8 RECOMMENDATIONS

8.8 GRANT PERMISSION subject to conditions and subject to sec. 106 legal Agreement.

9 CONDITIONS AND INFORMATIVES

CONDITIONS

1.	COMPLIANCE - Development in Accordance with Approved Drawings and Documents 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. a) The following plans: Plans and Drawing Numbers (as amended): Level B1 Plan 1824-JMP-01-00-DR-A-3500 2 Level 00 Plan 1824-JMP-01-00-DR-A-3501 4 Level 01 Plan 1824-JMP-01-01-DR-A-3502 3 Level 02-05 Plan (typical) 1824-JMP-01-02-DR-A-3503 3 Level 06 Plan 1824-JMP-01-06-DR-A-3504 2 Level 07 Plan 1824-JMP-01-07-DR-A-3505 3 Level 08 Plan 1824-JMP-01-08-DR-A-3506 3 Level 09 Plan 1824-JMP-01-09-DR-A-3507 3 Level 10 Plan 1824-JMP-01-10-DR-A-3508 3 Roof Plan 1824-JMP-01-RF-DR-A-3509 1 Building 1: North and South Elevations 1824-JMP-B1-NS-DR-A-4001 2 Building 1: East and West Elevations 1824-JMP-B1-EW-DR-A-4002 2 Building 1A: North and South Elevations 1824-JMP-B1A-NS-DR-A-4101 2 Building 1A: East and West Elevations 1824-JMP-B1A-EW-DR-A-4102 2 Building 1: Sections AA and BB 1824-JMP-B1-AB-DR-A-5001 3 Building 1: Sections CC and DD 1824-JMP-B1-CD-DR-A-5002 3 Building 1A: Sections AA and BB 1824-JMP-B1A-AB-DR-A-5101 2 Building 1A: Section CC 1824-JMP- B1A-CC-DR-A-5102 2 Masterplan Drawings (with existing context) – For Approval Masterplan: Level 00 Plan 1824-JMP-01-00-DR-A-2000 Rev 1 Masterplan: Level 02 Plan 1824-JMP-01-02-DR-A-2001 Masterplan: Roof Plan 1824-JMP-01-RF-DR-A-2002 Masterplan: North-West Elevations 1824-JMP-01-NW-DR-A-2100 Masterplan: North – South Sections 1824-JMP-01-S1-DR-A-2200 Rev 1 Masterplan: East - West Sections 1824-JMP-01-S2-DR-A-2201 General Arrangement Plans (existing context) – For Approval Composite plan: Level B1 Plan 1824-JMP-01-B1-DR-A-3500 Rev 2

	Elevational Details – For Approval Building 1: Typical Bay 1824-JMP-B1-XX-DR-A-6001 Building 1: Typical Bay 2 1824-JMP-B1-XX-DR-A-6002 Building 1: Typical Bay 3 1824-JMP-B1-XX-DR-A-6003 Building 1A: Typical Bay 1824-JMP-B1A-XX-DR-A-6101 Landscape Drawings for approval: Landscape Plan – 00 449-02-100 Rev B Landscape Plan – Berol Link East 449-02-110 Rev B Landscape Plan – Berol Link West 449-02-111 Rev B Landscape Plan – Down Lane Park Walk 449-02-112 Rev B Landscape Plan – Ashley Road 449-02-113 Rev B Landscape Plan – 01 Building 1 449-02-120 Rev A Landscape Plan – Roof Building 1A 449-02-130 Rev A Landscape Plan – Roof Building 1 South 449-02-131 Rev A Landscape Plan – Roof Building 1 North 449-02-132 Rev A Planting Plan – 00 449-02-501 Rev B Planting Plan – 01 449-02-502 Rev A Planting Plan – Roof Building 1A 449-02-503 Rev A Planting Plan – Roof Building 1 South 449-02-504 Rev A Planting Plan – Roof Building 1 North 449-02-505 Rev A New Tree Planting – 00 449-02-551 Rev B New Tree Planting – 01 449-02-552 Rev A New Tree Planting – Roof Building 1A 449-02-553 Rev A New Tree Planting – Roof Building 1 South 449-02-554 Rev A New Tree Planting – Roof Building 1 North 449-02-555 Rev A Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.
2.	COMPLIANCE – Commencement 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.
3.	COMPLIANCE - Environmental Statement All submissions of details pursuant to the planning permission hereby approved shall be in substantial accordance with the Environmental Statement dated July 2017 and the Supplementary Environmental Statement dated October 2017. Reason: In order to ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

4.	COMPLIANCE – LAND USE (Retail) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) the non-residential space shall not include any Class A1 use and shall not exceed 150sqm in respect of Class A3 use hereby permitted unless otherwise agreed by the Local Planning Authority or any use permitted by the above order. Reason: In order to bring the proposal into line with the mixed-use employment-led policy DM38 which requires the maximum viable re-provision of employment floorspace.
5.	COMPLIANCE - Development in Conformity with Energy Statement The development hereby approved shall be constructed and delivered to the U-values set out in the document Sustainable Design, Energy and Construction Statement prepared by WSP Parsons Brinckerhoff dated July 2017 (and addendum dated October 2017), and any energy strategy document thereafter approved. Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).
6.	COMPLIANCE - Land Contamination – Part 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.
7.	COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management) Any tree or plant on the development (including roof top 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.
8.	COMPLIANCE - NRMM Inventory and Documentation Availability 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 prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).
9.	COMPLIANCE – Accessibility The development shall only be carried out in accordance with the inclusivity and accessibility measures identified in the Design and Access Statement dated April 2017 with regard to the fit out in accordance with Building Regulations Part M4 category 2. 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). Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.
10.	COMPLIANCE - Compliance with London Housing Design Standards The development shall comply, as far as is practicable, with the London Plan Policy 3.5 and draft London Housing Supplementary Planning Guidance (2016) space standards and as far as practical shall meet all other requirements within the draft London Housing Supplementary Planning Guidance 2016, particularly the requirements regarding dual aspect units. Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.
11.	COMPLIANCE - Individual Satellite dishes or television antennas precluded 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 application. Reason: to protect the amenity of the locality.
12.	COMPLIANCE – Lifetime Homes All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and the London Plan 2016 Policy 3.8.

	PRE COMMENCEMENT
13.	PRE COMMENCEMENT - Phasing strategy & details No part of the development hereby permitted shall be carried out unless and until a phasing strategy showing the location of each building and including details of the order in which the buildings will be commenced, has been submitted to and approved by the Local Planning Authority unless otherwise agreed in writing in the event that the component buildings are delivered concurrently. The phasing strategy shall include details of: 1. the order in which the development and occupation of buildings within the relevant phase shall take place taking into account its relationship to the wider ARS masterplan; 2. the area, location and programme for construction of public open space, public realm and landscaping to be provided in that phase; 3. the quantum and location of car parking to be provided in that phase; 4. the quantum and location of cycle parking to be provided in that phase; 5. the quantum and location of motorcycle and powered two wheeled vehicular parking to be provided in that phase; 6. infrastructure, including the provision of energy infrastructure for that phase; 7. the principles of waste / refuse and servicing for that phase; and 8. the chargeable development(s) comprised in that phase for the purposes of the Community Infrastructure Levy. The Development shall only be carried out in accordance with the approved phasing strategy, subject to such amendments to such phasing strategy as may be approved by the Local Planning Authority from time to time. Reason: To ensure that the development is consistent with the principles of good masterplanning. It is necessary for condition to prevent commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.
14.	PRE COMMENCEMENT - Confirmation of Site Levels Prior to the commencement of the development (except 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. Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

	The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
15.	PRE COMMENCEMENT Drainage Strategy (Thames Water) Development, excluding demolition and site preparation works, 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.
16.	PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation) No demolition or development shall take place until a 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, which shall include the statement of significance and research objectives, and: - The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works. - The programme for post investigation assessment - Provision to be made for analysis of the site investigation and recording - Provision to be made for publication and dissemination of the analysis and records of the site investigation - Provision to be made for archive deposition of the analysis and records of the site investigation - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. - The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority. No development shall take place within the area indicated until the

	implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. Reason: To protect archaeological interests by providing an opportunity to investigate and record the site in accordance with London Plan (2015) policy 7.8 'Heritage Assets and Archaeology'. 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. 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.	PRE COMMENCEMENT - Tree protection meeting (pre-commencement) No development shall start until all those trees to be retained, as indicated in the Arboricultural Report (June 2017), have been protected by secure, stout, exclusion fencing erected at the recommended distance for the Root Protection Areas (RPA), in accordance with BS 5837: 2012 Trees in Relation to Design, Demolitions and Construction. Any works connected with the approved scheme within the RPA shall be carried out under the supervision of the Arboricultural Consultant. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access within the RPA. The Local Planning Authority shall be given not less than two weeks' prior written notice by the developer of the commencement of works on the site in order that the council may verify via a site meeting attended by all interested parties to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the root protection areas. The tree protective measures must be inspected or approved by the Council Arboricultural officer, prior to the commencement of demolition works on site. All construction works within the root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist. Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18.	PRE-COMMENCEMENT – Water supply (Thames Water) Prior to the commencement of development, excluding demolition and site clearance, impact studies of the existing water supply infrastructure shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall not be commenced until the studies have been approved in writing by the local planning authority. The development shall not be brought into use until any necessary mitigation measures identified by the impact studies have been approved in writing by the local planning authority and carried out in full in accordance with the approved details. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with London Plan (2015) policies 5.14 'Water Quality and Wastewater Infrastructure' and 5.15 'Water Use and Supplies'. 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. 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.
19.	PRE- COMMENCEMENT - Construction Environmental Management Plan Prior to the commencement a Construction Environmental Management Plan (CEMP) for the relevant Phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide details of how demolition and construction works are to be undertaken and include (a): i) The identification of stages of works; ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); iii) Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non Road Non-road Mobile Machinery (NRMM); iv) Details of an Unexploded Ordnance Survey; v) Details of community engagement arrangements; vi) Details of any acoustic hoarding; ix) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); x) Details of external lighting b) The inventory of NRMM shall 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. The works shall only be carried out in accordance with an approved CEMP. Reason: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016), Policy SP13 of the Haringey Local Plan (2013) and Saved Policy ENV7 of the Haringey Unitary Development Plan (2006). 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.
20.	PRE COMMENCEMENT - Land Contamination – Part A and B Land Contamination – Part A and B Before development commences other than for investigative work: Using the information from the Environmental Statement 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:- 1. a risk assessment to be undertaken, 2. refinement of the Conceptual Model, and 3. 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 updated 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 the potential effects set out in the Environmental Statement dated December 2016, 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.
21.	PRE COMMENCEMENT - Details of AQDMP (Dust) Prior to the commencement of the development an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, 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 an updated Dust Risk Assessment in substantial accordance with the Dust Risk Assessment dated December 2016. The plan shall be implemented as approved and maintained for the duration of the construction phase of the development. Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016). 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.
22.	PRE COMMENCEMENT OF SUPERSTRUCTURE - Waste Management Scheme Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (Prepared by WSP Parsons Brinckerhoff dated December 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 areas 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. 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.	PRE COMMENCEMENT - Updated Construction Logistics Plan No development shall take place until such times as an updated Construction Logistics Plan (CLP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details: i) Update to the Construction Logistics Plan prepared by WSP Parsons Brinkerhoff dated June 2017 to include phased development; ii) Monitoring and joint working arrangements across Ashley Road South Masterplan area; iii) Site access and car parking arrangements; iv) Delivery booking systems; v) Construction phasing and agreed routes to/from the development replace lorry routeing; vi) Timing of deliveries to and removals from the site (to avoid peak times as agreed with HA) L07.00 to 9.00 and 16.00 to 18.00 where possible); vii) Construction works shall only proceed in accordance with the approved relevant CLP; viii) Travel plans for staff/ personnel involved in construction. Reason: To update the existing CLP to account for phased development in the area, reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
24.	PRE COMMENCEMENT - Piling method statement (Thames Water) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

	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.
	PRIOR TO ABOVE GROUND WORKS
25.	PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy Prior to commencement of above ground works an affordable housing strategy shall be submitted to and approved in writing by the local planning authority relating to the provision of a minimum of 35% Affordable Housing. The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include: i. The overall %, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii. The timing of the construction of the affordable housing; iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing. Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.
26.	PRIOR TO ABOVE GROUND WORKS – Broadband Strategy Prior to the commencement of any residential development, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy. Reason: to accord with Site Allocation Policy TH6 and DM policies that support the provision of broadband infrastructure and economic development objectives.
27.	PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan a) Prior to commencement of above ground works, a Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in

	writing by the Local Planning Authority. The BEP shall be in accordance with the Environmental Statement (dated December 2016) and include: i) Integration of bird and bat boxes; ii) Details of native and 'nectar rich' landscaping; and iii) Soft landscaping management & maintenance. b) The Biodiversity enhancement measures set out in the approved BEP shall be implemented. Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policies 7.18 and 7.19 of the London Plan (2015), Policy SP13 of the Haringey Local Plan (2013) and Saved Policy ENV7 of the Haringey Unitary Development Plan (2006).
28.	PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by, the local planning authority. Those details shall include: 1. 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; 2. 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); 3. Flood water exceedance routes, both on and off site; 4. A timetable for its implementation, and 5. 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 in accordance with Policy 5.13 of the London Plan. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
29.	PRIOR TO ABOVE GROUND WORKS – Updated Energy Strategy Notwithstanding the submitted details and prior to the commencement of above ground works, excluding demolition and site preparation works, a revised energy strategy shall be submitted to and approved in writing by the local planning authority. The Energy Strategy shall, unless otherwise agreed by the local planning authority, be based on connection of all buildings to a district energy and heating network and shall seek to minimise the number of connections to a future district energy network by rationalising the number of energy centres. The strategy shall explore all reasonable options for improving the energy efficiency of the buildings and reducing carbon dioxide emissions in accordance with the energy hierarchy set out in London Plan policy 5.2 ‘Minimising carbon dioxide emissions’. The Strategy will comply with the targets and measures set out in London Plan (2016) Policy 5.2 and will be submitted using the format set out in the GLA guidance on Energy Strategies. The development shall be carried out strictly in accordance with the details approved. Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).
30.	PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential Evidence that each commercial unit of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level “Very good” shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works and a final certificate shall be submitted for approval to the local planning authority within 6 months of the occupation of the development. Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).

31.	PRIOR TO ABOVE GROUND WORKS – Details of wind mitigation measures Prior to the commencement of above ground development for each building identified in Chapter 8 (ES Addendum October 2017), details of the wind mitigation measures, including any screening around balconies shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved. Reason: To ensure the adequate mitigation in accordance with the measures identified in the addendum to the Environmental Statement and to secure a high quality design.
32.	PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs Prior to the commencement of above ground development for each building, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved. Reason: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision in accordance with policies 5.11, 5.13 and 7.19 of the London Plan.
33.	PRIOR TO ABOVE GROUND WORKS - Secured by Design Part A Prior to carrying out above ground works of the relevant phase details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that such phase (and buildings contained therein) can achieve full Secured by Design Accreditation. The development shall be implemented in accordance with the approved details. Part B Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use. Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan 2013 Policy SP11.
34.	PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety) All boilers shall be Ultra Low NOx boilers. Prior to installation, 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 (The boilers shall be installed in accordance with approved details and maintained thereafter (WSP Report dated December 2016)).

	Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).
35.	PRE SUPERSTRUCTURE WORKS – Bus Stands Prior to the commencement of the development (excluding demolition works) a report and plans detailing the location and arrangements for delivering the replacement of the bus stands on Ashley Road shall be submitted and approved, in consultation with Transport for London. The development shall be carried out in accordance with the approved details and the bus stands on Ashley Road shall remain in situ until such time as the delivery of replacement stands has been agreed. Reason: To secure and deliver appropriate public transport infrastructure and to accord with London Plan Policy 6.2 Providing public transport capacity. 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.
36.	PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details Prior to any superstructure works on each approved building, details of arrangements for cycle storage (including provision for a total of cycle parking spaces, 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 in consultation with Transport for London (Borough Planning), 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.
PRIOR TO OCCUPATION	
35.	PRIOR TO OCCUPATION - Estate Management & Maintenance Plan Prior to the occupation of the relevant phase an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details. Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.
36.	PRIOR TO OCCUPATION – Landscaping and play space (details) Prior to occupation, details of the children's playspace and soft

	landscaping provision contained within the private amenity areas, plus the details of landscape proposals for Berol Link in accordance with the Design and Access Statement (Addendum October 2017) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the: - location, layout, design of the playspace; and - equipment/ features - hard surfacing materials - minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting) - Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc) Soft landscape details shall include: - Planting plans - Written specifications (including cultivation and other operations associated with plant and grass establishment) - Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate - Implementation timetables. The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The children's playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter. REASON: To secure the appropriate provision and design of children's playspace.
37.	PRIOR TO OCCUPATION – ROAD SAFETY AUDIT Prior to the occupation of any residential or commercial unit the applicant shall arrange for a road safety audit (Stage 1&2) of the proposed site access on Ashley Road to be carried out by an independent auditor not connected with the design of the scheme, in accordance with Department for Transport's Design Manual for Roads and Bridges (DMRB), HD 19/15 and shall submit the safety audit report to the Local Planning Authority for approval. Reason: to accord with Policy DM33 of the Council's Development Management DPD and in the interests of road safety.
38.	PRIOR TO OCCUPATION - Details Roof Top PV Panels Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation for each individual building 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 ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.
39.	PRIOR TO OCCUPATION– Lighting strategy Prior to the building being brought into use a lighting strategy to address all external lighting across the development shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details. Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.
40.	PRIOR TO OCCUPATION - Car Parking Management Plan Prior to the first occupation of each approved use within the development, a Car Park Management Plan shall be submitted to the Local Planning Authority for approval in writing. The plan should: • describe how parking will be managed on the site • arrangements for leasing and allocating residential car parking spaces for wheelchair users and others; • provide details of how disabled users of the commercial part of the development, can use the parking spaces and how this is going to be managed including details of priority criteria for allocation and access for Dial-a-Ride services; • details of how the loading bay(s) will be managed, and any agreed restrictions; • confirmation of the area reserved for temporary parking on Berol Link to be used only in connection with the assigned residential units; • details of the controlled access to the parking area(s), parking enforcement, ramp details (if any), to show structural columns, swept paths, vehicle circulatory movements, visibility splays, all while considering pedestrian safety nearby and within the undercroft parking area; • demonstration that all car parking spaces are of the correct width and length, with in-between allowance of 6m, following the Manual for Street (MfS) guidance and taking into account the 'IStructE Design recommendations for multi-storey and underground car parks'-third edition; • details of the width in-between spaces that enables maneuvering in/ out of parking spaces, include swept path analysis for corner spaces and show the structural columns; • provide a minimum of 20% active and 20% passive Electric Vehicle Charging Points including locations of the EVCP points, and details of the criteria for reviewing the usage and converting passive points to active points. All identified points spaces should be marked prior to occupation and retained & maintained thereafter. Reason: To ensure suitable arrangements for car parking as part of the

	development in accordance with TfL and London Plan requirements. The London Plan and Policy DM32 of the Development Management DPD require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points.
41.	PRIOR TO OCCUPATION - Details of Central Dish/Receiving System 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.
42.	PRIOR TO OCCUPATION – Delivery and Servicing Plan Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

INFORMATIVES

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.

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.

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.

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.

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."

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.

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.

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.

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.

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.

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.

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.

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.

Archeaology

INFORMATIVE: 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 WSI The written scheme 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.

Asbestos

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

Highways Licenses

INFORMATIVE: The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the HA.

Appendix 1

Ashley Road South Masterplan

Applications: 2044/2017 (Ashley Gardens) & 2045/2017 (Berol Yard)

This introduction summarises the wider masterplan proposals, planning history and key planning policies pertaining to both applications as part of the wider Ashley Road South Masterplan. Each individual application is assessed directly in the detailed reports that follow. This summary includes the following:

- Site and surroundings (masterplan area)
- Planning history
- Strategic development planning policy

Site and Surroundings

Ashley Road South Masterplan

- 1.1 The wider masterplan (see images below) proposes seven new buildings: Buildings 1, 1A, 2, 2A, 3, 4; the Ada National College for Digital Skills; and, the redevelopment and extension of Berol House for commercial and residential use.
- 1.2 Whilst not forming all of this application(s) the wider Ashley Road Masterplan area shows emerging proposals for the land uses shown below. An Outline Application (Notting Hill Housing Ltd) relating to Buildings 2, 2A and 3 has a resolution to grant planning permission, subject to s.106 and referral to the Mayor. Planning applications, pursuant to the wider masterplan, have now been submitted for the remainder of the Ashley Road South Masterplan on behalf of Berkeley Square Developments.



Illustrative masterplan for Ashley Road South

Table 1: Ashley Road South – portfolio approach to affordable housing

Application	Buildings	Residential units		Total	% by unit (hab rooms)	Tenure split (by hab room)
Ashley Gardens Full (BSD)	Building 1 Building 1A	377	Market	249 (737)	66% (65%)	35% AH 74% Intermediate 26% AR
			Intermediate	95 (290)	25% (26%)	
			Affordable Rent	33 (103)	9% (9%)	
			Total	377 (1,130)		
Berol Yard - Hybrid (BSD)	Building 4 (Full)	166	Build to Rent	158 (378)	95% (90%)	5% AH 100% DMR
			DMR (Intermediate)	8 (20)	5% (5%)	
			Total	166 (398)		
	Berol House (Outline)	18	Market	12 (56)	67% (65%)	35% AH 100% Int
			Intermediate	6 (30)	33% (35%)	
			Affordable Rent	0 (0)	0% (0%)	
			Total	18 (86)		
	Total: Berol Yard	184	Build to Rent	158 (378)	86% (78%)	8% AH 40% DMR 60% Int
			Market	12 (56)	7% (12%)	
			DMR (Intermediate)	8 (20)	4% (4%)	
			Intermediate	6 (30)	3% (6%)	
			Total	184 (484)		
Ashley House and Canon Factory - Outline (NHH) (Illustrative for assessment purposes)	Building 2 Building 2A Building 3	265	Market	118 (409)	44% (50%)	50% AH 71% Int 29% AR
			Intermediate	112 (290)	42% (35%)	
			Affordable Rent	35 (121)	13% (15%)	
			Total	265 (820)		
ARS Masterplan Totals	All buildings	826	Market	379 (1,202)	46% (49%)	35% AH 854 72% Int 2% DMR 26% A/R
			Build to Rent	158 (378)	19% (16%)	
			Intermediate	213 (610)	26% (25%)	
			Affordable Rent	68 (224)	8% (9%)	
			DMR (Intermediate)	8 (20)	1% (1%)	
			Total	826 (2434)		

Building	Car Parking

Ashley Gardens	28 spaces - 19 allocated as accessible spaces with flexibility for a further 9 private spaces for disabled users.
Berol Yard	40 spaces - 16 accessible parking spaces and a further 24 standard parking spaces
Cannon Factory/Ashley House	18 spaces – 13 accessible spaces with flexibility for additional 5 on Ashley Link

Table 2: Masterplan-wide Car Parking

Application	Building	Existing commercial floorspace (GEA)	Proposed commercial floorspace (GIA/GEA)
Ashley Gardens Full (BSD)	Building 1	7,325 sqm (Class B2/B8)	1,098 sqm (GIA)
	Building 1A		1,170 sqm (GEA)
Berol Yard - Hybrid (BSD)	NCDS	1,198 sqm (Class B2/B8)	6,000 sqm (GIA)
	Building 4		7,275 sqm (GEA)
	Berol House	4,284.7 sqm (Class B1)	629sqm (GIA) 694sqm (GEA)
Ashley House and Canon Factory - Outline (NHH) (Illustrative for assessment purposes)	Building 2	1,748 sqm (Class B1)	725 sqm (GIA)
	Building 2A		800 sqm (GEA)
	Building 3	1,486 sqm (Class B1)	2,565 sqm (GIA) 2,800 sqm (GEA)
ARSM	All buildings (including NHH building along DLP)	16,041.7sqm (GEA) (approx)	14,334 sqm (GIA) 16,424 sqm (GEA) (2% uplift on existing GEA)
		Policy Target	Proposed commercial floorspace (GEA)
Policy Targets (DCF)	All buildings	14,729 sqm (158,549 sqft) (GEA)	16,424 sqm (12% above policy target)
Policy Targets (TAAP)	All buildings (including emerging NHH land to the south of Building 2 and 2A)	15,300 sqm (Assumed GEA)	16,424 sqm (7% above policy target)

Table 2: Employment floorspace across ARS

The Ada National College for Digital Skills (NCDS)

- 1.3 Ada, the National College for Digital Skills will be a new Further Education College established as the centre of excellence in the delivery and learning of digital skills. The overall objective is to deliver a learning environment that supports the vision and values of the College and has the technology to deliver the educational offering. This is currently operating from a temporary location on Broad Lane.

Masterplan images



The proposed National College for Digital Skills



Proposals for Berol Yard



Ashley Gardens viewed from Down Lane Park

- 1.4 The hybrid planning application (2017/2044) by Berkeley Square Developments includes proposals for the National College for Digital Skills amounting to

6,000sqm of educational space. This will be designed to be a defining architectural statement with a rotated volume mirroring the design approach adopted for Building 2. The masterplan envisages these two buildings acting as counterpoints to one another along Ashley Link. This route will form an important new movement route as part of the wider movement network across Ashley Road Site.

2.0 Relevant Planning and Enforcement history

- 2.1 An outline planning application with all matters reserved was submitted by Notting Hill Housing in December 2017, amended in April 2017 and subsequently granted outline planning permission subject to referral to the Mayor, S.106 and related conditions in July 2017. The outline application involved the demolition of the existing buildings at Cannon Factory and Ashley House 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, landscape amenity space, car and cycle parking all associated works. The Notting Hill Housing site lies directly to the south of this detailed application and Building 2A completes the urban block to the south.
- 2.2 A planning application was submitted in January 2017 in relation to 18 Ashley Road, within the red line area defined within this application. The application was for a temporary change of use of building from light industrial B1 use to D2 use incorporating a climbing wall facility, yoga studio, ancillary cafe and offices, and B1 light industrial use. The application was granted, subject to a range of planning conditions.

3.0 Strategic Planning policy framework

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

The Development Plan

- 3.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan includes the London Plan (2016), Haringey's Local Plan Strategic Policies (July 2017), Development Management Policies (July 2017), Site Allocations and Tottenham Area Action Plan (July 2017).

The London Plan

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

Upper Lea Valley Opportunity Area Planning Framework

- 3.4 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. The OAPF sets out the overarching framework for the area, which includes the application site. The objectives for the Upper Lee Valley. The OAPF identifies the wider Ashley Road South site as suitable for residential, employment and potential new school. A comprehensive mixed masterplan is envisaged with good connections to transport and improved entrance to Down Lane Park.

Housing Zone

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

Haringey Local Plan Strategic Policies (with consolidated alterations 2017)

- 3.6 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be a key location for the largest amount of Haringey's future growth.
- 3.7 The most significant change to the Strategic Policies arise as a result of the adoption of the Further Alterations to the London Plan (FALP) that significantly increased Haringey's strategic housing target from 820 homes per annum to 1,502 homes per annum, effective from April 2015 – an 83% increase. The plan

also reflects the more challenging position in respect of affordable housing delivery.

- 3.8 The alterations to the Strategic Policies also make clear the need for affordable housing outstrips supply in Haringey. The most recent Strategic Housing Market (SHMA) informing the alterations indicates that with a shortfall in provision of 11,757 homes over the plan period. As a proportion of the total net housing requirement for all tenures (20,172), this equates to 59%. At an annual rate, this is 784 affordable homes out of 1,345.

Tottenham Area Action Plan (AAP)

- 3.9 The Tottenham AAP was adopted in July 2017. The document provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted and proposed alterations to the Strategic Policies DPD and the suite of DPDs alongside the Tottenham AAP to articulate the spatial vision for growth.

AAP Site Allocation

- 3.10 The site allocation (TH6) envisages the creation of an employment-led mixed use quarter north of a new District Centre, creation of a new east-west route linking Down Lane Park and Hale Village, and enhanced Ashley Road public realm. Residential use will only be acceptable for the purpose of making viable the re-provision of employment floorspace.

- 3.11 The site requirements for the wider site allocation TH6: Ashley Road South Employment Area are as follows:

- Creation of an employment-led mixed-use quarter north of a new District Centre, creation of a new east-west route linking Down Lane Park and Hale Village, and enhanced Ashley Road public realm. Residential use will be permitted to cross subsidise improvements to employment stock.
- The site is within a Designated Employment Area: Regeneration Area and proposals for mixed-use employment-led development will be supported, where appropriate. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.
- The introduction of a tertiary education provider providing education in the technology sector will be supported on this site.
- Residential development will only be acceptable for the purpose of making viable the re-provision of employment floorspace.
- The proximity of the new Harris Academy to the north and Down Lane Park to the north and west make the area particularly suitable for larger units along those edges.
- Ashley Road will form the key public and movement spine, with pedestrian access to Tottenham Hale District Centre from enhanced workspaces optimised.

- Active frontages will be expected on both sides of the Ashley Road frontage at ground floor level.
- Good quality buildings, including, but not limited to Berol House and 16 Ashley Rd should be retained and adapted for flexible, and affordable employment use.
- Further employment will be supported, with cross subsidization from residential.
- The site has a key role to play in laying out the Green Grid. Along the southern edge of the site and east-west link will be provided to connect into Down Lane
- Park to the west and to the Lee Valley in the west. Developments should positively benefit this route by providing active frontages along its length.
- The delivery of superfast broadband to the employment area will be supported.

Tottenham Hale District Centre Framework

3.12 The Tottenham Hale District Centre Framework (DCF) sets out that Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential or residential-led mixed-use development. In the next 10-15 years, it is expected that 5,000 homes will come forward on these sites. A mix of housing tenures will be delivered, with emphasis on the affordable end of the market, to provide choice.

3.13 The DCF is not a Development Plan Document but acted as a key part of the evidence base informing the Tottenham APP. The Tottenham AAP will allow for the implementation of proposals for the Tottenham Hale District Centre. The DCF has also been informed through engagement with the community, stakeholders and key landowners / developers in the Tottenham Hale area. The DCF provides design guidance and parameters for the wider allocated site.

3.14 The Ashley Road South site is envisaged to be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation.

Tottenham Hale Streets and Spaces Strategy

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

Tottenham Hale Green and Open Spaces Strategy

3.16 The Green and Open Spaces Strategy suggests way to improve and protect existing green spaces. The strategy suggests making it easier to get to the Lea

Valley with new and improved connections. The Strategy speaks to the need to invest in Down Lane Park to boost sports provision and enhance the park's wildlife. The document sits below the DCF and is not a development plan document.

Tottenham Strategic Regeneration Framework

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

Urban Characterisation Study

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

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

Potential Tall Buildings Locations Validations Study

- 3.20 The main purpose of the study is to assess the locations for tall buildings already established by the Council and determine what may be appropriate in terms of place-making, townscape and landscape, and views. The Study undertakes an assessment of Tottenham Hale as an area that is suitable for tall buildings. It forms part of the evidence base for the Local Plan.
- 3.21 The study confirms the potential for tall buildings in Tottenham Hale to provide a land-marking role for the emerging district centre, as well as identifying the locations of the Tottenham Hale bus and railway station. The study notes the visual relationship between individual locations (as well as the existing and unimplemented built forms) will need careful consideration to ensure a cohesive building group. Tall buildings must also respond to and maintain the individual neighbourhoods identified in the UCS.

4 Legal Position relating to Heritage Assets

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

Legal Position and Policy – Heritage Assets

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

- 4.6 Policy 7.8 of the London Plan requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Councils Development Management DPD continues this approach.

END

Appendix 2 – Approved Plans and drawings

Plans and Drawing Numbers (as amended for approval):

Level B1 Plan 1824-JMP-01-00-DR-A-3500 2
Level 00 Plan 1824-JMP-01-00-DR-A-3501 4
Level 01 Plan 1824-JMP-01-01-DR-A-3502 3
Level 02-05 Plan (typical) 1824-JMP-01-02-DR-A-3503 3
Level 06 Plan 1824-JMP-01-06-DR-A-3504 2
Level 07 Plan 1824-JMP-01-07-DR-A-3505 3
Level 08 Plan 1824-JMP-01-08-DR-A-3506 3
Level 09 Plan 1824-JMP-01-09-DR-A-3507 3
Level 10 Plan 1824-JMP-01-10-DR-A-3508 3
Roof Plan 1824-JMP-01-RF-DR-A-3509 1
Building 1: North and South Elevations 1824-JMP-B1-NS-DR-A-4001 2
Building 1: East and West Elevations 1824-JMP-B1-EW-DR-A-4002 2
Building 1A: North and South Elevations 1824-JMP-B1A-NS-DR-A-4101 2
Building 1A: East and West Elevations 1824-JMP-B1A-EW-DR-A-4102 2
Building 1: Sections AA and BB 1824-JMP-B1-AB-DR-A-5001 3
Building 1: Sections CC and DD 1824-JMP-B1-CD-DR-A-5002 3
Building 1A: Sections AA and BB 1824-JMP-B1A-AB-DR-A-5101 2
Building 1A: Section CC 1824-JMP- B1A-CC-DR-A-5102 2

Site and Survey Details

Site Location Plan 1824-JMP-XX-XX-DR-A-0001
Site Plan – Existing 1824-JMP-01-XX-DR-A-0002
Site Plan – Proposed 1824-JMP-01-XX-DR-A-0003
Site Plan – Demolition 1824-JMP-01-XX-DR-A-1001

Masterplan Drawings (with existing context) – For Approval

Masterplan: Level 00 Plan 1824-JMP-01-00-DR-A-2000 Rev 1
Masterplan: Level 02 Plan 1824-JMP-01-02-DR-A-2001
Masterplan: Roof Plan 1824-JMP-01-RF-DR-A-2002
Masterplan: North-West Elevations 1824-JMP-01-NW-DR-A-2100
Masterplan: North – South Sections 1824-JMP-01-S1-DR-A-2200 Rev 1
Masterplan: East - West Sections 1824-JMP-01-S2-DR-A-2201

Masterplan Drawings (with emerging context) – For Illustrative Purposes

Masterplan: Level 00 Plan 1824-JMP-01-00-DR-A-2500 Rev 2
Masterplan: Level 02 Plan 1824-JMP-01-02-DR-A-2501 Rev 1
Masterplan: Roof Plan 1824-JMP-01-RF-DR-A-2502 Rev 1
Masterplan: Elevations 1824-JMP-01-ES-DR-A-2600
Masterplan: North – South Sections 1824-JMP-01-S1-DR-A-2700
Masterplan: East - West Sections 1824-JMP-01-S2-DR-A-2701

General Arrangement Plans (existing context) – For Approval

Composite plan: Level B1 Plan 1824-JMP-01-B1-DR-A-3500 Rev 2

General Arrangement Plans (emerging context) – For Illustrative Purposes

Level B1 Plan 1824-JMP-01-B1-DR-A-3600
Level 00 Plan 1824-JMP-01-00-DR-A-3601 Rev 1

Level 01 Plan 1824-JMP-01-01-DR-A-3602
Level 02-05 Plan (typical) 1824-JMP-01-02-DR-A-3603
Level 06 Plan 1824-JMP-01-06-DR-A-3604
Level 07 Plan 1824-JMP-01-07-DR-A-3605
Level 08 Plan 1824-JMP-01-08-DR-A-3606
Level 09 Plan 1824-JMP-01-09-DR-A-3607
Level 10 Plan 1824-JMP-01-10-DR-A-3608
Roof Plan 1824-JMP-01-RF-DR-A-3609

Elevational Details – For Approval

Building 1: Typical Bay 1824-JMP-B1-XX-DR-A-6001
Building 1: Typical Bay 2 1824-JMP-B1-XX-DR-A-6002
Building 1: Typical Bay 3 1824-JMP-B1-XX-DR-A-6003
Building 1A: Typical Bay 1824-JMP-B1A-XX-DR-A-6101

Landscape Drawings for approval:

Landscape Plan – 00 449-02-100 Rev B
Landscape Plan – Berol Link East 449-02-110 Rev B
Landscape Plan – Berol Link West 449-02-111 Rev B
Landscape Plan – Down Lane Park Walk 449-02-112 Rev B
Landscape Plan – Ashley Road 449-02-113 Rev B
Landscape Plan – 01 Building 1 449-02-120 Rev A
Landscape Plan – Roof Building 1A 449-02-130 Rev A
Landscape Plan – Roof Building 1 South 449-02-131 Rev A
Landscape Plan – Roof Building 1 North 449-02-132 Rev A
Planting Plan – 00 449-02-501 Rev B
Planting Plan – 01 449-02-502 Rev A
Planting Plan – Roof Building 1A 449-02-503 Rev A
Planting Plan – Roof Building 1 South 449-02-504 Rev A
Planting Plan – Roof Building 1 North 449-02-505 Rev A
New Tree Planting – 00 449-02-551 Rev B
New Tree Planting – 01 449-02-552 Rev A
New Tree Planting – Roof Building 1A 449-02-553 Rev A
New Tree Planting – Roof Building 1 South 449-02-554 Rev A
New Tree Planting – Roof Building 1 North 449-02-555 Rev A

Appendix 3 – Consultation Responses

Objection from 3 Suffolk Road	Officer response
Objection to the planned development, along with other major residential developments that have recently been made. 1000's more people to be living in the borough without any more provision for schools, parks, workspaces, roads or space.	The cumulative impact of the development, together with other applications across Ashley Road South Masterplan has been assessed as part of the Environmental Statement. Where required, direct mitigation is secured as part of the proposed conditions and s.106 agreement.
The planned size of the development will overshadow everything around it and will be an eyesore being so much taller than any of the buildings nearby.	The proposed heights represent a significant change in urban context in this part of Tottenham Hale but this part of a planned process of change to optimise the use of land in this highly accessible location and the buildings will replace low grade commercial uses. The transition between the new district centre and the residential and industrial hinterland is considered to be appropriate.
This part of Tottenham near the highway is already very congested for trucks and traffic. I don't think it's fair to expose residence to this level of air pollutions with seemingly no plan to counteract it or any plan to alleviate the already heavy traffic running through the area. Only adding more people and more traffic into an already over developed area.	Due to the limited amount of car parking proposed the highways impact is acceptable. The noise and vibration impacts during demolition, construction and beyond have been considered as part of the overall environmental impact. Appropriate planning conditions are proposed in order to mitigate and minimise the overall impact on neighbouring properties. A Construction Logistics Coordinator will also be employed in order to manage impacts during the construction programme.
These light industrial areas in Tottenham provide an opportunity for growth and business in the local economy, already the studios locally provide employment and give needed life to local business. a huge building like this although it says it has commercial space on the ground floor we all know this means another Tesco local or similar killing local business.	Ashley Road South Masterplan will provide a range of new business premises, providing higher quality accommodation than currently provided with no overall net loss of commercial space.
North London Waste Authority (Berol House)	
The NLWA is concerned about losing the ability to	The application the subject of

effectively carry on business from Berol House and the ability to retain and attract staff to work at NLWA if car parking spaces disappear. NLWA is concerned because the proposals are for 'car free' development; because existing car parking space is being removed from Ashley Road and because some of the site plans in the application are unclear. NLWA objects to the planning application if their existing allocation is going to be reduced.	this report does not include proposals for Berol House although the cumulative impact of development across ARS is considered as part of this application. Specific proposals relating to Berol Yard are the subject of a separate application.
The NLWA seeks reassurance that: car users will have access to parking at Berol House during demolition and buildings works; delivery and servicing arrangements and parking for Berol House will be retained to the east of the building; car parking for existing tenants will not be reduced.	Access arrangements during construction and demolition works will be controlled via the CLP and a range of conditions recommended elsewhere in this report. No changes to current access arrangements to Berol House are proposed as part of this application.
NLWA is concerned the proposals for redevelopment of the area will mean that the car park to Berol House is no longer secured and that general security risks increase as a result. NLWA wish to see alternative measures implemented to retain the overnight and weekend gating of the car park.	Does not form part of this application. No changes to current access arrangements are proposed as part of this application.
We welcome the introduction of loading bays along Ashley Road but NLWA currently has no access to our offices from this side of Berol House so these servicing areas will be of no benefit to us. It is important to receive confirmation the east side of Berol House will retain space for loading and unloading of vehicles.	Interim works to Ashley Road will be the subject of a s.278 agreement with the Highways Authority. Access to Berol House is outside the scope of this application.
The proposal to make Ashley Way one-way means all staff and visitors arriving from the north will be inconvenienced and adding to already significant congestion at some times of day where Watermead Way ends and the road becomes Hale Road. This will inconvenience people coming to Berol House, increase congestion in an already busy network around Tottenham Hale and reduce the attractiveness of Berol House as an employment location.	Changes to Ashley Way and the proposed one-way flow will impact upon staff and visitors visiting Berol House. There is the potential for marginally longer journey times for those visiting Berol House by car but in the light of the overall accessibility of the site by public transport and the scheme's benefits derived from making Ashley Way more pedestrian-friendly the benefits are considered to outweigh the dis-

	benefits.
The NLWA is also concerned about the noise and disruption during the proposed 21month build process. There is already general level of noise and activity around Berol House but the introduction of a college and so many residents to such close proximity will inevitably create a significant increase in noise and activity. This concern is in addition to concerns about the disruptive and negative impact on employment at Berol House if site security and car parking are not maintained.	The noise and vibration impacts during demolition, construction and beyond have been considered as part of the overall environmental impact. Appropriate planning conditions are proposed in order to mitigate and minimise the overall impact on neighbouring properties. A Construction Logistics Coordinator will also be employed in order to manage impacts during the construction programme.
NLWA is concerned that the working environment could be very difficult for our staff for a period of nearly two years and potentially the noise impacts of being surrounded by many more people and a large college could also be significant post development. We urge LBH to place appropriate conditions upon the construction phase of the development such that existing local neighbours face the minimum reasonable disruption.	Appropriate planning conditions are proposed in order to mitigate and minimise the overall impact on neighbouring properties. A Construction Logistics Coordinator will also be employed in order to manage impacts during the construction programme.
We cannot see any analysis of the potential impact of the development on the internal daylight, sunlight or shadow effects on adjacent properties such as Berol House and are therefore concerned the analysis appears deficient. NWLA is particularly concerned we it is located within the ground floor level and light levels will be severely reduced and our view of the sky will be severely reduced.	These issues are the subject of a separate planning application relating to Berol Yard.
NWLA objects to any demolition of part of Berol House as indicated in some of the plans. This appears to be in areas containing the entrance, toilets and kitchen/eating area. Part of our objection could be withdrawn if LBH confirm what proportion of the area of Berol House marked on the drawings is proposed to be demolished.	These issues are the subject of a separate planning application relating to Berol Yard.
The NWLA object to the development of the top floor/roof of Berol House and any principle of development to Berol House being established through this application.	These issues are the subject of a separate planning application relating to Berol Yard.
NWLA will continue to engage with the proposals as they progress but have specific practical concerns about working alongside the development as the	

demolition and construction takes place.	

Appendix 3 Notes from DM Forum 24 April 2017 (relating to wider masterplan)

The wider issues associated with the Ashley Road Masterplan were considered at a Development Management Forum meeting held in April 2017.

Development Management Forum (in relation to wider Ashley Road Masterplan)	Officer Response (where relevant to this application)
Access/layout & design issues	
Question - the new college entrance appears on the south-side; previous understanding was that it would open up opposite 'The Hub' building. Is this correct?	This is the subject of a separate planning application for Berol Yard.
Question – In relation to proposed outline only application for Berol House, is this because of the proposed residential use above Berol House and why does it look like it's been 'stuck on the top'/materials are different?	This is the subject of a separate planning application for Berol Yard.
Amenity space/community uses & benefits	
Question – there was very little mention of space for families and children. Why not?	The on and off-site open/play space provision is assessed elsewhere in this report and is considered to provide a good range of provision with equitable access.
Question – will there be reasonable rates for Affordable Housing?	The affordability of the housing offer is assessed in the housing section of this report. The affordability and eligibility of the affordable rent and shared ownership will be secured via s106.
Question - how will access to Ashley/Berol Link be managed?	Planning obligations to secure public access along Ashley/Berol Link are proposed.
Question – where is the gain for local amenity? Too much reliance on existing provision next to park. Improvements promised before and not delivered. What is the overall vision for community space? Who will be able to use the spaces and how will it be managed?	The on and off-site open/play space provision is assessed elsewhere in this report and is considered to provide a good range of provision with equitable access.
Question – is the proposed nursery next to the park a replacement or additional nursery space for existing provision within the park?	Community space is provided in the ground floor of Building 2 and it will be restricted to community

	use via planning condition.
Housing design standards & parking	
Storage space is always lacking in new development, particularly for computers/home working e.g. Hale Wharf.	The London Housing Design Guide requires sets out essential minimum areas for dedicated built-in storage cupboards of 1.5 sq m for 2 person dwellings and 0.5 sq m for each additional occupant. Storage cupboards should be free of hot water cylinders, boilers, heat exchangers or washing machines and all parts of the cupboard should be a minimum of 2m high internally. This will be secured as a minimum. Developers are encouraged to exceed these standards.
Question – 2-bed 4-person homes, usually not enough room for two single beds, should have separate toilet & bathroom	A range of house types and sizes has been secured including a larger number of duplex family units.
Question – parking – Hale Village lacked parking. What is the provision?	Parking provision is made for accessible homes and future car parking will be managed in accordance with a car management plan to be submitted and approved by the applicant.

Appendix 4 – GLA Stage 1 Report

GREATER LONDON AUTHORITY

planning report D&P/4336/01

29 August 2017

Berol Yard, Tottenham Hale

in the London Borough of Haringey

planning application no. HGY/2017/2044

Strategic planning application stage 1 referral Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.
The proposal A hybrid planning application consisting of: • A full application for the demolition of the existing buildings (apart from Berol House) and erection of two buildings of between 8 and 14 storeys, providing 156 residential units, 891 sq.m. of flexible commercial floorspace, 7,275 sq.m. of education floorspace, car and cycle parking, open space, landscaping and associated work. • An outline application, with all matters reserved, for the conversion of Berol House to provide up to 3,605 sq.m. of flexible commercial floorspace; a 2 storey roof level extension, containing up to 18 residential units; cycle parking and associated works.
The applicant The applicant is Berkeley Square Developments, and the architect is John McAslan & Ptnrs.
Strategic issues summary Principle of development: The principle of mixed residential, educational, and commercial use for the site is supported; however, the applicant should provide details on the relocation plans and assistance for all current occupiers of the site. The Council should secure a minimum B1 floorspace requirement and confirm that a workspace provider has been secured. Affordable workspace provision should be considered in viability discussions, particularly in view of existing provision and proposed occupiers. (Para's 22-28.) Affordable housing: 14% (by habitable room), made up of 100% intermediate shared ownership. This offer, on a site within an Opportunity Area and a Housing Zone that has been in low grade employment use, is wholly unacceptable and should be significantly increased, particularly given the high-density nature of the proposal. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including possibilities for grant funding, and in the context of the Mayor's Affordable Housing and Viability SPG. Early and late viability reviews must be secured in accordance with the SPG. (Para's 29-32.) Urban design and tall buildings: The proposals are generally of a high quality; however, further consideration of east-west connections across the site; ground floor layouts; and public realm around the College is required. (Para's 39-45.) Outstanding issues on inclusive design, transport, and climate change should be addressed.
Recommendation That Haringey Council be advised that the application does not comply with the London Plan, for the reasons set out in paragraph 64 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

Context

1 On 12 July 2017, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has until 30 August 2017 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1A, 1B(c) and 1C(c) of the Schedule to the 2008 Order:

- 1A *"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats."*
- 1B(c) *"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres."*
- 1C(c) *"Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London."*

3 As part of the wider masterplan discussed under 'site description' below, Clause 2 of the Schedule to the Order is also relevant here:

- *"If the local planning authority receive an application for planning permission for development, which they consider forms part of more substantial proposed development, on the same land or adjoining land, they must for the purposes of this Schedule treat that application as an application for planning permission for the more substantial development."*

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

5 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been taken into account in the consideration of this case.

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

Site description

7 The 1.15 hectare application site forms part of the wider Ashley Road South Masterplan area occupying 2.67 hectares. The masterplan site consists of four development parcels:

1. Cannon Factory, a one-two storey warehouse/factory building in 'meanwhile' use, located in the north-east corner of the masterplan area, to the east of Ashley Road.
2. Ashley House, a two-storey warehouse/office buildings with yard and car parking in the south-west corner of the masterplan area, to the west of Ashley Road.
3. Berol House, a three-five storey locally listed building currently used as serviced offices, and a collection of low-rise industrial buildings, with associated yards and car parking in the south-east corner of the masterplan area, to the east of Ashley Road. A

hybrid application has been submitted for this site alongside this application (GLA Ref: 4336).

4. Cannon Jersey Factory, a two-storey building in use by a fabric manufacturer; a neighbouring warehouse occupied by a steel fabrication company; and a low-rise warehouse building in use as an indoor climbing centre. This forms the current application site, which lies in the north-west corner of the masterplan, to the west of Ashley Road.

8 An application by Notting Hill Housing for development parcels 1 and 2 (GLA Ref: D&P/4177) was considered by the Council on 18 July 2017, which resolved to grant permission, subject to conditions, agreement of a section 106 agreement, and referral to the Mayor. Section 106 agreement negotiations are ongoing.

9 The masterplan site is bounded to the north by Down Lane Park, and the Harris Academy Tottenham beyond the tree-lined Burdock Road, which provides primary and secondary education and has planning permission to be extended to provide additional educational facilities (LPA ref: HGY/2015/3096). To the south of the masterplan site is a petrol garage on the west side of Ashley Road and a single row of terraced houses fronting onto Hale Road; a number of small industrial buildings, some in use for other purposes such as the Styx music venue; and Stratford College London in the three-storey Sentinel House to the east of Ashley Road. Beyond this lies Tottenham Hale Station and bus station, with several sites surrounding it coming forward for development, including a 22-storey building at 1 Station Square (GLA Ref: D&P/4063/01). To the east is Watermead Way (A1055), with a number of street trees on the site boundary, and beyond the railway line are student and residential blocks within Hale Village of up to 10 storeys. To the west are further facilities of Down Lane Park, including playgrounds, bowling green, tennis courts and pre-school.

10 The site lies just to the north of a potential District Centre, as identified in the Tottenham Area Action Plan. The site is also within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area.

11 The nearest station is Tottenham Hale, which is approximately 300 metres to the south-east, providing access to rail services between Liverpool Street, Cambridge and Stansted Airport; and underground services on the Victoria Line. A taxi rank and bus station are also located at Tottenham Hale, with the latter providing access to six bus services. The nearest bus stops are approximately 100 metres away on Watermead Way, served by route 192. Consequently, the public transport accessibility level of the site ranges from 6a in the south, to 5 to the north (on a scale of 1 to 6, where 6 is excellent, and 1 is very poor).

Details of the proposal

12 The application seeks to demolish the existing buildings and erect two buildings to provide 377 residential units, 1,211 sq.m. of flexible commercial floorspace (Class A1/A3/B1/D1), new public realm, landscaped amenity space, car and cycle parking and associated work.

13 Building 1, on the northern part of the site, is a courtyard building of between 8 and 10 storeys, containing 276 units, with 710 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1) along Ashley Road and the proposed 'Berol Link' public space to the south. Car parking is proposed at ground floor level underneath a raised podium, with communal amenity space above.

14 Building 1A, to the south of the Berol Link, is of a linear mansion block typology of between 6 and 8 storeys, forming the northern half of a courtyard building, with the southern half formed by Building 2A as part of the Notting Hill Housing application referred to above (GLA Ref: D&P/4177). It has been designed to act as a standalone building, but also to form an integrated courtyard block. The building contains 501 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1) bordering Ashley Road and the Berol Link at ground floor level, and 101 residential units above.

15 A single storey pavilion is proposed forming a cafe/retail unit set within the proposed Berol Link. Berol Link, in between Buildings 1 and 1A, will be a pedestrian and cycle route that links Down Lane Park to the west, to Ashley Road, with the intention to connect through an opening in Berol House, to the east.

16 The section of Ashley Road within the masterplan site boundary is included within the red line boundary for Ashley Gardens application site.

17 The Berol House hybrid application (GLA Ref: D&P/4336), submitted alongside this application, proposes:

- A full application for the demolition of the existing buildings (apart from Berol House) and the erection of two buildings of between 8 and 14-storeys, providing 156 residential units, 891 sq.m. of flexible commercial floorspace, and 7,275 sq.m. of education floorspace in the 7 storey National College for Digital Skills.
- An outline application for the conversion of Berol House to provide up to 3,685 sq.m. of flexible commercial floorspace, and a 2-storey roof level extension with up to 18 residential units.

Case history

18 On 7 October 2016, a pre-application meeting was held for the development of the wider masterplan site known as Ashley Road South, including a new campus for the National College for Digital Skills; non-residential floorspace of up to 9,000 sq.m.; retention and redevelopment of the locally listed Berol House for employment workspace; the provision of up to 871 residential units, including affordable and family housing and wheelchair units; new social facilities and ancillary amenity and child play space. The GLA's pre-application advice report of 24 October 2016 concluded that the principle of the proposal was supported; however, issues relating to the principle of development; affordable housing; housing; historic environment, urban design and tall buildings; inclusive design; transport; and climate change should be addressed in any subsequent planning applications.

Strategic planning issues and relevant policies and guidance

19 The relevant issues and corresponding policies are as follows:

• Opportunity Areas	<i>London Plan</i>
• Employment	<i>London Plan</i>
• Housing	<i>London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG</i>
• Affordable housing	<i>London Plan; Housing SPG; Affordable Housing and Viability SPG; Housing Strategy</i>
• Historic environment	<i>London Plan</i>

- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Inclusive design *London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; the Mayor's Transport Strategy*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

20 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2013), the Alterations to Strategic Policies (July 2017), the Saved Policies within the Unitary Development Plan (July 2017), the Site Allocations DPD (July 2017), the Development Management DPD (July 2017), the Tottenham Area Action Plan (July 2017), and the London Plan (Consolidated with Alterations since 2011).

21 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) (July 2013).
- Tottenham Hale District Centre Framework (2015).

Principle of development

Residential uses

22 The site lies within the boundary of the Upper Lee Valley Opportunity Area, as identified in London Plan Policy 2.13 and Table A1.1, which states that the Opportunity Area is capable of accommodating at least 20,100 homes up to 2031. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,502 new homes per year in Haringey between 2015 and 2025. The site is also located within the Tottenham Housing Zone, which has a target for approximately 2,000 new homes. The Tottenham Area Action Plan identifies the site as part of site TH6 Ashley Road South Employment Area, including 444 residential units. The proposal for 377 residential units is supported in line with these policies.

Non-residential uses

23 London Plan Policy 4.4 'Managing Industrial Land and Premises' provides a strategic aim for boroughs to adopt a rigorous approach to industrial land management, but recognises that managed release may be required to provide other uses in appropriate locations. The Tottenham Area Action Plan identifies the site as part of site TH6 Ashley Road South Employment Area, including 15,300 sq.m. of employment floorspace.

24 The existing site is currently occupied by 7,325 sq.m. of commercial/ industrial floorspace (Class B1/B2/B8), and an associated yard used for car parking. Cannon Street Jersey Fabrics is consolidating its operations in existing premises in the north of England, and will be vacating the site in the near future. The applicant must provide further details on the relocation plans for the other occupiers of the site and full details of the assistance that will be provided. The existing buildings will be demolished and new buildings constructed with 1,211 sq.m. of commercial floorspace (flexible Use Class A1/A3/B1/D1) at ground floor level. Although there will be a significant decrease in employment space on this application site, it is recognised that

and Ashley Gardens application sites, it is estimated that 162 existing FTE jobs are expected to be replaced by 395 FTE jobs.

26 The proposals will deliver significant qualitative improvement in the commercial space on the site; replacing low grade accommodation with high quality units designed to appeal to a range of prospective end users. Although the employment space will be of a different nature to that existing, it is recognised that no local or strategic protections are in place for the current use, and there will be an overall uplift in floorspace and employment capacity across the masterplan. However, the Council must secure a minimum B1 floorspace requirement, and subject to further discussions on the relocation and retention strategy, must secure measures to assist existing occupiers. Although the Council has no specific requirement, together with the assessment of affordable housing, consideration should also be given to affordable workspace provision, particularly considering the existing provision of affordable workspace in Berol House. The applicant must also confirm that a workspace provider has been secured, to ensure that the new commercial space is designed as flexibly as possible.

27 The Styx live music venue is located immediately to the south of the site; however, this is a meanwhile use with temporary permission granted for 2 years to November 2018. The proposed uses on the site would come forward after that permission has expired and no mitigation is therefore required.

28 The College will be a major local benefit in terms of education and employment, and is strongly supported in line with London Plan Policy 3.18 'Education Facilities'.

Affordable housing

29 The proposal includes 174 residential units, as set out below:

	Full application		Outline application (indicative)		
Unit size	Intermediate (shared ownership)	Market	Intermediate (shared ownership)	Market	Total
1 bed	6	60	0	0	74 (43%)
2 bed	7	59	0	2	60 (39%)
3 bed	2	14	6	10	32 (18%)
Total	15 (10% by hab room)	141	6 (34% by hab room)	12	174
					14% affordable

30 London Plan Policy 3.9 'Mixed and Balanced Communities' seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. The Mayor's Affordable Housing and Viability SPG introduces a threshold approach, whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit a viability assessment or have a late stage review. The SPG also sets out a preferred tenure split of at least 30% low cost rent (social or affordable rent significantly less than 80% of market rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the LPA, with more flexibility in Opportunity Areas.

31 The application proposes 14% affordable housing, made up of 100% intermediate shared ownership, with only 10% in the full element of the application. This offer, on a site within an Opportunity Area and a Housing Zone that has historically been in low grade employment use, is wholly unacceptable and should be significantly increased. The lower affordable offer with 100% intermediate tenure, raises particular concerns when compared to the accompanying Ashley Gardens application, which includes a higher affordable offer with affordable rent tenure. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including a review of tenures and unit sizes, possibilities for grant funding, and in the context of the Mayor's Affordable Housing and Viability SPG.

32 The Tottenham AAP confirms that the housing priority in this area is for intermediate accommodation, due to the existing concentration of social housing in Tottenham. It is noted that the other applications within the masterplan area are providing other affordable tenures and the affordable housing tenure split (70% intermediate/30% affordable rent) across the masterplan area is consistent with the agreed portfolio approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing tenure, in line with an overall Housing Zone-wide target. Subject to an increase in the total affordable housing offer and the outcome of viability review, the provision of 100% intermediate tenure on this site may therefore be acceptable. The Mayor's Affordable Housing and Viability SPG makes clear that intermediate tenures must be genuinely affordable and the applicant should provide further details of the proposed household income ranges for the intermediate units proposed, taking account of guidance in the Mayor's SPG. The requirement for review mechanisms as set out in the Mayor's SPG must also be met.

Housing

Housing Choice

33 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy 3.11 also states that priority should be accorded to the provision of affordable family housing. The proposals include a good range of unit sizes in the context of the proposed tenure, subject to an increase in the affordable offer and viability review.

Density

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

35 The density is stated as 149 units, or 412 habitable rooms, per hectare; however, the density should be calculated according to the methodology set out under paragraph 1.3.72 of the Mayor's Housing SPG, in order to take account of the mixed-use nature of the proposals. This will more accurately reflect the impact of the non-residential uses, and in particular the College, in terms of scale and massing, and increased activity.

benchmark of 10 sq.m. of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum.

34 The child yield is expected to be 83 children, with 46 under-fives. The proposal includes 597 sq.m. of under-fives play space in the courtyard and on roof terraces, with the illustrative proposals demonstrating how this could be delivered. It is also recognised that the play and sport facilities and open spaces of Down Lane Park are adjacent to the site, providing facilities for older children. The proposals are therefore acceptable.

Urban design and tall buildings

35 The layout for the application site has been developed in conjunction with the neighbouring sites within the masterplan and in discussion with GLA and Council officers, which broadly meets that identified in the Tottenham District Centre Framework. The application delivers the 'Berol Link' between the two proposed blocks, which is strongly supported, providing a landscaped public space connecting Ashley Road to Down Lane Park, and linking further east as part of the accompanying Berol Yard application. The inclusion of a pavilion building in the Berol Link is questioned, since it blocks east-west views and may undermine demand for adjacent commercial units in Buildings 1 and 1A. The applicant should provide further justification or revise the proposals.

36 The simple arrangement of perimeter blocks is an efficient use of the site, creating a clear delineation between public and private realm, with high levels of active frontage to both blocks. The inclusion of duplex units along the north side of Building 1, adjacent to the park edge, creates a strong residential character. Units along the western edge of Building 1 also benefit from individual entrances fronting the park. Should the mix of units be revised, the introduction of further duplex units in this location should be considered.

37 The distribution of residential cores generally creates efficient internal layouts. The introduction of a break in the southern wing of Building 1 allows single aspect units facing north into the courtyard to be avoided; however, there is some concern about east/west single aspect units facing into the courtyard at lower levels. The applicant should provide further analysis to demonstrate that the units will achieve a good residential quality. Layout revisions may be required.

38 Although a number of north-facing single aspect units are included in Building 1, they will face onto the open green spaces of Down Lane Park and will therefore achieve an acceptable outlook and daylight levels. However, north-facing single aspect units in Building 1A facing onto the Berol Link raise some concerns as they are of limited outlook and face the 8-10 storey Building 1. As set out in the Mayor's Housing SPG, the use of bay windows or setbacks are not recognised as providing the full benefits of dual aspect units. The applicant should provide further analysis to demonstrate that these units will achieve a good residential quality, in line with Standard 29 of the Mayor's Housing SPG.

39 While there are instances where up to 12 units sharing the same core on each floor exceeds the Housing SPG standard of 8; locating the cores at the corners of blocks allows corridors to be separated into two, avoiding long corridors with multiple doors. This approach is supported; however, the applicant must consider revising layouts in order to introduce natural ventilation and daylight penetration to cores.

40 Both blocks allow for high quality courtyard amenity space for residents. Breaks in the south and east wings of Building 1 above ground floor level, with significant set-backs from level 7, allow sufficient levels of light to reach the raised podium level courtyard.

41 The public realm strategy improves the pedestrian environment along Watermead Way, which is strongly supported, along with the provision of an appropriate degree of enclosure to Berol Yard North, flanked with commercial frontages. The arrangement allows acceptable levels of daylight/sunlight to penetrate to the public amenity space, although the proposed use of large conifers is questioned due to overshadowing. Berol Yard South is less successful, being dominated by car parking, surrounded by servicing uses, blank frontages to the College, and with no pedestrian routes or spaces. Given the scale and ambition of the College, further work is needed to demonstrate that the public realm surrounding it is designed to accommodate the uplift in pedestrian flow that will be generated. The proposal also relies on the site immediately to the south, outside of the application boundary, to deliver a public space to address the main entrance of the building. The applicant must demonstrate how a suitably sized and high quality area of public realm can be delivered to provide the College with an appropriate civic presence, both with the existing buildings and uses to the south, as well as future development scenarios.

42 The simple layout and location of cores creates good residential quality in Building 4 overall. Single aspect north-facing units are avoided, although the layout results in a large proportion of single aspect units facing onto the heavily-trafficked Watermead Way. In response to this, all units facing Watermead Way have additional internalised space instead of external balconies, which is supported. Residential layouts in the Berol House extension are arranged around a new central core, splitting the first residential floor into two naturally ventilated corridors of eight duplex units, with roof pavilions and terraces. Residential quality is controlled through the accompanying design guidelines.

43 The massing and heights strategy is broadly supported. The 12-14 storey Block 4, together with the block to the north of the site proposed as part of the Notting Hill Housing application, results in a lengthy continuous elevation along Watermead Way; however, this is relieved by the use of set-backs, which breaks the mass into three vertical elements, avoiding the appearance of a singular building mass. The applicant should consider the comments raised above relating to the ground floor of the 14-storey element to ensure that the prominent south-east corner of the block is designed to positively address the public realm.

44 The use of high quality brickwork and simple articulation/detailing is welcomed. The key elevations will rely on the quality of detailing (including depth of window reveals, brick detailing and balcony treatments) to achieve the high standard of architecture required, which must be secured in any permission.

45 The distinctive form of the College building creates a landmark building for Tottenham Hale and the innovative architectural approach is welcomed. However, further consideration is required to ensure that the podium base does not turn its back onto Berol Yard South. Accentuating the secondary access and access to the podium deck, while allowing greater visual connection into the building would help to achieve this. As stated above, the setting of the building also requires further consideration.

Historic environment

46 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* and in relation to conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area"*. London Plan Policy 7.8 'Heritage Assets and Archaeology' states that development should identify, value, conserve, restore, re-use and

the proposals adjacent to public transport, this is acceptable in this case. As Building 1A is expected to be built out before Building 1 is complete, temporary accessible parking will be provided within the area of land that will eventually become the Berol Link.

Transport

47 A total of 68 car parking spaces are proposed; 40 within the Berol Yard application and 28 within the Ashley Gardens application, with Blue Badge provision as set out above. The management of the demand responsive accessible parking proposal must be clearly set out in the car park management plan, which should be secured by condition. The electric vehicle charging proposal of 20% active plus 20% passive meets London Plan policy.

48 In line with the Mayor's ambition to make streets more attractive for active travel, the Council should secure contributions for local enhancements to the pedestrian environment, including wayfinding.

49 The full delivery and servicing plan should be secured by planning condition, in accordance with London Plan Policy 6.14 'Freight'. The construction logistics plan should be secured by pre-commencement condition and the travel plan should be secured through the section 106 agreement.

50 A total of 639 cycle parking spaces are proposed, comprised of 601 long-stay and 38 short-stay, which meets London Plan standards. However, primary access to basement level cycle parking via stairs is unacceptable, and must either be via ramp (the preferred option) or lift. Guidance in the London Cycle Design Standards must be followed.

51 The Ashley Road public realm proposals fall within the red line boundary of all three masterplan applications. Clarification should be provided as to how the works will be co-ordinated and delivered. Furthermore, limited, and sometimes contradictory, information is provided in the application documents regarding the design and treatment of Ashley Road, which should be clarified. As agreed with the Council, conditions must protect the bus stands on Ashley Road and Burdock Road.

Climate change

Energy

52 Based on the energy assessment submitted, further information is required on overheating, performance calculations, the district heating network, and the site energy network before the proposals can be considered acceptable and the carbon dioxide savings calculated and verified. Two separate energy centres to serve buildings 1 & 1A are not acceptable. Full details have been provided to the applicant. The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 200 sq.m. of photovoltaic panels, which is welcomed.

Climate change adaptation

53 The area is within Flood Zone 2 and has some areas with a low risk of surface water flooding. The Flood Risk Assessment confirms that the site ground levels are above the modelled 1:1,000-year flood event, considering the presence of flood defences. Therefore, the proposals are compliant with London Plan Policy 5.12 'Flood Risk'

54 Although the site is generally at low risk of flooding, other locations in the local vicinity have a significant risk of surface water flooding. The Outline Drainage Strategy aims for three-times greenfield run-off rates, using a combination of green roofs, raingardens and tanked storage, which is acceptable in terms of London Plan Policy 5.13 ‘Sustainable Drainage’.

Local planning authority’s position

55 The applicant has been engaged in pre-application discussions with the Council since May 2016 and it is understood that officers are generally supportive of the proposals. An October Committee date is expected.

Legal considerations

56 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor’s statement and comments.

Financial considerations

57 There are no financial considerations at this stage.

Conclusion

58 London Plan policies on Opportunity Areas; employment; affordable housing; housing; urban design and tall buildings; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan for the reasons set out below; however, the possible remedies stated below could address these deficiencies:

- **Principle of development:** The principle of mixed residential and commercial use for the site is supported; however, the applicant must provide further details on the relocation plans for all current occupiers of the site and the assistance that will be provided. The Council should secure a minimum B1 floorspace requirement and confirm that a workspace provider has been secured. Consideration should be given to affordable workspace provision.
- **Affordable housing:** 21.5% (by habitable room), split equally between intermediate shared ownership, and affordable rent. This offer, on a site within an Opportunity Area and a Housing Zone that has been in low grade employment use, is wholly unacceptable and should be significantly increased, particularly given the high-density nature of the proposal. GLA officers will robustly scrutinise the viability assessment to maximise affordable housing provision, including possibilities for grant funding, and in the context of the Mayor’s Affordable Housing and Viability SPG. Early and late viability reviews must be secured in accordance with the SPG.

- **Urban design and tall buildings:** The applicant should provide further justification for the Berol Link pavilion or revise the proposals. The applicant should provide further analysis of residential quality of single aspect units, or revise layouts, and must consider revising layouts in order to introduce natural ventilation and daylight penetration to cores exceeding 8 units per core.
- **Inclusive design:** The applicant should confirm that accessible units are spread across unit sizes and tenures and demonstrate that layouts of both accessible and easily adaptable units are accessible. The Council should secure M4(2) and M4(3) requirements by condition.
- **Transport:** The management of the demand responsive accessible parking proposal must be clearly set out in the car park management plan. Conditions must protect the bus stands on Ashley Road and Burdock Road. The Council should secure contributions for local enhancements to the pedestrian environment. The full delivery and servicing plan, and construction logistics plan should be secured by condition. The travel plan should be secured through the section 106 agreement. Primary access by stairs to basement level cycle parking is unacceptable, and must be amended. Further information is required regarding the design of Ashley Road.
- **Climate change:** Further information on overheating, performance calculations, the district heating network, and the site energy network has been requested from the applicant, which is required before it can be confirmed that the application meets London Plan requirements. Two separate energy centres to serve buildings 1 & 1A are not acceptable.

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

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Planning Sub Committee 28 November 2017

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2017/2001

Ward: Crouch End

Address: 163 Tottenham Lane, N8 9BT

Proposal: Redevelopment of the site to provide 26 residential units together with 1,172sqm of commercial floor space within 2 ground floor premises and plant and store room within basement (use classes A1, A2, B1, B2 restricted to MOT testing, mechanical servicing and repairs of motor vehicles and D1 restricted to medical use).

Applicant: Mr Mahesh Patel

Ownership: Private

Case Officer contact: Tobias Finlayson

Date received: 30/06/2017

Drawing number of plans:

312-02-001 Rev B2; 312-02-101 Rev B1; 312-02-102 Rev B2; 312-02-103 Rev A1; 312-02-104 Rev A1; 312-02-105 Rev B2; 312-02-106 Rev B2; 312-02-201 Rev B1; 312-02-202 Rev C1; 312-02-203 Rev C1; 312-02-204 Rev C1; 312-02-205 Rev C1; 312-02-206 Rev C1; 312-02-207 Rev C1; 312-02-208 Rev C1; 312-02-301 Rev B2; 312-02-302 Rev C; 312-02-303 Rev C; 312-02-304 Rev B2; 312-02-401 Rev B2; 312-02-402 Rev B2; 312-02-403 Rev C

Documents:

Ground Conditions Desk Study dated June 2017 prepared by Hydrock; Planning Statement prepared by Countrywide Planning; Surface Water Drainage Strategy dated 7th June 2017 prepared by EAS; Noise Assessment dated 22nd June 2017 prepared by 24Acoustics; Proposed Scheme Daylight & Sunlight Assessment dated June 2017 prepared by XCO2; Daylight, Sunlight & Overshadowing dated June 2017 prepared by XCO2; Heritage Statement prepared by Countrywide Planning; Residential Travel Plan dated June 2017 prepared by EAS; Basement Impact Assessment dated May 2017 prepared by Parmarbrook Urban; Energy Strategy Revision 2 dated 21 June 2017 prepared by Whitecode Design Associates; Transport Assessment dated June 2017 prepared by EAS; Design and Access Statement dated June 2017 prepared by Crawford Partnership; Financial Viability Appraisal dated July 2017 prepared by Affordable 106; Response to Review of FVA Report dated September 2017 prepared by Affordable 106; Letter responding to neighbour consultation responding dated 9th October 2017 from Countrywide Planning

- 1.1 The application has been referred to the Planning Sub-committee for a decision as it is a major application which is also subject a s106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development as part of a mixed-use scheme is acceptable on this site, is of appropriate density and provides an appropriate mix and quality of accommodation
- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing
- The range of commercial uses is acceptable, will not result in a loss of employment potential and allow flexibility for future adaptability
- The design and appearance of the proposal is acceptable and would not harm the adjoining conservation area
- The proposal would not materially harm the residential amenities of neighbouring occupants
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage
- The scheme would provide a number of planning obligations as set out in the section below
- The application is in accordance with the development plan

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That 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.
- 2.3 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 21 December 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
- 2.4 That following completion of the agreement(s) referred to in resolution 2.1 within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the following conditions.

Conditions summary (the full text of recommended conditions is contained in section 9 of this report):

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)
- 3) COMPLIANCE: Land use (LBH Development Management)
- 4) COMPLIANCE: Noise level (LBH Pollution - Noise)
- 5) COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)
- 6) COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)
- 7) COMPLIANCE: Energy strategy (LBH Carbon Management)
- 8) COMPLIANCE: Satellite antenna restriction (LBH Development Management)
- 9) COMPLIANCE: Electric charging points (LBH Transportation)
- 10) PRE COMMENCEMENT: Construction Management and Logistics Plan (LBH Transportation)
- 11) PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)
- 12) PRE COMMENCEMENT: Piling method statement (Thames Water)
- 13) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)
- 14) PRIOR TO OCCUPATION: Contaminated land risk assessment and method statement (LBH Pollution)
- 15) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sound insulation (LBH Pollution - Noise)
- 16) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)
- 17) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Chimney details (LBH Pollution)
- 18) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: CHP details (LBH Pollution)
- 19) PRIOR TO INSTALLATION: Boiler details (LBH Pollution)
- 20) PRIOR TO COMPLETION: Thermal modelling (LBH Carbon Management)
- 21) PRIOR TO FIRST OCCUPATION: Energy efficiency measures (LBH Carbon Management)
- 22) PRIOR TO FIRST OCCUPATION: Internal noise levels – residential units (LBH Pollution - Noise)
- 23) PRIOR TO FIRST OCCUPATION: Parking Management Plan (LBH Transportation)
- 24) PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan (LBH Transportation)
- 25) PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)
- 26) PRIOR TO FIRST OCCUPATION: Obscure glazing (LBH Development Management)

- 27) PRIOR TO FIRST OCCUPATION: Secured by Design (Metropolitan Police)
- 28) POST OCCUPATION: BREEAM rating (LBH Carbon Management)
- 29) POST OCCUPATION: Residential sustainability assessment (LBH Carbon Management)

Informatives summary (the full text of recommended informatives is contained in section 9 of this report):

- 1) Co-operation (LBH Development Management)
- 2) S106 (LBH Development Management)
- 3) CIL (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Hours of construction (LBH Development Management)
- 6) Asbestos (LBH Environmental Services)
- 7) Backflow (Thames Water)
- 8) Surface water (Thames Water)
- 9) Sewers (Thames Water)
- 10) Groundwater permit (Thames Water)
- 11) Pressure (Thames Water)
- 12) Fire safety (London Fire Brigade)
- 13) Street numbering (LBH Transportation)
- 14) Commercial waste (LBH Neighbourhood Action Team)

Section 106 Heads of Terms

- 1) An affordable housing contribution of £245,000 with review mechanism
- 2) Early stage viability review (if the planning permission is not implemented within 2 years of being granted)
- 3) Late stage viability review (to be triggered at the point 75% of the dwellings are let or sold)
- 4) A carbon offsetting contribution of £21,393 (plus a possible further contribution following a sustainability review)
- 5) A construction training and local labour initiatives and contribution of £52,190.03
- 6) A transport and highways (s278) contribution of £12,000
- 7) A Traffic Management Order (CPZ) contribution of £25,000
- 8) Resident Parking Permit restriction ('Car-capped' development)
- 9) Travel plans (commercial and residential) with car club membership (two years and £50 credit per membership) with monitoring fee (£3,000 per travel plan)
- 10) Child play space contribution of £2,565
- 11) Considerate Constructors Scheme

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

2.6 That in the absence of the agreement referred to in resolution 2.1 above being completed within the time period provided for in resolution 2.3 above, the planning permission be refused for the following reasons:

- (i) In the absence of a financial contribution towards affordable housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP2, Development Management DPD 2017 policy DM13 and London Plan 2016 policy 3.12.
- (ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP7, Development Management DPD 2017 policies DM31, DM32 and DM33 and London Plan 2016 policies 6.9, 6.11 and 6.13.
- (iii) In the absence of a financial contribution towards carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP4 and London Plan 2016 policy 5.2.
- (iv) In the absence of a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal would be contrary to Haringey's Planning Obligations SPD 2014.
- (v) In the absence of a financial contribution towards child play space, the proposal would fail to deliver an acceptable level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal would be contrary to London Plan 2016 policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 and Local Plan 2017 Strategic Policy SP13.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution 2.6 above, the Head of Development Management or the Assistant Director Planning (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;

- (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 2.1 above to secure the obligations specified therein.

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- 4.0 CONSULATION
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APPENDICES

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for redevelopment of the site to provide 26 residential units together with 1,172sqm of flexible commercial floor space on the ground floor premises together with plant and a store room within the basement (use classes A1, A2, B1, B2 (restricted to MOT testing, mechanical servicing and repairs of motor vehicles only) and D1 (restricted to medical use)).
- 3.1.2 The applicant has stated that the commercial aspect of the scheme has been designed for the current user on the site (Kwik Fit) so this company is able to reoccupy the premises once the new development has been built should planning permission be granted. If Kwik Fit decide not to reoccupy the new floorspace, the flexibility of the other uses proposed (A2, B1 and D1 - restricted to medical use) allows for appropriate town centre uses to take up the floor space instead.
- 3.1.3 The residential units will be located on the first, second and third floors and comprises 2 x studio (8%), 5 x 1 bed (19%), 16 x 2 bed (62%) and 3 x 3 bed units (11%).
- 3.1.4 In terms of overall building form, at ground floor, the plan form will be 'H' shaped with an opening to the middle of either side. The first, second and third floors will have a 'T' plan form, progressively set back from the rear at each level.

3.2 Site and surroundings

- 3.2.1 The site is located on the western side of Tottenham Lane and is currently occupied by a part 2 and part 3 storey building used as motor vehicle repair/servicing centre known commercially as Kwik Fit on the ground floor with a separate vacant office above and a single storey (with pitched roof) MOT centre to the rear.
- 3.2.2 The site fronts Tottenham Lane which is within the Crouch End Town Centre and adjoins to the south, the rear of residential properties on Fairfield Road. The boundary with these properties also forms the boundary of the Crouch End Conservation Area.
- 3.2.3 This site is within the expanded Crouch End Town Centre secondary frontage at noted in the Councils Site Allocation DPD 2017 and not subject to any other designation.

3.3 Relevant planning and enforcement history

- 3.3.1 September 2017: Prior approval (HGY/2017/1728) granted for change of use of first floor of property from B1 (a) (offices) to C3 (residential).

- 3.3.2 Prior to the above, the most recent planning application (Council ref: HGY/2011/1329) was for demolition of existing garage and car wash, erection of five storey mixed use development for 589sqm of commercial space, 203sqm office space and 22 No flats comprising of 2 studios, 2 one bed flats and 18 two bed flats and erection of 7 three storey four bed terraced dwellings. Planning permission was refused.
- 3.3.2 The applicant subsequently submitted an appeal against the Council's decision to refuse planning permission with the Planning Inspectorate (PINs). PINs dismissed (upheld the Councils decision to refuse planning permission) the appeal following a public inquiry (PINS ref: APP/Y5420/A/12/2168352 on the grounds that the proposed development would be in conflict with the development plan on the issues of character and appearance, living conditions of future occupiers and of the occupiers of neighbouring properties and employment. The Inspector found that these matters outweighed his findings regarding housing mix and also other factors that could be construed to weigh in favour of the proposed development such as the sustainability of the site, the need for houses and the poor appearance of the existing buildings on the site.

4.0 CONSULTATION

4.1 Pre-submission engagement/consultation

- 4.1.1 The applicant has submitted a Statement of Community Involvement, which sets out in detail the pre-application engagement undertaken with the Council and public.
- 4.1.2 In summary, over the last two years the emerging scheme has been discussed in detail with officers through the pre-application process four times, presented to the Quality Review Panel on three occasions and also presented to the Council Planning Sub-committee for comments. The scheme has also been displayed at a public exhibition and presented at a Development Forum meeting to local residents.
- 4.1.3 The scheme, as stated above, has been presented to the **Haringey Quality Review Panel** on 3 separate occasions. The scheme throughout this time has evolved and sought to respond to QRP, local consultees and officer comments. The scheme was reported to the QRP for the third and final time on 16 April 2017.
- 4.1.4 The report of the meeting is set out in Appendix 4 of this report. The issues raised and how they have been addressed by the applicant are set out in the Design and appearance section (6.2) of this report. A summary of the report is as follows:

The Quality Review Panel acknowledges that the brief for the development is very challenging, and notes that the revised proposals represent a significant improvement in quality. Whilst a strategic-level concern remains regarding the

inclusion of the Kwik Fit premises (and the challenges this presents within the brief), they feel that as long as all of the technical requirements and standards can be met, then the proposition could be acceptable. They support the scale and expression of the frontage, and highlight a few small aspects that would benefit from further refinement. Whilst there remains potential scope for further improvement in the quality of some of the residential accommodation in terms of layout, outlook and amenity, they understand that technical studies undertaken have shown that the accommodation meets the required standards. Within this context, they offer cautious support to the proposals, subject to continuing design development to address the points below.

4.1.5 A **Development Management Forum** was held on 12 October 2015.

4.1.6 The notes of the forum are contained in Appendix 5 and the issues raised are summarised as follows:

- Explanation of exact ground floor uses
- What was Quality Review Panel view?
- Is there depth to the façade?
- Appear to be looking elsewhere for design ideas and need to look closer to the site i.e. Crouch End
- Public is vocal in the area
- Still has design issues – does not enhance area and has too many styles
- Winter gardens an issue – end up as extra rooms
- Does it meet London Plan standards?
- How many single aspect units?
- What is the submission timetable?
- Welcomes level of consultation to date

4.2 Formal consultation (post-submission)

4.2.1 The following were consulted regarding the application:

Internal:

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

External:

- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Transport for London – Borough Planning
- Thames Water Utilities

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

Internal:

- Design Officer: Supports the views of the Quality Review Panel and considers the proposed development acceptable subject to conditions.
- Carbon Management: No objections, subject to conditions and s106 obligations.
- Drainage Engineer: No objections subject to condition.
- Waste Management: Objects to the proposal.
- Pollution (Air Quality, Contaminated Land): No objections subject to conditions.
- Pollution (Noise): No objections subject to conditions.
- Conservation Officer: No objection.
- Transport Planner: No objections, subject to conditions and s106 obligations.

External:

- Thames Water: No objections, subject to conditions and informatives.
- Transport for London: No objections, subject to conditions.
- Thames Water: No objections.
- London Fire Brigade: The Brigade objects to the proposal (on building regulations grounds)

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

298 neighbouring properties

3 resident associations (Hornsey CAAC, The Hornsey Society, Crouch End Neighbourhood Forum)

3 site notices were erected close to the site

1 press notice

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: 7

Objecting: 7

- 5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:
- Loss of MEB Motors
 - Parking and transport issues (including how Kwik Fit will operate)
 - Height, bulk and massing
 - Over-development, too much construction in this part of Crouch End
 - Effect on services (schools and transport in particular)
 - Overlooking or effect on amenity
 - Vacant shops in Crouch End
 - Design
 - Change of use from commercial to residential

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the proposed development are:
- Principle of the development
 - Design and appearance
 - Impact on adjoining heritage asset (Crouch End Conservation Area)
 - Impact on amenity of residential occupiers
 - Residential unit mix
 - Quality of residential accommodation
 - Child play space
 - Density
 - Affordable housing
 - Parking and highway safety
 - Sustainability
 - Land contamination
 - Air quality
 - Waste
 - Accessibility
 - Drainage
 - Planning obligations

6.2 Principle of the development

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

Demolition

- 6.2.2 The scheme proposes the full redevelopment of the site, including the demolition of the existing buildings. However, the existing buildings are not

subject to protection such as being statutorily listed or within a conservation area and are of modest architectural merit. As a result, there is no current policy basis to retain the existing buildings on the site.

Residential accommodation

- 6.2.3 Residential uses in addition to employment uses are acceptable in principle as part of a mixed use development (subject to being in accordance with other planning considerations outlined in this report) in line with Local Plan 2017 Strategic Policies SP1, SP2 and SP10 and London Plan 2016 policy 3.3 which seek to maximise the supply of housing to meet London and local housing targets.

Existing employment generating use currently on site

- 6.2.4 It is acknowledged that in the previous appeal decision made in 2012 (see paragraph 3.3.2 above) the Inspector raised concerns at the loss of the existing employment use and also questioned whether the level of employment suggested would be achieved. It is noted that the appeal decision was made under a previous planning policy regime that is no longer applicable, this being policy EMP4 of the Unitary Development Plan, which is no longer the development plan for the Borough and the current policy must now be applied.
- 6.2.5 Notwithstanding the above, up to date and adopted planning policies still seek to protect employment generating uses within the borough. Policy DM40 of the Development Management DPD 2017 concerning non-designated employment land and floorspace, replaces the previous employment policy of the UDP. The policy states that on non-designated employment sites within highly accessible or otherwise sustainable locations (which officers consider the application site to be in), the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.
- 6.2.6 All proposals for mixed-use development on non-designated employment sites within highly accessible or otherwise sustainable locations must also meet the requirements of Policy DM38.A(a-f) of the Development Management DPD 2017. In summary, proposals must maximise the amount of employment floorspace to be provided within the mixed-use scheme; provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to the quality, type and number of jobs provided, including an increase in employment densities where appropriate and have flexibility of design to enable adaptability to different business uses over the lifetime of the development.
- 6.2.7 The ground floor of the site is occupied by a motor vehicle repair/servicing centre known commercially as Kwik Fit and a single storey MOT centre to the rear. The existing employment generating floorspace is 1,330sqm.

- 6.2.8 To accord with the above policies, the scheme proposes a mix of employment generating uses on the ground floor and associated part basement including commercial space for B2 use in order to re-provide/retain the current employment generating use on the site. In this regard, the applicant has held discussions with the existing largest business/user on the site (Kwik Fit) with a view to them staying and operating on the site once any redevelopment has been completed should planning permission be granted. Whilst objections have been received from several residents and the MEB MOT Centre who occupy part of the site to its loss, it should be noted that it is not for the planning system or adopted policies to protect specific business as opposed to land uses.
- 6.2.9 As an alternative to the B2 use discussed above, the proposed development also seeks a flexible approach so as to allow B1, A2 or D1 (medical use only) uses and the building has been designed to be flexible in this regard. The application includes an indicative alternative ground floor layout to illustrate another B1 use as an example. This flexibility of design, to enable adaptability to different business uses over the lifetime of the development, is welcomed and in accordance with the requirement of policy DM38 as noted above.
- 6.2.10 In comparison to the existing situation, the employment floorspace will decrease slightly to 1,172sqm. However, in terms of the number of jobs provided, as required by policy DM38, the numbers of employees on site (12) will at least remain the same and increase if the other proposed uses such as B1, A2 or D1 (medical use only) come forward.

Other proposed uses (A1, A2, B1 and D1 – limited to medical use)

- 6.2.11 This site has been included in the Councils Site Allocation DPD 2017 and forms part of the expanded Crouch End Town Centre secondary frontage. Therefore, in order to comply with policy DM42 of the Development Management DPD 2017, the overall number of units in non-retail use should not exceed 50% across the entire frontage unless it can be demonstrated the proposal will significantly enhance the vitality and viability of the centre.
- 6.2.12 Examination of the A1 and non-A1 uses from 27 Broadway Parade up to 143 Tottenham Lane highlights that with the proposals at 163 Tottenham Lane and other proposals recently granted permission, there would be 14 A1 units and 10 non-retail units. Two of the A1 units (including 163 Tottenham Lane) would have flexible permissions allowing non-retail uses. The proposed development includes an A1 unit but also seeks flexibility for A2. Regardless of whether the A1 or A2 use comes forward, the percentage of non-retail units in the secondary frontage would still not exceed 50%. Furthermore, in comparison to the existing situation where the frontage is dominated by the wide vehicle entrance to the Kwik Fit, the proposed development will greatly reduce the amount of crossover and introduce either A1 or A2 use, which will improve the vitality of the district town centre. As such, the proposed development will comply with the District Town Centre secondary frontage requirements as set out by the above policy.

Conclusion

- 6.2.13 Taking the above into account, the principle of the development is acceptable and complies with London Plan 2016 policies 3.3, 4.2, 4.3, 4.7, Local Plan 2017 Strategic Plan policies SP0, SP1, SP2, SP8, SP9 and SP10, Development Management DPD 2017 policies DM10D), DM38, DM40, DM41, DM42 and DM45, Site Allocation DPD 2017 Policy SA3.

6.3 Design and appearance

- 6.3.1 Development Management DPD 2017 Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale and massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan 2017 Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan 2016 policies 7.4 and 7.6.
- 6.3.2 The proposed height of 4 storeys (3 storeys plus a setback 4th) is in keeping with the prevailing pattern of development in the immediate vicinity, which for mid-terrace development is predominantly 2 ½ storeys with a few examples of 3 ½ storeys. The rear wing of the proposal continues the same height perpendicular to the street, stepping down as it gets close to the southern boundary of the site where the existing gable wall is retained. The rear wing is set further away from the eastern and western boundaries.
- 6.3.3 The elevational treatment of the Tottenham Lane frontage is arguably the most important detailed design consideration in this scheme and as such, has been subject to extensive discussion between the applicant and officers. As a result of these discussions and QRP presentations, the elevation is divided into six bays of equal width, a width similar to those in existing terraces along Tottenham Lane, with projecting brick pilasters between each bay over the middle floors, sitting over columns dividing bays in the "shopfront" zone. The brick pilasters break the "sign zone" that otherwise clearly divides the base from middle and provides a contained zone for commercial and building signage. The modest parapet aligns with that on 165 Tottenham Lane and the top floor is well recessed, including from the sides as well as the front. Within this, fenestration is regularly spaced and sized, and in the crucial middle floors, of vertical proportions to match elsewhere in the street and compliment the overall bay proportions. The second and fifth of the six bays contrast with the other four identical bays, containing a large, projecting bay window over two floors. This element houses wintergardens and is divided to suit different flat layouts

and a variety of openable, ventilating, guarded and clear windows, within a metal frame.

- 6.3.4 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. Whilst only one colour of brick is proposed, sufficient variety would be achieved from elevational composition and embellishment in detailing with contrast to metal, stone and concrete. Other materials proposed include concrete to the ground level columns and shop signage zone, metal to window frames, balustrade screens and projecting oriel and wintergarden windows, stone to coping and capping to signage zone, and metal cladding to the recessed 4th floor. Conditions will be required to secure quality materials and that their detailing is robust, particularly choice of brick, cladding, projecting features, balustrades, rainwater goods and other materials and detailing of parapets, window reveals and around recessed balconies, including their soffits.
- 6.3.5 The Quality Review Panel (QRP) has been extensively involved in the design evolution of the proposal, it having being presented on three separate occasions. The report of the latest QRP is set out in full at Appendix 4 with more specific comments detailed below, along with the applicant's response to these points:

QRP comment	Applicant's response
<i>Massing and development density</i> ...there is scope for further refinement of the layout to improve the quality of residential accommodation.	64% reduction of the original proposal, including losing a storey and almost halving the number of units. The stepped rear and side massing helps reduce the bulk whilst giving all of the units' good access to light. Following the final QRP, there were further tweaks to this to improve the residential accommodation. This is most clearly articulated in the "Coefficient of Generosity" (part of the schedule of accommodation, showing how far beyond minimums the applicant has achieved.
<i>Scheme layout</i> The residential entrance from Tottenham Lane to the residential core is quite indirect, with a number of changes in direction within the corridor. The panel would encourage further exploration of how this could be improved to create a generous, welcoming entrance.	This has been extensively designed to create an attractive residential mews-style entrance, with green walls and planting, level access and lots of glass bringing in light and helping visibility.

<i>Architectural expression</i> The panel notes that the angled bays only offer benefit to two of the four units per floor that share them; a more straightforward (rectangular) bay arrangement would provide additional space and views to all four units.	Following the QRP meeting and discussions with council officers, have been changed to rectangular bays so that all of the units on the front benefit from these additional views along the street.
They would encourage a lighter approach to the framing of the winter gardens.	The changed mass towards square bays has created a lighter winter garden, whilst still being a consistent and proportioned feature on the front elevation. The framing is minimal whilst being realistic, consistent with the other materials used on the façade.
They would also encourage a simpler approach to the brickwork of the front elevation, to avoid overly complicated combination of different types of brick detail.	The brick detailing has been adjusted so that there is a single consistent profile, which links the parapet-level perforations, the extruded bricks between the standard bays and the metal balustrade patterns. This makes it less complicated whilst providing the brick detailing which the consultation had requested.

6.3.6 Council's Urban Design Officer has assessed the application and states that this is a challenging site but also an important site to demonstrate that vibrant town centres can be strengthened, successful existing employment retained and a significant quantity of good quality new housing can be fitted onto a sensitive site whilst maintaining and strengthening the best of the existing character of the area.

6.3.7 Overall, the proposed development is considered to be acceptable in design and appearance terms and in general accordance with London Plan 2016 Policies 3.5, 7.4 and 7.6, Local Plan 2017 Strategic Policy SP11 and Development Management DPD 2017 Policy DM1.

6.4 Impact on adjoining heritage asset (Crouch End Conservation Area)

6.4.1 The legal position on impacts on heritage assets is as follows and Section 72(1) of the Listed Buildings Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or

appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”

- 6.4.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.3 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.4 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given “considerable importance and weight” in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.5 NPPF chapter 12, London Plan 2016 Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan 2017 Strategic Policy SP12 requires the conservation of the historic significance of Haringey’s heritage assets. Policy DM9 of the Development Management DPD 2017 states that proposals for alterations and extensions to

existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

- 6.4.6 The policy tests above concern development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.4.7 The site is not located within a conservation area however, it is adjacent to the Crouch End Conservation area, with the rear of the site backing on to the conservation area boundary. Although it will be the rear of the building that would have an impact on the immediate setting of the conservation area, the building's frontage will also be an important part to the 'approach' to the conservation area.
- 6.4.8 The overall design of the building is high quality and its scale, bulk and materiality helps to stitch the high street together with the townscape of the wider conservation area. Additionally, to the rear, the block recedes back in a stepped way to reduce the impact of the block on the rear of properties within the conservation area. As such, the proposed development would not result in harm to the conservation area and would enhance its setting compared to the existing situation. The proposed development therefore satisfies statutory legislation and national and local policies and is therefore acceptable.

6.5 Impact on the amenity of neighbouring residential occupiers

- 6.5.1 London Plan 2016 Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD 2017 policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Sunlight, Daylight, Overshadowing

- 6.5.2 The application includes a Daylight, Sunlight and Overshadowing Report prepared in accordance with the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011) known as "The BRE Guide". The report concludes that no neighbouring windows to habitable rooms potentially affected by the

proposed development would experience a loss of sunlight of a noticeable level as defined by the BRE Guide.

- 6.5.3 The report further shows that only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide. Specifically, just two windows to neighbouring dwellings would have a Vertical Sky Component (VSC) less than 80% of its pre-existing value. Window W2 in the 2nd floor of 161 Tottenham Lane would see its VSC drop from 31.7% to 23.8%. The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model. This may not be appropriate for higher density, urban London locations and the Mayor's Housing SPD notes that guidance should not be applied rigidly to proposals in urban areas for this very reason in that developments in urban areas are of much higher density than developments in more suburban areas. It is considered that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable within a high density urban location. Paragraph 2.3.35 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 6.5.4 That leaves the window W2 in the 1st floor, 161 Tottenham Lane, which would see its VSC drop from 6.3% to 4.2%. At 6.3%, this window's daylight levels are already far below the BRE definition of well day lit and also far below the GLA definition of adequate. So, it's daylight condition will drop from an already poor state to a slightly poorer state, by an amount that will be noticeable but not by a lot more than 20%. This window is in the flank wall of the neighbouring property on Tottenham Lane, right on the boundary of the applicant property. It is an existing window dating back to that property's original construction (approximately 1920's/30's) and currently looks onto the roof slope of the existing 2 storey building on the application site. The building is currently being converted to residential and this window will light a small second bedroom in a flat that will benefit form a living room facing the main road and main bedroom facing south onto the rear gardens, both unaffected by this application. Therefore, on balance, the loss of VSC in this instance is considered acceptable.

Privacy and overlooking

- 6.5.5 The residential properties that could potentially be overlooked and or suffer a loss of privacy resulting from the proposed development are to the north, being the YMCA; to the east; being the upper level flats and to the south, being the residential terraces fronting Fairfield Road.
- 6.5.6 With regard to the residential properties fronting Fairfield Road to the south of the site, there are no openings or balconies/terrace areas on the southern elevation, which is also stepped back away from the Fairfield Road properties and therefore no overlooking in this direction will result.

- 6.5.7 To the east, the application site adjoins 161 Tottenham Lane, a former newspaper office that has permission for conversion to residential currently under construction. The existing building has 1st and 2nd floor windows on the boundary of the application site and the permission for the extension and conversion to residential includes additional windows above. Some of the windows will serve bathrooms but some will serve second bedrooms and are thus subject to potential loss of privacy. To avoid this, in consultation with officers, the applicant has included measures such as obscured glazing to windows directly facing windows in 161 and balconies partially screened. Views out of these flats are permitted south from projecting semi-blind oriel windows and from balconies.
- 6.5.8 Regarding the YMCA hostel opposite the application site to the north (across Tottenham Lane), there would be sufficient separation between habitable room windows considering views are from/to the public sides of the building, across a public highway.
- 6.5.9 The property adjoining the site to the west is in commercial use, being the Crouch End Picturehouse and therefore has no residential amenities to be protected.
- 6.5.10 For the reasons given above, the proposed development would not result in any material levels of overlooking or loss of privacy for the occupants of neighbouring residential properties.

Noise

- 6.5.11 London Plan 2016 Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This approach is reflected in Development Management DPD 2017 policy DM1, which states that development proposals must ensure a high standard of amenity for neighbours addressing, among other matters, noise.
- 6.5.12 The application includes a noise impact assessment that in addition to the potential noise impacts on the proposed accommodation (detailed at section 6.7.3) also assesses the noise impacts on neighbouring residential properties.
- 6.5.13 With regard to potential noise generated by the proposed commercial uses on the ground floor, this will arguably be the same if not less than the current environment, which includes the commercial uses of a 'Kwik Fit' and a MOT centre particularly as even though they are being replaced with a 'Kwik Fit', this use will be subject to conditions requiring noise level performance and sound insulation that does not currently exist. Alternatively, if the other uses proposed (B1, A2 and D1 limited to medical use) come forward, they are of lower noise generating potential than the existing use as a 'Kwik Fit'.

- 6.5.14 In terms of potential noise emanating from the external balconies of the proposed flats on existing neighbouring residential amenities will be minimal particularly when considered in the context of existing road traffic noise and that associated with the activities of the commercial uses surrounding the site. It is also noted that the existing gable wall at the rear of the site will be retained and this will provide additional acoustic screening to the rear of the residential properties fronting Fairfield Road. It should also be noted that there are no openings or balconies/terrace areas on the southern elevation, which (as noted above) is also stepped back away from the Fairfield Road properties.
- 6.5.15 Council's Noise Pollution Officer has assessed the application and subject to the imposition of conditions on any grant of planning consent such as plant noise compliance, does not object to the proposed development. Overall, the proposed development is considered acceptable in terms of potential noise impacts on neighbouring residential properties and in accordance with relevant policy as noted above.

Construction impacts

- 6.5.16 In addition to the conditions requested by Council's Transport Planner to mitigate potential traffic impacts from the demolition and construction phases of the development, conditions are also recommended requiring adequate dust control to protect the amenities of neighbours during these phases. Hours of construction are controlled by other legislation (Control of Pollution Act) and an informative is recommended in this regard.

Conclusion

- 6.5.17 Overall, the proposed development would not harm the amenities of neighbours and is in general accordance with London Plan 2016 policies 7.6 and 7.15 and Development Management DPD 2017 Policy DM1.

6.6 Residential unit mix

- 6.6.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan 2016 Policy 3.8 seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. The Mayors 'Housing' SPD also sets out standards and mix of housing and Local Plan 2017 Strategic Policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements.
- 6.6.2 Haringey's Housing Strategy 2017-2022 does not set out a target dwelling mix for market housing however, policy DM11 of the Development Management DPD 2017 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger

development or located within neighbourhoods where such provision would deliver a better mix of unit sizes in general.

- 6.6.3 The scheme proposes a total of 26 flats, being 2 x studio (8%), 5 x 1 bed (19%), 16 x 2 bed (62%) and 3 x 3 bed units (11%). Whilst the majority of the proposed units are either 1 or 2 bedrooms, a sufficient proportion would be 3 bedroom units, particularly as this approach is consistent with London Plan 2016 policy 3.4, which seeks to prioritise higher density provision for smaller households in areas with good public transport accessibility. Generally, studio flats are not encouraged as part of a housing development however, these studios are 42.1m² and are considered to be of sufficient size, being in excess of the minimum gross internal floor area for this unit type as required by the DCLG Nationally Prescribed Space Standards, so as to ensure a good quality living environment for future occupiers.
- 6.6.4 Overall, the proposed residential mix is considered acceptable and in accordance with the above relevant policies.

6.7 Quality of residential accommodation

- 6.7.1 London Plan 2016 policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan 2017 Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.7.2 Detailed floor plans have been included for each of the apartment types and all of the units exceed the space standards required by the London Plan. However, as noted by the Council's Design Officer, the main challenge for the proposal in this area is avoiding single aspect flats that both face north and face the busy street. The site inevitably creates flats at 1st, 2nd and 3rd floor facing Tottenham Lane and it would be unreasonably difficult to have a layout that allowed all flats facing the street to also have a significant southern aspect facing the back of the site. To mitigate this impact, lightwells are proposed have been designed to have significant amounts of planting and only obscured glazing from the common circulation. Furthermore, the windows onto these lightwells will be either hall windows, secondary living room windows (on the 1st floor), where the main living room windows are onto the street, or onto a 2nd/3rd bedroom/study and therefore less important regarding amenity.
- 6.7.3 The submitted daylight/sunlight report assesses the daylight achieved in the proposed housing in the application and shows that all but one habitable room achieves adequate daylight. The one that does not is the living/dining/kitchen to flat 5 located on the 1st floor, west side of the rear wing. It fails to achieve the BRE recommended VSC for new kitchens of 2%, but achieves 1.7%. exceeding the recommend VSC for living rooms of 1.5%. The primary use of this room will

be as living and dining, which is significant mitigation. Furthermore, it is not considered appropriate to impose the BRE Guidance rigidly on higher density, urban London locations such as this. Paragraph 2.3.35 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

- 6.7.4 Each apartment will be provided with dedicated private amenity space in the form of balconies ranging from 4.7 sqm up to 16 sqm (average of 7.65 sqm per unit) in accordance with London Plan requirements.
- 6.7.5 There is potential for the noise generated from the noisiest of the proposed commercial uses on the ground floor (Kwik Fit) to impact upon the proposed residential units above. In this regard, the application includes a noise impact assessment that concludes noise from operations of the existing Kwik Fit motor garage was not found to be significant against the prevailing road traffic noise levels from Tottenham Lane. In addition, the character of noise sources associated with the Kwik Fit operations were equivalent in nature to surrounding noise sources (i.e. including vehicle movements in/out of the premises, customer and delivery vehicles parking externally to the premises). Council's Noise Pollution Officer has assessed the application and associated noise assessment report. The Noise Pollution Office concludes that subject to conditions relating to noise level compliance and the submission of inter ground and first floor insulation details, the proposed development is acceptable.
- 6.7.6 The proposed development therefore provides an appropriate quality of residential accommodation in accordance with Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 Policies DM1 and DM12 and London Plan Policy 3.5.

6.8 Child play space

- 6.8.1 In accordance with policy 3.6 of the London Plan 2016, development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy position is carried through in Local Plan 2017 Strategic Policy SP13, which underlines the need to make provision for children's informal or formal play space.
- 6.8.2 Based on the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG and associated play space calculator, the estimated child occupancy of the proposed development is 3 children. However, the SPG outlines that only new housing developments that accommodate 10 children or more are expected to make provision for play and informal recreation on site.
- 6.8.3 Notwithstanding the above, the Mayor's SPG and the Council's Planning Obligations SPD both require that an appropriate financial contribution towards play provision within the vicinity of the development should be made for developments with an estimated child occupancy of fewer than 10 children. In

line with the Council's Planning Obligations SPD, the financial contribution is based on the child yield from the development, multiplied by 10m² of play space provision per child, multiplied by £95, which is the average cost per m² of provision and works out at £2,565, which will be secured as part of the s106 agreement.

- 6.8.4 It is also noted that the open space and associated play facilities of Priory Park are in relatively close proximity (<0.5km), which is approximately 6 minutes' walk away. In addition, the Crouch End Playing Fields are <0.65km away, which is approximately 9 minutes' walk.
- 6.8.5 Given the low child yield, a financial contribution towards off site provision and the site's location in acceptable proximity to open space and play facilities, the proposed development is considered acceptable in terms of provision for children's play space and in accordance with the relevant London Plan and local policies detailed above.

6.9 Density

- 6.9.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan 2016 Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range in the Density Matrix of the London Plan.
- 6.9.2 This site is considered to be in the 'urban' context and has a PTAL rating of 4. The relevant density guidance is between 200 to 700 habitable rooms per hectare (hr/ha) as set out in the London Plan and the density of the proposed scheme (451 habitable rooms per hectare) would be within the relevant range.
- 6.9.3 It should be noted that density is only one consideration of the acceptability of a proposal. As set out above, the proposal would provide a good standard of living accommodation with generous room sizes and private amenity space. As such, at the density proposed the proposal can be considered acceptable given that, as detailed in the previous sections, it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.10 Affordable housing

- 6.10.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan 2016 Policy 3.11 indicates that boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. London Plan 2016 Policy 3.12 states that boroughs should seek the maximum

reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.

- 6.10.2 Amended Local Plan 2017 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in Development Management DPD 2017 Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy 2017-2022.
- 6.10.3 The Mayor's Affordable Housing and Viability SPG provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments.
- 6.10.4 The applicant submitted a viability assessment demonstrating that the proposed mixed-use (based on Kwik Fit coming forward) redevelopment scheme is unable to support a policy-target affordable housing contribution and deliver (i) a residual value output that exceeds an existing use value-based benchmark land value and (ii) a suitable risk-adjusted target profit margin for the developer. This assessment has been independently assessed by the Council's consultants (BNP Paribas) who consider the scheme would result in a deficit of £812,812 against the viability benchmark.
- 6.10.5 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £245,000 towards off-site affordable housing. The applicant has also accepted that a review mechanism is included in the s106 agreement should the development not commence within 18 months of permission being granted. As the viability report assessment was based on the 'Kwik Fit' use progressing, a further review mechanism triggered by the other uses (A2, B1 and D1 – limited to medical use) coming forward instead will be included in the s106 agreement.
- 6.10.6 Whilst it is acknowledged that the proposed development does not provide any on-site affordable housing, on balance, given the offsite contribution in lieu of and the findings of the viability report it is considered acceptable and in accordance with relevant policies as it would allow the development to come forward, as well as providing a contribution towards affordable housing.

6.11 Parking and highway safety

- 6.11.1 Local Plan 2017 Strategic Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by Development Management DPD 2017 policy DM31.

- 6.11.2 The proposed site is located on Tottenham Lane and on the edge of the Crouch End restricted conversion area; an area that suffers from high parking pressures. The public transport accessibility level (PTAL) is 4 with the Tottenham Lane bus corridor providing some 56 buses per hour with frequent connection to Finsbury Park and Turnpike Lane tube stations. The site also falls within the Crouch End (A) controlled parking zone (CPZ), which operates Monday to Friday between 10:00am – 12:00noon and provides a good level of on-street parking control.
- 6.11.3 The applicant's transport consultant has produced a transport assessment in support of the application concluding that the proposed development of 26 residential units will generate a total of 12 in/out trips during the Am peak hour and 11 in/out trips during the Pm peak periods. Council's Transport Planner considers that the persons trip rates for the site is low, however as the residential units are proposed to be car-free, any additional trips generated by the site are likely to be by sustainable modes of transport.
- 6.11.4 The commercial element of the development will be retained and traffic surveys were conducted for the existing commercial use, for completeness. The commercial element of the development to be retained and will generate 8 in/out trips during the Am peak periods and 5 in/out trips during the Pm peak periods. The proposal will create an additional 92 sqm of retail/commercial use on the ground floor and 155sqm in the basement. Council's Transport Planner considers that given the small floor area proposed, the additional retail floor area will mostly generate linked trips or trips that are already on the network. As such, the additional commercial floorspace will not generate any significant increase in additional trips or car parking demand.
- 6.11.5 The scheme is proposing to provide a total of 12 off street car parking spaces for the commercial element of the development as the proposed facility operates based on appointments. Council's Transport Planner considers that 12 car parking spaces will be acceptable providing that that applicant retains no less than 3 car parking spaces for drop in customers who have not pre-booked. The scheme is proposing to provide 3 disable car parking spaces for the residential aspect of the development, this in line with the Councils Maximum car parking standard and Life Time Homes.
- 6.11.6 The application includes parking surveys which were conducted for the Picture House Cinema development on 23 and 24 October 2015, with subsequent surveys conducted on the 17 and 18 October 2016. The results of the survey concluded that a number of roads surrounding the site are suffering from high car parking pressures. In addition, the current operational hours of the Crouch End A and B control CPZ is not sufficient to mitigate any potential car parking demand generated by the residential component of the development proposal. Based on the 2011 Census, which has the Crouch End ward having 0.7 car per household, this equates to a potential shortfall of some 15 car parking spaces if the 3 disable car parking spaces are taken in to consideration. Council's Transport Planner will therefore require the applicant to contribute a sum of

£25,000 towards the design and consultation of a revised control car parking zone in the area surrounding the site.

- 6.11.7 Furthermore, and as noted above, the site is located in an area which is suffering from high car parking pressures. Therefore, it is considered that the development is suitable to be dedicated as a car-capped development, in line with Local Plan 2017 Strategic Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Development Management DPD 2017 Policy DM32.
- 6.11.8 Overall, the Council's Transport Planner concludes that the proposed development would not adversely impact on the transport and highways network subject to conditions requiring a delivery and servicing plan, waste management plan, cycle parking, parking management plan, construction management plan and electric charging points as well as s106 obligations for 'car capped' development, travel plans, CPZ consultation and s278 highways works.
- 6.11.9 The proposed development is therefore considered acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2016 Policy 6.9, Local Plan 2017 Strategic Policy SP7 and Development Management DPD 2017 policies DM31, DM32 and DM33.

6.12 Sustainability

- 6.12.1 The NPPF, London Plan 2016 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan 2017 Strategic Policy SP4 and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.12.2 The scheme includes an energy strategy that has been reviewed by Council's Carbon Management Officer. In summary, the scheme delivers a 63.44% improvement beyond Part L of the Building Regulations 2013. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The overall approach is policy compliant. However, a Carbon Offset Contribution is required for the residential element as there will be a shortfall to 100% of 10.909 ton. A Carbon Offset Contribution is also required for the commercial element as there will be a shortfall to 35% of 0.976 ton. Therefore, the total Carbon Offset Contribution required and to be included in the s106 agreement equals £21,339. In addition, the carbon reduction should be achieved through lean, clean and green measures as well as addressing potential overheating and these matters are addressed below.

- 6.12.3 In terms of 'lean' measures, the scheme has proposed an improvement beyond Building Regulations of 1.56% for the residential portion of the development and 6.91% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant subject to being delivered on site, which will be secured by the imposition of conditions on any grant of planning permission.
- 6.12.4 In terms of 'clean' measures, the scheme proposes a single energy centre serving heating and hot water loads for all residential units and commercial units, with back up gas fired boilers. Conditions are recommended to be imposed on any grant of planning permission requiring details to be submitted for consideration and determination of how the single energy centre proposed will interlink to all the units and how the energy centre will be designed (through reserved space and basement wall plugs) to connect to a local heat network at a later date.
- 6.12.5 In terms of 'green' measures, the scheme would seek to install various renewable technologies and propose installing 262m² of solar PV panels, generating 32.75 kWp. Details of the measures will be required through the imposition of conditions on any grant of planning permission.
- 6.12.6 No sustainability assessment has been submitted therefore a condition is recommended to be imposed on any grant of planning permission requiring the submission of details relating to the Home Quality Mark assessment, which achieves a minimum Level 3 for the proposed residential units.
- 6.12.7 The scheme includes a pre-assessment Sustainability Assessment within the Energy Strategy for the commercial units demonstrating the commercial units will achieve BREEAM Excellent. This is policy compliant and a condition is recommended on any grant of planning permission requiring the scheme to be implemented.
- 6.12.8 The sample SAP calculations indicate that a majority of the residential units will have a slight to medium overheating risk during the summer months. To overcome this, windows can be opened for night time cooling. The Council's Carbon Management Officer advises that a dynamic thermal model needs to be undertaken for all London's future weather patterns. Therefore, a scheme for thermal modelling is required to be submitted for consideration and determination, which will be secured by the imposition of a condition on any grant of planning permission.
- 6.12.9 Subject to the imposition of conditions recommended on any grant of planning permission and a carbon offset contribution secured by s106, the proposed development will be in accordance with the NPPF, London Plan 2016 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan 2017 Strategic Policy SP4 and SPG 'Sustainable Design & Construction'.

6.13 Land contamination

- 6.13.1 Given the existing uses on site involving car repairs and servicing, any future residential use should be protected from potential contamination land. The imposition of appropriate conditions is recommended on any grant of planning permission with regards to site investigation and remediation, should it be required.
- 6.13.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate to include residential development and is in general accordance with Policy 5.21 of the London Plan 2016 and Development Management DPD 2017 policy DM23.

6.14 Air quality

- 6.14.1 London Plan 2016 Policy 7.14 addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that boroughs should have policies in place to reduce pollutant concentrations having regard to the Mayor's Air Quality Strategy.
- 6.14.2 Council's Pollution Officer has reviewed the application and notes that no air quality assessment has been submitted with the application. Therefore, to ensure there are no harmful air quality impacts arising from the proposed development, in addition to mitigation measures such as car club membership, electric vehicle charging points, a service and delivery plan, conditions to control the emissions from the combined heat and power system (CHP) as well as a chimney height calculation or emissions dispersal assessment are required.

6.15 Waste and recycling

- 6.15.1 London Plan 2017 policy 5.16 indicates that the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan 2017 policy SP6 and Development Management DPD policy DM4 requires development proposals make adequate provision for waste and recycling storage and collection.
- 6.15.2 Refuse/recycling will be stored on site within a secured area and out of public view. The Council's Waste Management Team has raised concerns with the arrangements proposed, namely the distance required for collection from the storage room being in excess of their maximum. However, given the site constraints it is not possible to locate the refuse storage areas any closer to the highway/collection point. In order to overcome these concerns, a condition is recommended to be imposed on any grant of planning permission requiring the submission of a Waste Management Plan in order to ensure the transfer of rubbish on collection days is appropriately managed.

6.16 Accessibility

- 6.16.1 All residential units within the proposed development will be accessible and adaptable dwellings and at least 10% will be wheelchair accessible or easily adaptable for wheelchair use. Both requirements will be secured by recommended conditions. Furthermore, 10% of the residential car parking spaces will be dedicated to wheelchair users and secured by the recommended parking management plan condition.
- 6.16.2 The proposed development is therefore in accordance with Policy 3.8 of the London Plan 2016, Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 Policy DM2 and also Part M4 (2) and (3) of the Building Regulations.

6.17 Drainage

- 6.17.1 London Plan 2016 Policy 5.13 and Local Plan 2017 Strategic Policy SP5 require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.17.2 Further guidance on implementing London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG 2014 including how to design a suitable SUDS scheme for a site. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate.
- 6.17.3 The scheme proposed provisions for reducing surface water run-off in accordance with policy requirements and which are considered acceptable by Council's Drainage Engineer. A condition is recommended to be imposed on any grant of planning permission requiring that the drainage scheme be constructed in accordance with the approved details and thereafter retained to promote a sustainable development consistent with the above policies.

6.18 Planning obligations

- 6.18.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. In this regard, the Heads of Terms are listed in section 2 of this report and are all considered necessary, directly related to the development and reasonably related in scale and kind.

6.19 Conclusion

- 6.19.1 The proposed development, subject to appropriate conditions and s106 obligations, is in accordance with national, regional and local planning policies as:
- The principle of residential development as part of a mixed-use scheme is acceptable on this site, is of appropriate density and provides an appropriate mix and quality of accommodation;

- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing;
- The range of commercial uses is acceptable, will not result in any loss of jobs and allow flexibility for future adaptability;
- The design and appearance of the proposal is acceptable and would not harm the adjoining conservation area;
- The proposal would not materially harm the residential amenities of neighbouring occupants; and
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage

6.19.2 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 CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £73,874.58 (1,663.28sqm x £35 x 1.269) and the Haringey CIL charge will be £479,556.89 (1,663.28sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

9.0 CONDITIONS AND INFORMATIVES

Conditions:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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.

COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)

2. The approved plans comprise drawing numbers and documents:

Drawings:

312-02-001 Rev B2; 312-02-101 Rev B1; 312-02-102 Rev B2; 312-02-103 Rev A1; 312-02-104 Rev A1; 312-02-105 Rev B2; 312-02-106 Rev B2; 312-02-201 Rev B1; 312-02-202 Rev C1; 312-02-203 Rev C1; 312-02-204 Rev C1; 312-02-205 Rev C1; 312-02-206 Rev C1; 312-02-207 Rev C1; 312-02-208 Rev C1; 312-02-301 Rev B2; 312-02-302 Rev C; 312-02-303 Rev C; 312-02-304 Rev B2; 312-02-401 Rev B2; 312-02-402 Rev B2; 312-02-403 Rev C

Documents:

Ground Conditions Desk Study dated June 2017 prepared by Hydrock; Planning Statement prepared by Countrywide Planning; Surface Water Drainage Strategy dated 7th June 2017 prepared by EAS; Noise Assessment dated 22nd June 2017 prepared by 24Acoustics; Proposed Scheme Daylight & Sunlight Assessment dated June 2017 prepared by XCO2; Daylight, Sunlight & Overshadowing dated June 2017 prepared by XCO2; Heritage Statement prepared by Countrywide Planning; Residential Travel Plan dated June 2017 prepared by EAS; Basement Impact Assessment dated May 2017 prepared by Parmarbrook Urban; Energy Strategy Revision 2 dated 21 June 2017 prepared by Whitecode Design Associates; Transport Assessment dated June 2017 prepared by EAS; Design and Access Statement dated June 2017 prepared by Crawford Partnership; Financial Viability Appraisal dated July 2017 prepared by Affordable 106; Response to Review of FVA Report dated September 2017 prepared by Affordable 106; Letter responding to neighbour consultation responding dated 9th October 2017 from Countrywide Planning

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.

COMPLIANCE: Land use (LBH Development Management)

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), the unit marked as “retail Unit” on approved plan 312-02-203 C1 shall be limited to A1 or A2 use and the remainder of the commercial space indicated on said plan and plan 312-02-202 C1 shall be limited to A2, B1 or B2 (MoT, vehicle serving and repair only) or D2 (medical uses only) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a suitable mixed-use employment-led scheme in accordance with Development Management DPD 2017 policy DM38 which requires the maximum viable re-provision of employment floorspace.

COMPLIANCE: Noise level (LBH Pollution - Noise)

4. Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises.

Reason: To ensure the surrounding residential amenities are protected.

COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)

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

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)

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

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2017 Policy SP2 and the London Plan Policy 3.8.

COMPLIANCE: Energy strategy (LBH Carbon Management)

7. The development shall be constructed in accordance with the energy efficiency standards as set out in the Energy Strategy (Whitecode Design Associates, Revision 2, dated 21 June 2017) and in specific shall deliver the U-values set out in this document and the agreed carbon reduction of 0.3% beyond BR 2013. Following completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority and shall reflect the carbon reduction targets agreed. If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with London Plan Policy 5.2. and local plan Policy SP:04.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

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

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

COMPLIANCE: Electric charging points (LBH Transportation)

9. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan 2016, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development.

Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.

PRE COMMENCEMENT: Construction Management and Logistics Plan (LBH Transportation)

10. No works shall be carried out on the site until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) has been submitted to, approved in writing by the Local Planning Authority and implemented accordingly thereafter. The plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Tottenham Lane and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)

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

Reason: To comply with Policy 7.14 of the London Plan and to safeguard the amenities of the area.

PRE COMMENCEMENT: Piling method statement (Thames Water)

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)

13. Before development commences other than for investigative work:
- a) Using the information contained within the Phase I desktop study (Hydrock, June 2017, ref: R/05971/002/Iss 003) and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:
- risk assessment to be undertaken;
 - a refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

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

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

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

PRIOR TO OCCUPATION: Contaminated land risk assessment and method statement (LBH Pollution)

14. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement as required by condition 13 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.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sound insulation (LBH Pollution - Noise)

15. No development above ground shall take place until a scheme of sound insulation between the ground floor commercial and proposed residential units on the first floor has been submitted to and approved in writing by the Local Planning Authority. The approved sound insulation shall be completed prior to occupation of the development and permanently retained thereafter.

Reason: To ensure the surrounding residential amenities are protected.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Chimney details (LBH Pollution)

17. No development above ground shall take place until precise details of all the chimney height calculations, diameters and locations to be used in connection with the development hereby permitted have been submitted to, approved in writing by the Local Planning Authority. The chimney details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: CHP details (LBH Pollution)

18. Prior to the commencement of above ground development hereby approved, details of the proposed CHP and boiler facility and associated infrastructure serving the heat and hot water loads for all for all residential units and commercial units on the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) location of the single energy centre which is sized for all required plant;
- b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room);
- c) flue arrangement;
- d) operation/management strategy;

- e) the route and connections from the energy centre into all the dwellings and the commercial uses; and
- f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The CHP and boiler facility and infrastructure shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

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

PRIOR TO INSTALLATION: Boiler details (LBH Pollution)

19. Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water shall be submitted to, approved in writing by the Local Planning Authority. The boiler details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: As required by the London Plan Policy 7.14.

PRIOR TO COMPLETION: Thermal modelling (LBH Carbon Management)

20. Within 6 months from the commencement of the superstructure works for the building hereby approved the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment;
- what passive design features have been included; and
- what mitigation strategies are included to overcome any overheating risk.

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

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

PRIOR TO FIRST OCCUPATION: Energy efficiency measures (LBH Carbon Management)

21. The energy efficiency measures/features and renewable energy technology (solar PV panels), as set out in the Energy Strategy (Whitecode Design Associates, Revision 2, dated 21 June 2017) shall be installed and operational prior to the first occupation of the development and in specific shall provide for no less than 262m² of solar PV panels generating 32.75 kWp, with a total number of 131 panels installed.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets by energy efficient measures/features and renewable energy are met.

PRIOR TO FIRST OCCUPATION: Internal noise levels – residential units (LBH Pollution - Noise)

22. The submitted noise impact assessment by Stephen Gosling of 24 Acoustics Ref R6375-1 Rev 0 dated 22nd June 2017 states that with the specified recommended glazing and ventilators installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved:

Time	Area	Maximum noise Level
Day time noise: 7am-11am	Living rooms and bedrooms	35dB(A)
	Outdoor amenity	55dB(A)
Night time noise: 11pm–7am	Bedrooms	30dB(A)

Prior to first occupation of the development, an appropriate test shall be undertaken to demonstrate that the above noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To ensure the surrounding residential amenities are protected.

PRIOR TO FIRST OCCUPATION: Parking Management Plan (LBH Transportation)

23. Before the use hereby approved first commences, a Parking Management Plan (PMP) detailing the provision of car parking spaces for the residential aspect of the development shall be submitted to and approved by the Local Planning Authority. The PMP shall also contain details of how the proposed car parking spaces will be monitored and managed to ensure that spaces are only used by the allocated users noting that car parking spaces should be prioritised for disable residents and family sized units. The Parking Management Plan

thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: In order to ensure that a reasonable minimum of car parking spaces is provided for people with disabilities.

PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan (LBH Transportation)

24. Prior to the occupation of the development, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local Planning Authority and implemented accordingly thereafter. The DSP must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)

25. Prior to first occupation of the development, details of the type of cycle parking, the layout and method of access/security shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage details thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard.

PRIOR TO FIRST OCCUPATION: Obscure glazing (LBH Development Management)

26. Before the first occupation of the development hereby permitted, the windows within the eastern flank elevation (as annotated on approved drawings 312-02-204 Rev C1; 312-02-205 Rev C1 and 312-02-206 Rev C1) shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut and the balcony screening installed. The windows and balconies shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

PRIOR TO FIRST OCCUPATION: Secured by Design (Metropolitan Police)

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

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

POST OCCUPATION: BREEAM rating (LBH Carbon Management)

28. The buildings hereby approved shall achieve a minimum BREEAM Rating of 'Excellent' unless otherwise agreed in writing with the Local Planning Authority. Within 3 months of occupation of the buildings evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with this standard.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

POST OCCUPATION: Residential sustainability assessment (LBH Carbon Management)

29. The building hereby approved must deliver a sustainability assessment for the residential portion of the scheme and achieve a rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. Within 3 months of occupation of any of the residential units, evidence shall be submitted in the form of a Post Construction Certificate to demonstrate that the standard has been achieved

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

Informatives:

Working with the applicant (LBH Development Management)

1. 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.

S106 agreement (LBH Development Management)

2. INFORMATIVE: This permission is governed by a legal agreement pursuant to Section 106 of Town and Country Planning Act 1990 (as amended). The agreement relates to affordable housing financial contribution, highways works, travel plan, car-capped development.

CIL (LBH Development Management)

3. **INFORMATIVE:** The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £73,874.58 (1,663.28sqm x £35 x 1.269) and the Haringey CIL charge will be £479,556.89 (1,663.28sqm x £265 x 1.088). 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.

Party Wall Act (LBH Development Management)

4. **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.

Hours of construction (LBH Development Management)

5. **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

Asbestos (LBH Environmental Services)

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

Avoiding risk of backflow (Thames Water)

7. **INFORMATIVE:** The Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water (Thames Water)

8. **INFORMATIVE:** 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. The contact number is 0800 009 3921.

Sewers (Thames Water)

9. INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

Groundwater Risk Permit (Thames Water)

10. 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.

Pressure (Thames Water)

11. INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 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.

Fire safety (London Fire Brigade)

12. 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.

Street numbering (LBH Transportation)

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

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

14. 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.

Appendix 1 Internal and external consultation responses

Stakeholder	Question/comment	Response
INTERNAL		
Design	Location, Description of the site, Policy context 1. The application site is located at 163 Tottenham Lane, N8 within the Crouch End ward. The site consists of a low rise warehouse building of part 2 storey and part 3 storey fronting Tottenham Lane. The existing site comprises a number of light industrial and commercial uses including the Kwik-Fit Garage. The site area is in the region of 1640sqm (0.164 hectares) with a frontage to Tottenham Lane of approximately 34m and a site depth of approximately 49m. The site is designated under the Haringey Local Plan as part of the (recently extended) the Crouch End Town Centre, Secondary Frontage. To the south (including the properties immediately to the rear of the site along Fairfield Road), south-west and north-west of the appeal site is the Crouch End Conservation Area. 2. Tottenham Lane is a main road a little under a mile long, linking the centre of Crouch End with the east-west Hornsey High Street / Turnpike Lane route. It has a range of building styles, although specific areas (such as Broadway Parade and Topsfield Parade) are of a strongly unified design, giving parts of the area a very distinct character. Tottenham Lane can be divided into three principles sections: • The Crouch End section, most of which is included within the Crouch End conservation area, has a unified, late Victorian appearance consisting of mainly three and four storey terraces with retail/business use on the ground floor with accommodation above. The terraces are richly detailed, exhibiting strong vertical and horizontal elements which are emphasised by the consistency of their repetition. • Within the Hornsey section to the north-east the buildings generally date from a variety of later periods and are less unified in their appearance. Several modern housing developments have weakened the consistency and quality of the urban environment by their scale, siting, materials, texture and proportions. • The central section of Tottenham Lane (including the YMCA building and the proposal	

Stakeholder	Question/comment	Response
	site to the Holy Innocents Church) the urban character is the least coherent. The over scaled modern YMCA building particularly creates a disjointed and dominant feature of the street scene. The site is located within a Public Transport Accessibility Level of 4 with the Tottenham Lane bus corridor providing some 44 buses per hour (two way) for connection to Finsbury Park and Turnpike Lane underground stations. 3. There have been a number of previous proposals for this site, including a similar comprehensive redevelopment proposal, HGY/2011/1329, by different architects, refused and appealed in 2012. The appeal was upheld on design and use grounds. I was involved in the appeal and in pre-applications discussions with the applicants and these architects on a variety of revised proposals leading to this scheme. Streetscape Character 4. The existing buildings on the site, along with the neighbouring buildings (to the west no. 165 (described above); the next two to the east, nos. 159 and 161; more modern buildings of a very different appearance and a vacant site) taken together break the continuity of the terraced frontage. They create a break in what would otherwise be continuous characteristic frontage of similar buildings on this side of Tottenham Lane. No. 157 and the short terrace at nos. 147-155 mark a return to the characteristic Edwardian brick terraces with retail ground floors and two floors of residential above, characterised by regular rhythm of verticality leavened with horizontal bands. 5. The height and scale of the terraces diminishes further away from the centre of Crouch End. Topsfield Parades, on the first stretch of Tottenham Lane (north west side), are grand and prominent, rising straight up to three stories plus a fourth semi in the roof with prominent gabled windows (3 ½ storeys). Broadway Parade opposite (south-west side) is similar but generally one storey less at 2 ½ storeys in height but with an extra floor every 6th plot. Numbers 28-36, the terrace nearest the application site, is consistently 2 ½ storeys. Numbers 45 to 51 opposite are just 2 storeys with set back dormers on the roof; the 1st floor is also well set back at a more typically domestic building line, with the retail units at the	

Stakeholder	Question/comment	Response
	pavement edge flat roofed and result in a much less intense density. East of the site, 145 to 155 are also 2 ½ storeys with projecting ground floor shopfronts. As such, the proposed height of 4 storeys (3 storeys plus a set back 4th; 3 ½ storeys if you like) is in keeping with the prevailing pattern of development in the immediate vicinity, which for mid-terrace development is predominantly 2 ½ storeys with a few examples of 3 ½ storeys. 6. The opposite side of Tottenham Lane, the north-western side, has been mentioned briefly above, with regards to Topsfield Parade and the terrace at nos. 45-54. From that point on, moving along Tottenham Lane to the east, the relationship on this side of the road breaks down; over and under scaled post war buildings, vacant sites and a well-set-back recent residential development bear little relationship to surrounding pattern of development. Directly opposite the application site is the YMCA building, an over-scaled, irregular and aesthetically unpleasing building built around the 1950s but frequently substantially altered. The YMCA building does not set a precedent for buildings of a similar height for the reasons set out above. 7. Behind the street frontage, the site contains a significant depth to the site, before the hinterland of 2 storey terraced houses of the surrounding residential streets, and their back gardens. Neighbouring sites such as the cinema at no. 165 and residential / mixed use developments at 161 and 159, which are of similar depth, show this is enough space for a significant rear wing perpendicular to the street fronting building, but the failure of the appeal proved that there is not enough space for a mews like row parallel to the street frontage. Principal of Development 8. The site is well located and suitable for mixed use development combining active frontage, town centre, employment and residential uses. The site is identified in the Council's Urban Characterisation Study as part of a group of neighbouring sites with potential for development, along with a need to improve the legibility of the route from Crouch End to Hornsey Station. Retail use is established by the expansion of the boundary of the designated town centre in the adopted Site Allocations DPD. Retention of employment use, preferably the specific Kwik-fit tenant, is supported by the appeal decision and in principle is in compliance with policy in the newly adopted Development Management DPD and	

Stakeholder	Question/comment	Response
	residential development above these uses. 9. The specific “Kwik-fit” vehicle servicing business currently on site is to be reprovided in the proposal. We understand that the architects have carefully designed the unit for them to meet all their needs, with high ceilings and the spaces necessary for them. It is also carefully designed to “hermetically seal” them within their unit so that noise, odour, fumes and dust from their works are dealt with without having any impact on housing and the surrounding human environment, including the proposed housing in the development, surrounding existing housing (and housing under construction / permitted, other businesses and the street. It is also designed to ensure that the environment within the proposed Kwik-fit is daylight and well ventilated. 10. The applicants have also shown that this would not be the only Kwik-fit with residential above it, nor the only Kwik-fit on a retail and pedestrian friendly high street; however, I think the proposals here are for a far more elegant and attractive building, far more friendly to the street and to a vibrant pedestrian friendly frontage, than any of the other examples provided. I also consider it is important in principle that uses such as Kwik-fit are retained in London, to meet residents’ needs, in combination with the pressing need to provide housing being met on the same site. If London is to address the current housing crisis, a much greater mixing of uses will need to be part of the solution, and this could be a good demonstration that seemingly incompatible uses can be kept separate within the same site, helping to optimise site potential, contribute to meeting housing need and maintaining vibrant, mixed use neighbourhoods. Existing buildings 11. Although bordering, the site is not in a Conservation Area and the existing buildings are not statutorily or locally listed, so there is no policy requirement or preference to retain any of the existing buildings. Furthermore, the Urban Characterisation Study identifies the opportunity and site analysis in the appeal decision accepted the validity of comprehensive redevelopment and identified the existing buildings on the site as not making a positive contribution to the streetscape.	

Stakeholder	Question/comment	Response
	12. As noted above, the existing buildings disrupt the prevailing pattern of development that extends in both directions along Tottenham Lane, of “mansion blocks”, with a rhythm of regular plot width, clear commercial base, one or two floors of residential in brick with vertical emphasis topped by a visible roof. Occasional disruptions in this pattern are successful as marking significant different points, particularly for more important public buildings such as the public houses, churches and more recently cinemas, but where the ground floor commercial function is within the range of normal retail and business uses rather than something more public, cultural or community oriented, and where there is residential above, the clear precedent is for that mansion block pattern. 13. The existing buildings do however establish a precedent for a higher building height against the back garden boundaries of the site to the south, where if the application site was undeveloped, such height would be unacceptable. The existing buildings are built right up to these residential back gardens, with blank brick walls forming a pair of gables of different height of between about 5 and 10m. Some of the residential gardens have plants growing up these walls, and the blank walls create no overlooking and shelter these gardens from the north without blocking out any sun. The applicants have therefore chosen to retain these gables and build behind them, which I consider acceptable and will reduce the immediate impact of the proposals on these residential gardens to virtually nothing. Development Pattern, Form, Height, Bulk & Massing 14. The proposals line the street in a pattern that picks up on and extends the “normal” terraces characteristic of Tottenham Lane as described above, of “mansion blocks”, with a rhythm of regular plot width, clear commercial base, one or two floors of residential in brick with vertical emphasis topped by a visible roof. The street fronting element of the proposal continues this established pattern and form and I therefore consider it entirely appropriate. 15. At three storeys with a set back fourth floor, I consider the height of the street frontage of the proposals as also being entirely appropriate for the location and context. This matches the height of many of the other terraces of Edwardian mansion blocks along Tottenham Lane as noted above, as well as the recent cinema at no. 165 next door to the west, residential conversion and extension currently under construction to no. 161 next door to the east and	

Stakeholder	Question/comment	Response
	the unimplemented existing approval for the large site that forms its eastern neighbour at no 159. 16.The rear wing of the proposal continues the same height perpendicular to the street, stepping down as it gets close to the southern boundary of the site. This reduces what little impact that would have on the residential houses, and their back gardens, backing onto the site to the south, already minimal due to the retention of the existing gable walls. The rear wing is set further away from the eastern site boundary, where it faces residential development at no. 161, including mews houses parallel to this rear wing, ie also perpendicular to their street fronting building. To the west side, the rear wing of this proposal faces the rear projections of the Picturehouse cinema, a series of three and four storey rear projections with few windows and no residential use. 17.The QRP assessment is that the proposal represents “the limit of what could be acceptable on site in terms of quantum of development”. I am less concerned whether it is at the absolute (upper) limit, but agree that in form, height, bulk and massing it is acceptable. Elevational Treatment & Fenestration 18.The elevational treatment of the Tottenham Lane frontage is probably the most important detailed design consideration in this scheme, as the impact of any development on this site on the public realm will be overwhelmingly concentrated on its appearance from its one street frontage, and any viable development on the site will seek to maximise the built form along that frontage. As noted above, as this is essentially an infill scheme for “normal” high street or mansion block built form, not a “special”, and given that the development form and pattern is so strongly established, we expect that this be followed, with an elevation divided into regular width bays, of vertical emphasis, divided vertically into a non-residential base, two intermediate floors and a recessed top floor. 19.Following extensive discussion with the applicants and their architects during the pre-application phase, the final proposal is one which I consider is an entirely acceptable deployment of these principles. The elevation is divided into six bays of equal width, a width similar to those in existing terraces along Tottenham Lane, with projecting brick pilasters	

Stakeholder	Question/comment	Response
	between each bay over the middle floors, sitting over columns dividing bays in the “shopfront” zone. The brick pilasters break the “sign zone” that otherwise clearly divides the base from middle and provides an ideal contained zone for commercial and building signage. The modest parapet aligns exactly with that on neighbouring no. 165 and the top floor is well recessed, including from the sides as well as the front. 20. Within this, fenestration is regularly spaced and sized, and in the crucial middle floors, of vertical proportions to match elsewhere in the street and compliment the overall bay proportions. The second and fifth of the six bays contrast with the other four identical bays, containing a large, projecting bay window over two floors. This houses wintergardens and is divided to suit different flat layouts and a variety of openable, ventilating, guarded and clear windows, within a metal frame. 21. Further detailing support and enrich the proposed elevational composition. This includes perforated brickwork just below the parapet, allowing glimpses through from the 3rd floor balcony to the street and added richness to the elevation at the location of the traditional cornice, projecting (“fretted”) brickwork in the centre of bays, between windows, and balustrades / screens to full height windows, in a brick pattern, allowing glimpses and privacy. 22. Other elevations matter much less and are more utilitarian, as they do not look onto publically accessible space. The eastern elevation will be visible from within the 161 development and from the courtyard car park to the development; a space that with landscaping, green walls and the glazed arcade to the main entrance is intended to be a more than merely utilitarian space, but these views will be constrained, oblique and unintended. Having said that, neither east nor west elevations in this application proposal are merely utilitarian, they have some sense of composition, orderly arrangements of features and detailing to match the front. Residential Design Standards, including Aspect & Internal Layout(s) 23. All the flats are accessed off a single residential entrance off the street frontage, via a naturally day lit corridor looking onto the parking core, leading to lifts and stairs to all floors,	

Stakeholder	Question/comment	Response
	the upper floor circulation also benefiting from natural light. I therefore consider that in terms of Approach to the front door(s), Accessibility & Legibility of the street layout, the residential proposals more than meet the requirements of the Mayor's Housing SPG and standards of good design for approach to the dwelling. The QRP suggested concern at the number of turns in the corridor from the street entrance to the core; I am not concerned at this as it is fully glazed on to the parking court on one side and I am therefore confident it will be a pleasant space and as the destination will be visible, it will not feel excessively convoluted. 24. All flat layouts meet the Nationally Described Space Standards and Mayors Housing SPG space and layout standard. 25. The main challenge for the proposal in this area is avoiding single aspect flats that both face north and face the busy street. The site inevitably creates flats at 1st, 2nd and 3rd floor facing Tottenham Lane, and it would be unreasonably difficult to have a layout that allowed all flats facing the street to also have a significant southern aspect facing the back of the site. The lightwells are designed to have significant amounts of planting, and only obscured glazing from the common circulation. The windows onto these lightwells will be either hall windows, secondary living room windows (on the 1st floor), where the main living room windows are onto the street, or onto a 2nd / 3rd bedroom / study, and therefore less important regarding amenity. However, the applicants' daylight study show they would be acceptable due to these windows, and the opportunity to glimpse life within the common parts, as well as a view of the sky, is intriguing. 26. All the flats in the rear wing are single aspect east and west facing. This is not unacceptable in principle; they will all get the benefit of sunlight for at least half of the day. However, they are also designed with inset balconies and projecting oriel windows to allow angled southern views and light and air from another side. Sunlight, Daylight, Overshadowing, Privacy & Overlooking 27. The applicants have provided Daylight, Sunlight and Overshadowing Reports on their proposed development and potentially affected neighbours, prepared in accordance with	

Stakeholder	Question/comment	Response
	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)¹, known as "The BRE Guide". 28. The applicants' report on neighbouring dwellings shows that no neighbouring windows to habitable rooms potentially affected by this proposed development would experience a loss of sunlight of a noticeable level as defined by the BRE Guide. 29. Their report further shows that only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide. Specifically, just two windows to neighbouring dwellings, facing these proposals, would have a Vertical Sky Component (VSC) less than 80% of its pre-existing value. Window W2 in 161 Tottenham Lane 2nd floor would see its VSC drop from 31.7% to 23.8%, a 25% drop. The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model; this may not be appropriate for higher density, urban London locations, and the GLA Housing SPD notes that guidance should not be applied rigidly. It is considered that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. 30. That leaves the window W2 in 161 Tottenham Lane 1st floor, which would see its VSC drop from 6.3% to 4.2%, a drop of 34%. At 6.3%, this window's daylight levels are already far below the BRE definition of well day lit and also far below the GLA definition of adequate. So, it's daylight condition will drop from an already poor state to a slightly poorer state, by an amount that will be noticeable but not by a lot more than 20%. This window is in the flank wall of the neighbouring property on Tottenham Lane, right on the boundary of the applicant property. It is an existing window dating back to that property's original construction (probably in the 1920's/30's) and currently looks onto the roof slope of the existing 2 storey building on the application site. The building is currently being converted to residential and this window will light a small second bedroom in a flat that will benefit from a living room facing the main road and main bedroom facing south onto the rear gardens, both unaffected	

¹ Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)

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	by this application. On balance, I consider this loss acceptable. 31.They do not assess its effect on neighbouring non-residential properties, the only one of which could be significant being the Picturehouse Cinema at no. 165, adjoining the application site to its west. I consider this is reasonable as there is no expectation that this use would need or appreciate daylight (indeed, the cinema spaces themselves need to keep it out), and their walls are largely window-free. It is unlikely this site will be changed or redeveloped for a use needing daylight, such as residential, in the short or medium term, but if it was, the rear of their site also benefits from a street frontage (onto Fairfield Gardens on their west side), where they could get additional daylight, sunlight and outlook. 32.The applicants' consultants' assessment of the daylight achieved in the proposed housing in the application shows that all but one habitable room achieves adequate daylight. The one that does not is the living/dining/kitchen to Flat 5; this is on the 1st floor, on the west side of the rear wing. It fails to achieve the BRE recommended VSC for new kitchens of 2%, but achieves 1.7%. exceeding the recommend VSC for Living Rooms of 1.5%. The primary use of this room will be as living and dining, which is significant mitigation, and as noted above, is not appropriate to impose the BRE Guidance rigidly on higher density, urban London locations such as this. I was initially concerned that the applicants' consultants' report did not make it clear that the recently constructed cinema adjoining the site to the west had been used in their modelling, as their report does not show the adjoining buildings modelled, but does show an aerial photo from before the cinema construction. However, I have now had it confirmed, in later correspondence from the applicants, that it was modelled in its current as built form. 33.The application includes the creation of a number of internal lightwells, which would bring day and sunlight into deep parts of the building. Generally, this would just benefit circulation space, which is welcome. Circulation space also benefits from windows onto the parking court. Two of the lightwells are also looked onto by windows from within flats; these are second windows to the living rooms, windows onto a second or third bedroom, or windows onto their entrance hall, and provide an important second aspect onto flats that would only face north onto the street. As well as providing a second aspect for light and ventilation, the applicants have also demonstrated they would make useful contributions to daylight and	

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	sunlight access to these flats. 34. Although there is no standard or planning requirement for this, it is to the notable credit of this design that much of the commercial space also benefits from a degree of natural lighting. This is not assessed, but it is not required to be. However, this will contribute to more pleasant working conditions and less energy use, in excess of planning policy and best practice. 35. The applicants' consultants' reports find that no existing or proposed external amenity spaces would be affected by this proposal. Privacy & Overlooking 36. For this development to be acceptable, the applicants have to show that the proposed flats will have an interesting and not unpleasant outlook, provide privacy for residents of the new flats from existing, under construction and approved neighbours and the street and not disturb the privacy of those existing, under construction and approved neighbouring flats. 37. Where the proposed flats look onto the street, the wintergardens are screened at lower levels with perforated metal screens that will allow some daylight but provide privacy to residents' external amenity areas and screen any unsightly clutter. 38. To the south there is no concern as the proposals have no windows to habitable rooms close to the southern boundary and the houses to the south on Fairfield Road are significantly screened by the retained existing brick gable walls. 39. To the west, the site borders the recently converted Picturehouse cinema. This non-residential use has no expectation of privacy; it doesn't even have many windows to its rear, just a few to circulation and servant spaces, with the cinema auditorium spaces obviously being devoid of natural light. Provided this use can be expected to remain there is no concern at privacy both to and from the proposal to the west. As noted above we could control any changes to that site to prevent any loss of privacy to this proposal.	

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	40. To the east, the application site borders no. 161 Tottenham Lane. This former newspaper office has permission granted for conversion to residential, with extensions and new mews houses on the former yard behind, currently under construction. The existing building had windows to all sides, including 1st and 2nd floor windows on the boundary of the application site looking over the roof of the existing buildings on the application site, and the permission for the extension and conversion to residential includes additional windows above some of the existing ones. Some light bathrooms and circulation, but some light second bedrooms, and are this subject to potential loss of privacy. To avoid this, measures are proposed in the application scheme to avoid overlooking no. 161, with obscured glazing to windows directly facing windows in 161 and balconies partially screened; views out of these flats are permitted south from projecting oriel windows and from balconies. Windows onto these balconies can be clear. 41. In general, areas of blank wall in the application are proposed to be improved with green walls and climbing plants to make them more pleasant and interesting to look onto and to contribute to improving air quality and environmental richness. Plant life is also proposed to enliven the internal lightwells; this will make a useful contribution to ensuring an interesting outlook and provide partial screening for those flats that look onto these. Materials & Details 42. 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. Only one colour of brick is proposed, and I consider this appropriate. Sufficient variety is achieved from elevational composition and embellishment in detailing, as described above, and with contrast to metal, stone and concrete. However, the precise brick to be chosen is not yet decided, with the applicants' architects stated intent being to "avoid a typical and harsh new red brick" by mixing a combination of redder, greyer and yellower bricks to achieve a subtle match to compliment the location. With the right condition, I consider this could achieve the desired complimentary brickwork. 43. Other materials proposed include concrete to the ground level columns and shop signage zone, metal to window frames, balustrade screens and projecting oriel and wintergarden windows, stone to coping and capping to signage zone, and metal cladding to the recessed	

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	4th floor. Precise details and specification of these is not given and will have to be secured by condition but this design intent gets my approval and commendation. A contract between lighter, richer coloured brick and darker, duller coloured other materials would seem right to me. 44. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, projecting features, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits. As the applicants propose mixing bricks to achieve a complimentary appearance to the brickwork as a whole, I would suggest the most appropriate condition would be construction of a sample panel for approval. Conclusions 45. This is a challenging site, but I also consider it an important site, to demonstrate that vibrant town centres can be strengthened, successful existing employment retained and a significant quantity of good quality new housing can be squeezed onto a sensitive site whilst maintaining and strengthening the best of the existing character of the area. The QRP noted that this development is having to work very hard to balance sometimes conflicting requirements of the different accommodation types. I am confident these proposals, if implemented in full, will achieve that.	This condition is recommended.
Conservation	Many thanks for consulting me on this application. I have assessed the drawings and the accompanying Heritage Statement and Design and Access Statements. The site is adjacent to the Crouch End Conservation area, with the rear of the site backing on to the conservation area boundary. In my opinion, whilst it will be the rear of the building that would have an impact on the immediate setting of the conservation area, the building's frontage will be an important part to the 'approach' to the conservation area. The overall design of the building is high quality and its scale, bulk and materiality helps to stitch the high street together with the townscape of the wider conservation area. Additionally, to the rear, the block recedes back in a stepped way to reduce the impact of the block on the	Noted.

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	rear of properties within the conservation area. As such I would consider the block will cause no harm to the conservation area and would enhance its setting. It therefore satisfies statutory legislation and national and local policies and is acceptable.	
Transportation	The proposed site is located on Tottenham Lane which is located in an area which suffers from high car parking pressures the proposed site is located on the edge of the Crouch End restricted conversion area; this area suffers from high parking pressures. The public transport accessibility level of the is medium (PTAL 4) with the Tottenham Lane bus corridor providing some 56 buses per, with frequent connection to Finsbury Park and Turnpike Lane tube stations. The site also falls within the Crouch End (A) controlled parking zone (CPZ), which operates Monday to Friday between 10:00am – 12:00noon and provides a good level of on-street parking control. The site previously had offices on the upper floors which have planning permission to be converted into flats and the ground floor has a Kwik-Fit Garage and MEB MOT motor. The applicant is seeking permission to demolish the existing building and redevelop the site to provide 1,172sqm of commercial spaces at ground floor and basement comprising (925 sqm for re-provision Kwik Fit, 92sqm of retail, and 155sqm of basement storage) and 26 residential units on the upper floors comprising (7x1 bed, 16 x2bed and 3x 3bed units) with associated cycle parking and car parking spaces for the commercial and residential units. The applicant's transport consultant has produced a transport assessment in support of the application based on sites from the TRICS trip forecast database, multi-modal trip data were extracted for privately owned flats in Greater London. Based on the data extracted the proposed development of 26 residential units will generate a total of 12 in/out trips during the Am peak hour and 11 in/out trips during the Pm peak periods. We have considered that the persons trip rates for the site is low, however as the residential units are proposed to be car-free, any additional trips generated by the site is likely to be by sustainable modes of transport. The commercial element of the development will be retained and traffic surveys were conducted for the existing commercial use, for completeness the commercial element of the development to be retained will generate 8 in/out trips during the Am peak periods and 5 in/out trips during the Pm peak periods. The proposal will create an additional 92 sqm of retail/	Conditions recommended and s106 obligations sought as requested.

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	commercial use on the ground floor we have considered that give the small floor area proposed the additional retail floor area will mostly generate linked trips or trips that are already on the network, as such the additional A1 unit will not generate any significant increase in additional trips or car parking demand. The applicant is proposing to provide 155 sqm of commercial basement storage, the applicant is proposing to let the storage to the commercial units on site or to other commercial uses in the local area, we have considered that give the size of the proposed B1 use of come 155sqm, the trips and parking demand generated by the use would not have any significant impact on the transportation and highways network. The applicant has included parking surveys which were conducted for the Picture House Cinema development which were conducted on 23 and 24 October 2015, with subsequent surveys conducted on the 17 and 18 October 2016 the results of the survey concluded that a number of roads surrounding the site is suffering from high car parking pressures in addition the current operational hours of the Crouch End A and B control CPZ is not sufficient to mitigate any potential car parking demand generated by the development proposal. Based on the 2011 Census which has the Crouch End ward having 0.7 car per household which equates to a potential shortfall of some 15 car parking spaces if the 3 disable car parking spaces are taken in to consideration. We will therefore require the applicant to contribute a sum of £25,000 (twenty-five thousand pounds) towards the design and consultation of a revised control car parking zone in the area surrounding the site. As above the above site is located in an area which is suffering from high car parking pressures, we have considered that the development is suitable to be dedicated as a car-capped development, this is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, 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 where: a) There are alternative and accessible means of transport available; b) Public transport is good; and	

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	c) A controlled parking zone exists or will be provided prior to occupation of the development This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits. The applicant is proposing to provide a total of 12 off street car parking space for the commercial element of the development as the proposed facility operates based on appointments, we have considered that 12 car parking spaces will be acceptable providing that that applicant retains no less than 3 car parking spaces for drop in customers who have not pre-booked. The applicant is proposing to provide 3 disable car parking spaces for the residential aspect of the development, this in line with the Councils Maximum car parking standard, and Life Time Homes. Cycle parking the applicant is proposing to provide the 50 cycle parking for the residential aspect of the development and two cycle parking spaces for the commercial aspect of the development, the cycle parking spaces must be designed and implemented in line with the 2016 London Cycle Design standard details of which must be provided before development commences on site. The applicant is proposing to change the highways layout and amend the vehicular access to the site, this will include removal of 4 vehicular crossovers and the construction of 2 new vehicular crossovers. The new highways layout has been subjected to an independent Stage 1 Road safety audit and has been amended to reflect the auditor's response. There are still some concerns in relation to the inter visibility and the potential conflict with pedestrians on the footways however we have considered on balance that as the revised layout is a marginal improvement to the existing situation that with the erection of signage and a mirror on the exit to the car park entrances, based on the traffic flows forecasted for the development which is a reduction when compared to the existing commercial uses, the development proposal is unlikely to increase accidents at this location. The applicant will be required to enter into a S.278 agreement to secure the implementation of the highways works, the cost of the highways	

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	works have been estimated at £12,000 (twelve thousand pounds). On reviewing this application, we have concluded that the demolition of the existing building and the construction of 26 residential units and some 1172 sqm of commercial space would not adversely impact on the transport and highways network subject to the following S.106/S.278 obligations and conditions: Obligations: 1. Car-free Development The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car capped” and no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport. 2. Travel Plan A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents. c) The developer must offer two years’ free car club membership and £50 credit per year for two years per unit. d) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel	

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	plan for monitoring of the travel plan initiatives. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 3. Control Parking Zone consultation CPZ The applicant developer will have required to contribute byway of a Section 106 agreement a sum of £25,000 (Twenty-five Thousand Pounds) towards the consultation on implementing parking management measures to the east of the site which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal. Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site. 4. Section 278 Highway Act 1980 The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works which have been estimated at £12,000 (twelve thousand pounds) which includes but not limited to, footway improvement works on Tottenham Lane, including removal of the existing crossover and reconstruction of the footway and new vehicular access to the site in line with Drawing No:313-02-208 REV-B3 and subsequent Highways Drawing (163 Tottenham Lane, Footways Reconstruction Extents). Works required to be undertaken by Statutory Services are not included in the Highway Works Estimate or Payment. Reason: To facilitate access to the develop and maintain the integrity of the footway at this location. Conditions: 1. Delivery and Servicing Plan and Waste Management Plan.	

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	The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway. 2. Cycle Parking The applicant will be required to provide details 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. Details must be submitted for approved, before the first occupation of the development. Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard. 3. Parking Management Plan (PMP) Before the use hereby approved first commences, the owner shall submit a Parking Management Plan detailing the provision of car parking spaces for the residential aspect of the development PMP shall also contain details of how the proposed car parking spaces will be monitored and managed to ensure that spaces are only used by the allocated users, car parking spaces should be prioritised for disable residents and family sized units in line with the Council's Development Management DMPD.	

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	Reason: In order to ensure that a reasonable minimum of car parking spaces is provided for people with disabilities. 4. Construction Management Plan The owner is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Tottenham Lane and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. 5. Electric Charging Points The proposed car parking spaces must include provision for electric charging facility in line with the London Plan, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development. Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.	
Noise	I have examined the noise impact assessment approved by Stephen Gosling of 24 Acoustics Ref R6375-1 Rev 0 dated 22nd June 2017 in response to the proposed development. Internal Noise Levels within Residential Units The report states that with the specified recommended glazing and ventilators installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved;	Noted - conditions recommended.

Stakeholder	Question/comment	Response											
	<table border="1" data-bbox="336 267 1675 418"> <tr> <th>Time</th><th>Area</th><th>Maximum Noise Level</th></tr> <tr> <td rowspan="2">Daytime Noise 7am-11am</td><td>Living rooms and bedrooms</td><td>35dB(A)</td></tr> <tr> <td>Outdoor amenity</td><td>55dB(A)</td></tr> <tr> <td>Night Time Noise 11pm-7am</td><td>Bedrooms</td><td>30dB(A)</td></tr> </table> A test shall be undertaken prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval. Plant Noise Condition Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises. Scheme of Sound Insulation The applicant will be required to submit and install a scheme of sound insulation between the ground floor commercial and proposed residential units on the first floor. The details of this scheme shall be approved by the Local Authority before the commencement of any works. External Balconies Noise from the use of the proposed balconies on the existing amenities will be minimal.	Time	Area	Maximum Noise Level	Daytime Noise 7am-11am	Living rooms and bedrooms	35dB(A)	Outdoor amenity	55dB(A)	Night Time Noise 11pm-7am	Bedrooms	30dB(A)	
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Pollution	Air Quality: The London Plan, Policy 7.14 states that new development should: Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMA's) where development is likely to be used by large numbers of those particularly vulnerable	Noted.											

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	to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. • Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. • Be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAS)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. An air quality assessment has not been submitted with this application. Photo voltaic panels and CHP (Indop 13.6kWth/6kWe gas fired) is proposed with this planning application; a condition with respect to emissions from CHP is therefore required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required. It is noted that the residential side is car-free, with the exception 3 No. disabled parking spaces. The commercial side however has 12 designated parking spaces / bays. I recommend the following conditions: • Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. Reason: To protect local air quality and ensure effective dispersal of emissions. • Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form	This condition is recommended. This condition is recommended.

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	must be submitted to and approved by the LPA. Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction. Combustion and Energy Plant: • Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20mg/kWh. Reason: As required by The London Plan Policy 7.14. Contaminated land (CON1 and CON2): CON1: • Before development commences other than for investigative work: a) Using the information contained within the Phase I desktop study (Hydrock, June 2017, ref: R/05971/002/Iss 003) and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable: • risk assessment to be undertaken, • a 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	This condition is recommended. Both these conditions are recommended.

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	Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. And CON2: - Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. Management and Control of Dust: - No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan - Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan - No works shall commence on the site until all plant and machinery to be used at the	This condition is recommended. This is dealt with via the s106 legal agreement. This condition is

Stakeholder	Question/comment	Response
	demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. - An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. As an informative: - Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	considered to be overly onerous and is therefore not recommended. This condition is considered to be overly onerous and is therefore not recommended. Informative included.
Sustainability	Energy – Overall The scheme delivers a 63.44% improvement beyond Building Regulations 2013. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The overall approach is policy compliant. A Carbon Offset Contribution is required for the residential element of the development to the sum of £77,643 (<i>Author's note: Based on the proper revised calculation and amount per ton,</i>	S106 obligations sought as requested.

Stakeholder	Question/comment	Response														
	<i>the correct amount is £21,393) where zero carbon has not been achieved (Author's note: for the residential element and the shortfall to 35% for the commercial element). This should be included within a S106 condition.</i> Energy – Lean The applicant has proposed an improvement of beyond Building Regulations of 1.56% for the residential portion of the development and 6.91% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive. This should be conditioned to be delivered on site: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017 <table><tr><th>Building element</th><th>Proposed specification for the development (u-values)</th></tr><tr><td>External walls</td><td>0.18 (domestic) 0.18 (non-domestic)</td></tr><tr><td>Roof</td><td>0.13 (domestic) 0.13 (non-domestic)</td></tr><tr><td>Ground floor</td><td>0.13 (domestic) 0.13 (non-domestic)</td></tr><tr><td>Windows</td><td>1.40 (g-value 0.50) (domestic) 1.40 (g-value 0.40) (non-domestic)</td></tr><tr><td>Front doors</td><td>1.0 (domestic) 2.2 (non-domestic)</td></tr><tr><td>Air tightness</td><td>5 m3/hr/m2 for domestic and for nondomestic</td></tr></table> The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 0.3% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.	Building element	Proposed specification for the development (u-values)	External walls	0.18 (domestic) 0.18 (non-domestic)	Roof	0.13 (domestic) 0.13 (non-domestic)	Ground floor	0.13 (domestic) 0.13 (non-domestic)	Windows	1.40 (g-value 0.50) (domestic) 1.40 (g-value 0.40) (non-domestic)	Front doors	1.0 (domestic) 2.2 (non-domestic)	Air tightness	5 m3/hr/m2 for domestic and for nondomestic	This condition is recommended.
Building element	Proposed specification for the development (u-values)															
External walls	0.18 (domestic) 0.18 (non-domestic)															
Roof	0.13 (domestic) 0.13 (non-domestic)															
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Windows	1.40 (g-value 0.50) (domestic) 1.40 (g-value 0.40) (non-domestic)															
Front doors	1.0 (domestic) 2.2 (non-domestic)															
Air tightness	5 m3/hr/m2 for domestic and for nondomestic															

Stakeholder	Question/comment	Response
	It the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Energy – Clean The scheme proposes a single energy centre serving heating and hot water loads for all residential units and commercial units, with back up gas fired boilers. There are no details of how the single energy centre proposed will interlink to all flatted units. There are no details of how this single energy centre will be designed (through reserved space and basement wall plugs) to connect to a local heat network at a later date. Therefore, based on these issues, at this stage the clean energy proposals are not policy compliant. We recommend that these are addressed through the following condition: Suggested Condition for CHP and boiler facility: You shall submit details of the site CHP and boiler facility and associated infrastructure, which will serve heat and hot water loads for all for all residential units and commercial units on the site. This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include: a) location of the single energy centre which is sized for all required plant; b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room); c) flue arrangement; d) operation/management strategy;	This condition is recommended.

Stakeholder	Question/comment	Response
	e) the route and connections from the energy centre into all the dwellings and the commercial space; and f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) The CHP and boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter. Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22. Suggested Condition for back up boilers: That all combination gas boilers that are to be installed across the development have a minimum SEDBUK rating of 91%. The applicant will demonstrate compliance by supplying installation specification at least 3 months' post construction. Once installed they shall be operated and maintained as such thereafter. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Energy – Green The application has reviewed the installation of various renewable technologies. They are proposing installing 262m² of solar PV panels, generating 32.75 kWp. We recommend that these are addressed through the following condition: You will install the renewable energy technology (PV Solar Panels) as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017.	This condition is recommended. This condition is recommended.

Stakeholder	Question/comment	Response
	You will deliver no less than 262m² of solar PV panels, generating 32.75 kWp. A total number of 131 panels will be installed. 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 plus a 10% management fee. 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 equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery. Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04 Sustainability Assessment No sustainability assessment has been proposed for the residential units – in the absence of Code for Sustainable Homes the application must undertake a Home Quality Mark assessment that achieves a minimum Level 3 outcome. The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the commercial units – demonstrating the commercial units will achieve BREEAM Excellent. This approach is policy compliant, supported, and it should be conditioned, as follows: You must deliver the sustainability assessment as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017. The development shall then be constructed in strict accordance of the details so approved, and	This condition is recommended.

Stakeholder	Question/comment	Response
	shall achieve BREEAM Excellent for all commercial units. It shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on 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. Suggested condition in absence of sustainability assessment for residential units: You must deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions. Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan. Overheating Risk	This condition is recommended.

Stakeholder	Question/comment	Response
	The sample SAP calculations indicate that a majority of the residential units will have a slight to medium overheating risk during the summer months. To overcome this, the applicant has advised the windows can be opened for night time cooling. We expect a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable, the overheating risk for the commercial space and its future use is not. This is therefore not policy compliant. We would advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. As the applicant is applying for flexible use there is a risk that with an overheated space the final occupant will add air conditioning units, which will increase on site energy use and emissions. This would not be acceptable. We recommend that these are addressed through the following condition: To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. Details in this strategy will include measures that address the following: • the standard and the impact of the solar control glazing • that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment • what passive design features have been included? • what mitigation strategies are included to overcome any overheating risk This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so	This condition is recommended.

Stakeholder	Question/comment	Response
	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.	
Drainage	We are satisfied the drainage proposal is acceptable for this site.	Noted – standard condition recommended.
Waste management	This proposed application for a 7 x 1 bed flat & 16 x 2 bed flat & 3 x 3 bed flat will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following requirements: 4 x 1100L Euro bin for refuse 3 x 1100L Euro bin for recycling 26 x food waste kitchen caddy 2 x 140L food waste exterior box Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Tottenham Lane N8. It does not look as though there is sufficient room for Waste vehicle to enter and exit moving forwards only. It is not clear how far the pulling distance is from the collection point to storage point (needs to be within 10 meters). The above planning application has been given a RAG traffic light status of RED for waste	Noted. As per the recommendation of the Transport Planner noted above, provision of a suitable waste management plan will be required by recommended condition.

Stakeholder	Question/comment	Response
	storage and collection. Commercial waste is to be treated separately must be stored separately and not on the public highway. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.	
EXTERNAL		
Transport for London	Thank you for consulting Transport for London with regard to the above planning application. TfL has the following comments: 1. TfL welcomes the car-free nature of the residential development with 3 disabled vehicle parking spaces. TfL also welcomes that residents will not be eligible for parking permits. 2. TfL is satisfied with the 8 standard spaces, 4 customer drop off spaces and 6 servicing bays for the Kwik Fit unit. However, in line with the London Plan one of the standard spaces should be designated as an accessible space designed for Blue Badge holders. 3. Electric vehicle charging points are not mentioned as part of the parking provisions for the Kwik Fit unit. In order to be London Plan compliant, 20% of spaces must be for electric vehicles with an additional 10% passive provision for electric vehicles in the future. 4. TfL welcomes that the quantum of long stay cycle parking exceeds the minimum standards set out in the London Plan. The applicant should ensure that cycle parking	Noted – conditions recommended.

Stakeholder	Question/comment	Response
	infrastructure and facilities meet the London Cycle Design Standards (LCDS) in terms of location, access and design in order to fully promote cycling as a transport option. At least 5% of cycle spaces should be large enough to be able to accommodate either larger or adapted cycles. 5. The applicant should ensure that 2 short stay cycle spaces are provided in line with the London Plan. The applicant has already identified an area on Tottenham Lane where short stay cycle spaces could be located. 6. The trip generation/mode share presented within the Transport Assessment is reasonable and TfL can confirm that the development is unlikely to give rise to any capacity concerns on local public transport services. 7. Information regarding deliveries and servicing, including where they can safely and legally park for activities such as delivering is requested. This should take the form of a Delivery and Servicing Plan (DSP), which should be secured by condition. Subject to the above conditions being met, the proposal as it stands would be acceptable to TfL. If you have any further questions do not hesitate to contact me.	
Thames Water	Waste comments: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Surface water drainage: With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of	Noted - condition recommended and informatives included.

Stakeholder	Question/comment	Response
	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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:	

Stakeholder	Question/comment	Response
	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Water comments: On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.	
Metropolitan Police Service Designing Out Crime	I can confirm that, subject to approval of specific details (such as cage) this concludes all outstanding initial concerns. I hope this is of assistance. I look forward to hearing from you post tender process stage.	Noted.
London Fire Brigade	The Brigade has been consulted with regard to the above-mentioned premises and makes the following observation: The Brigade is not satisfied with the proposal for fire fighting access as compliance with Part B5 of the building regulations is not shown. This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and	Noted – however, as this is a building regulations matter, only an informative can be placed on any planning permission granted.

Stakeholder	Question/comment	Response
	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 reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners in install sprinkler systems in order to save money, save property and to protect the lives of occupiers. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.	

Appendix 2 Neighbour consultation responses

Location	Question/comment	Response
14A Fairfield Road	I object to this planning action because: 1. The height of the proposed building. 2. The number of dwelling is indicated as 26 - this is too much. 3. The plan entails the re-zoning of land from commercial to residential. 4. Over development of the block - another large building is currently under construction only a few doors away. 5. Loss of privacy due to construction of flats overlooking our garden.	The height of the building is commensurate with those fronting Tottenham Lane (see section 6.3 above) The development density is in accordance with London Plan guidelines (see section 6.9 above) The proposed use will be mixed-used, not wholly residential (see section 6.2 above) There are no openings or terraces on the southern elevation to prevent direct loss of privacy for the residents on Fairfield Road (see section 6.5 above)
MEB Motor Centre 163 Tottenham Lane	I am the current occupier of MEB The Motor Centre at 163 Tottenham Lane. My objections to the proposed development are as follows:	The proposal provides the same if not more employment in

Location	Question/comment	Response
	Crouch End will lose a very unique garage in terms of the repairs we are able to carry out in the local area. Kwik Fit are unable to complete work of the same complexity, with the same level of experience. We have a large customer base in the local area, who if MEB was no longer in business would need to travel to dealers who are no longer local, in order to access an equivalent service. In addition, we are a training garage and have been offering apprenticeships since 1996 working closely with the training college to ensure that apprentices receive the best possible training and support. This successful partnership would cease if MEB was forced to close down. The size of MEB garage is such that we are unable to find alternative local workshops to accommodate our business. This would therefore result in MEB having to cease trading and as we currently employ 7 members of staff, would result in 7 people losing their jobs. I am concerned regarding how Kwik Fit will be able to operate in the proposed new workshop without major disruption to traffic in the area. The size of the proposed workshop would result in significant difficulties within parking cars, turning cars and access in and out of the garage from the main road. With regard to the development of more shops, there are already a variety of unoccupied shops in Crouch End, so I would query any decision to close down a thriving, well established business like MEB in favour of unknown additional shops.	accordance with relevant planning policy for the site. Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above) In accordance with planning policy, the development will pay a contribution towards construction training. There is no planning policy requirement for a specific contribution towards specific motor vehicle servicing type apprentices. Subject to conditions and financial contribution, the development will not unduly harm the surrounding highway network or parking (see section 6.11

Location	Question/comment	Response
		above) The proposal includes a mix of ground floor uses, not just A1 (see section 6.2 above)
29a Curzon Road	I object to the planning application and think the Council should support a local small business i.e. MEB Motors - who employ local young men and provide an excellent good value service to the Crouch End community	The proposal provides the same if not more employment in accordance with relevant planning policy for the site. Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above)
272 Ferme Park Road	I object to this development, mainly for the loss of MEB. I'd rather keep MEB and Kwik Fit in the old building. MEB is a great local business that provides a valuable service and employs a number of people. More shops? There's already too many vacant shops in the area.	Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above)

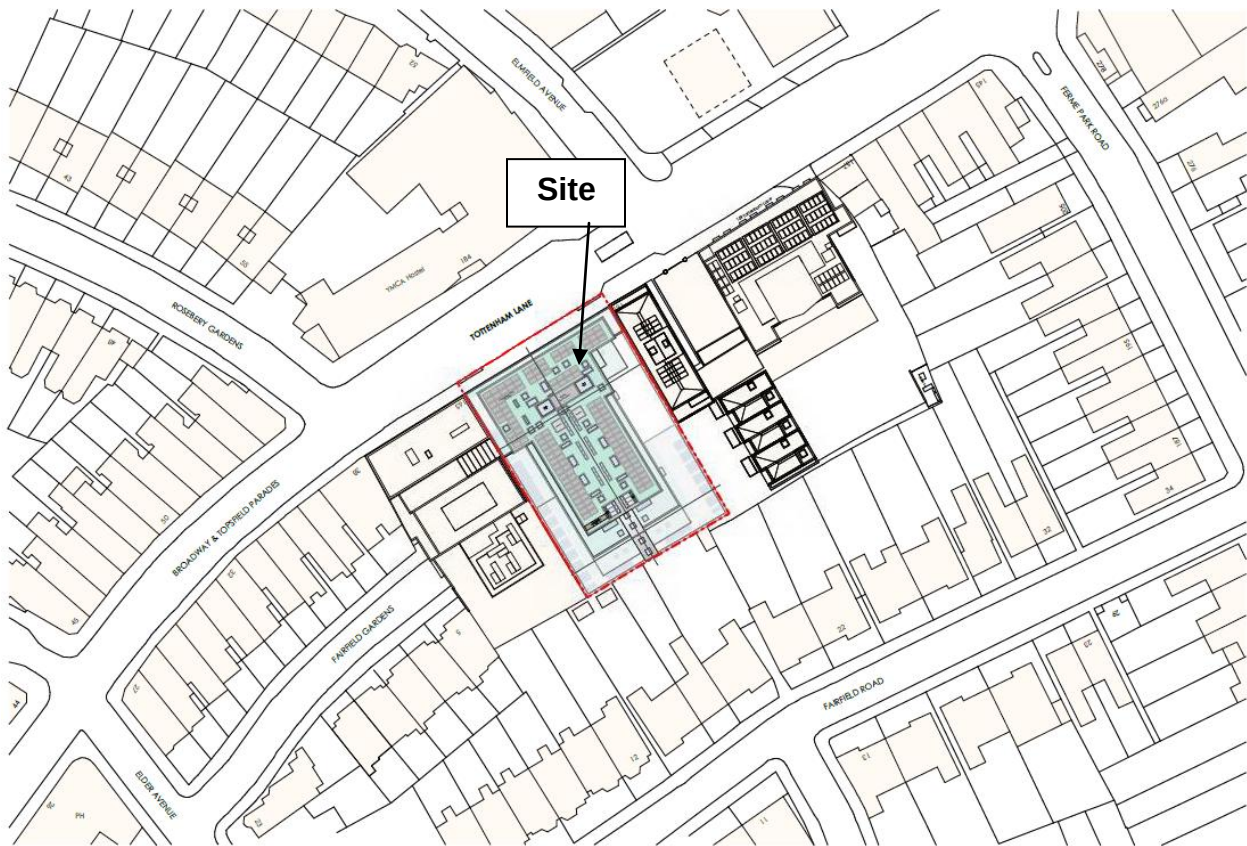
Location	Question/comment	Response
		The proposal includes a mix of ground floor uses, not just A1 (see section 6.2 above)
39 Mount View Road	I am extremely concerned that this will lead to the loss of MEB repairs, which performs an extremely valuable service for the people of Crouch End.	There is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above)
155 Ferme Park Road	I strongly object to this planning application. I believe that Crouch End has reached saturation point for new buildings and further development will put an immense strain on the already overburdened schools, add to the parking problems and add more strain to the transport network. I also would not like to see the loss of a thriving local business with an excellent reputation that serves our community really well.	National, regional and local planning support the provision of additional housing to meet demand. Subject to conditions and financial contribution, the development will not unduly harm the surrounding highway network or parking (see section 6.11 above) There is no policy requirement to protect specific businesses

Location	Question/comment	Response
		such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above)
10 Fairfield Road	I strongly object to the planning application for the following reasons: 1. The proposed development creates a much larger building that is far taller than the existing structure. The top floor makes it significantly taller than the buildings either side and it will dominate the area. 2. The design of the building is not at all in keeping with the surrounding buildings or with the general style of Crouch End. It is unattractive and will significantly detract from the area. 3. The development will result in the closure of a highly regarded local business, MEB, and will mean people employed by the business will lose their jobs. 4. The windows and balconies of several apartments will overlook my garden, which will significantly affect my privacy and the enjoyment of my garden. 5. This is a significant development of 26 apartments with accommodation for up to 84 people. Despite the comments noted in the proposal, I believe this will have a negative impact on an already stretched public transport system and other services and will exacerbate the parking problems in the area.	The height of the building is commensurate with those fronting Tottenham Lane and the front elevation has a bay arrangement replicated in the surrounding area (see section 6.3 above) There is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above) There are no openings or terraces on the southern elevation to prevent direct loss of privacy for the

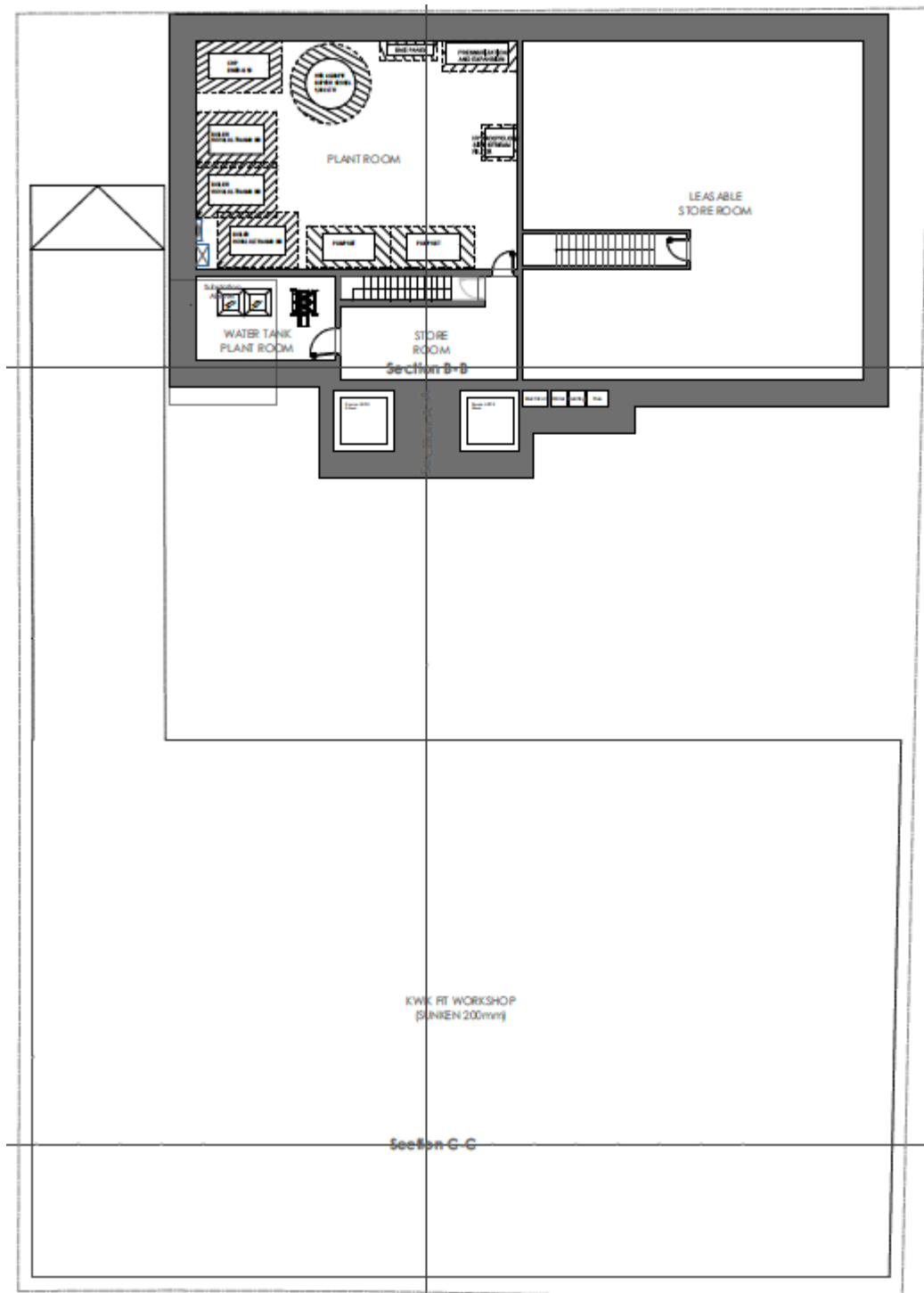
Location	Question/comment	Response
		residents on Fairfield Road (see section 6.5 above)

Appendix 3: Plans and images

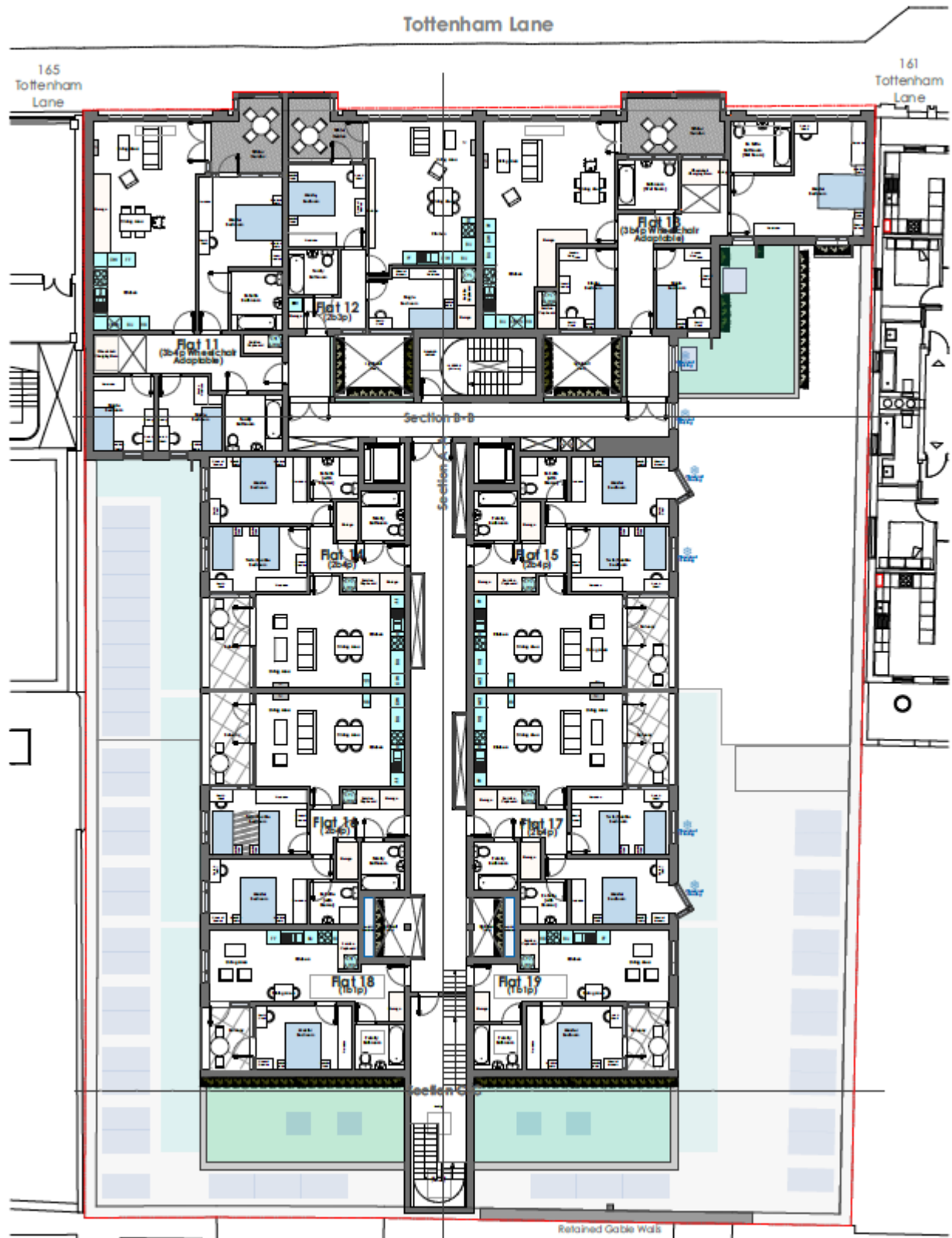
Location plan



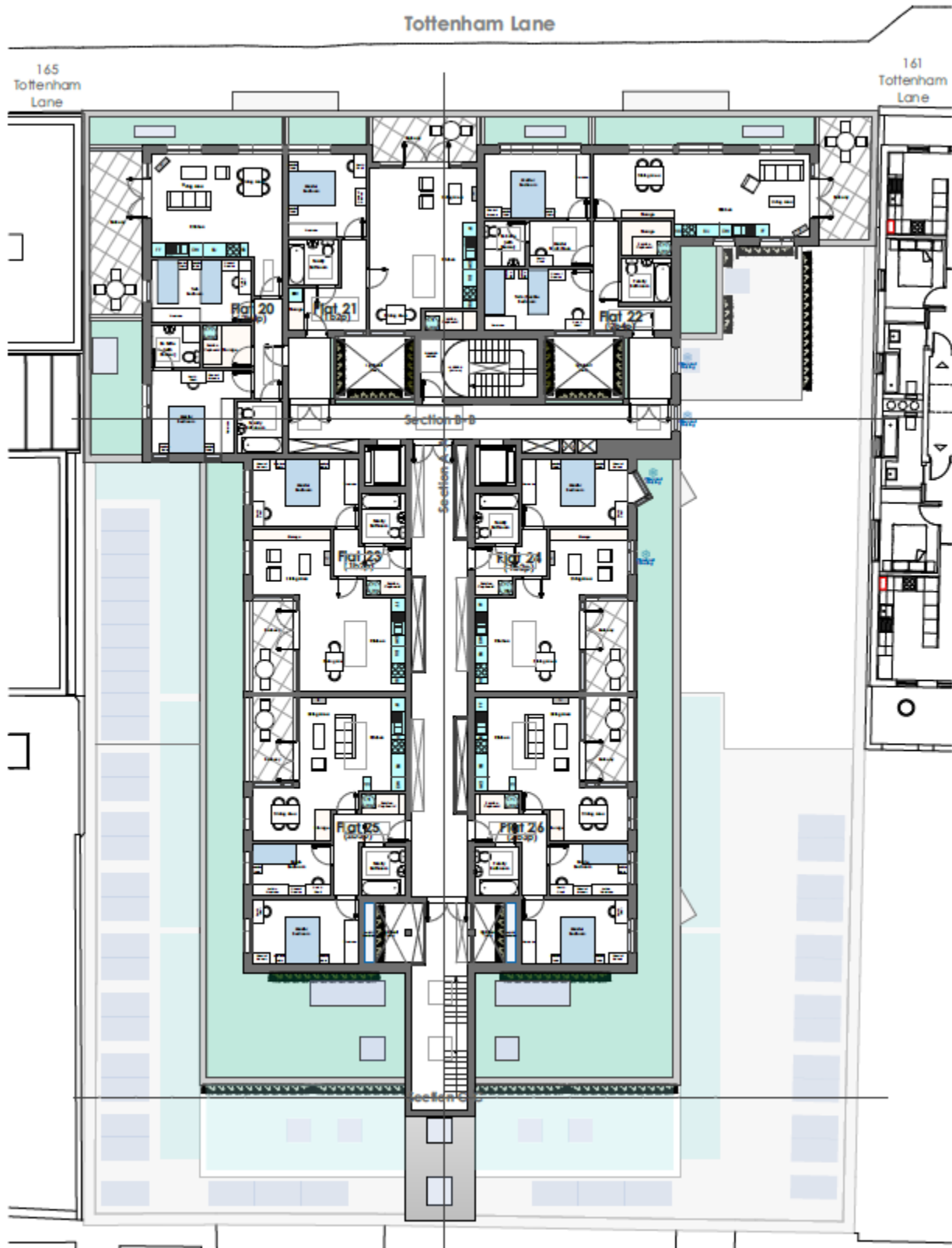
Proposed basement (part) plan



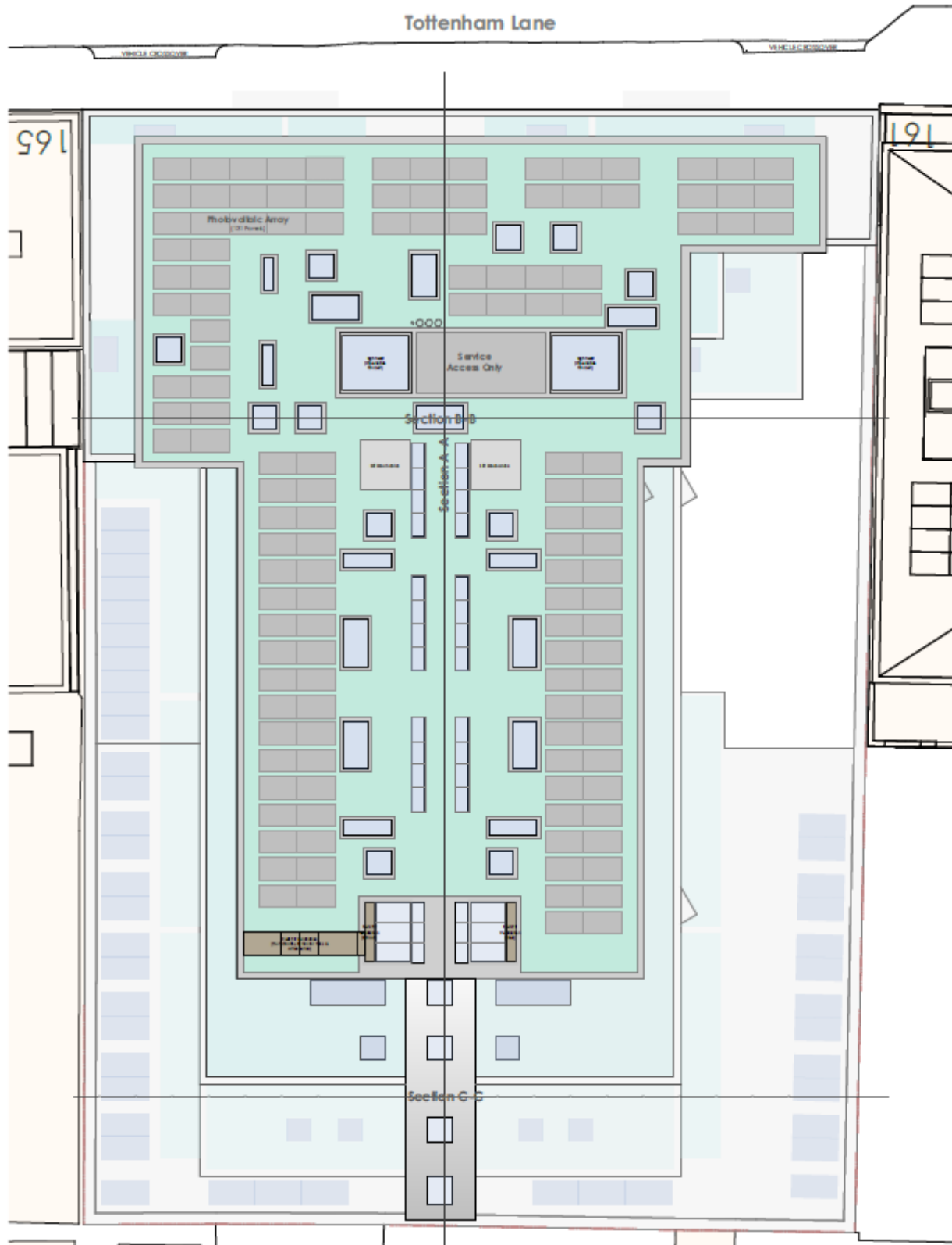
Proposed first floor plan



Proposed second floor plan



Proposed roof plan



Proposed front (northern) elevation



Proposed rear (southern) elevation



Proposed flank facing 161 Tottenham Lane (eastern) elevation



Proposed flank facing 165 Tottenham Lane (western) elevation



Proposed CGI representation



Appendix 4: Quality Review Panel notes

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting of 163 Tottenham Lane, N8 9BT

Wednesday 26 April 2017

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

Panel

Peter Studdert (chair)
Tim Pitman

Attendees

Richard Truscott London Borough of Haringey
Tobias Finlayson London Borough of Haringey
Sarah Carmona Frame Projects
Rebecca Ferguson Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Dean Hermitage London Borough of Haringey
John McRory London Borough of Haringey
Nairita Chakraborty London Borough of Haringey
Deborah Denner Frame Projects

Confidentiality

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

1. Project name and site address

163 Tottenham Lane, N8 9BT

2. Presenting team

Mahesh Patel Jenga Plc
Peter Biggs Countrywide Planning
Alan Crawford Crawford Partnership
Tim Spiller Crawford Partnership

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The site is located on the western side of Tottenham Lane and is currently occupied by a part two and three storey building used as a motor vehicle repair/servicing centre known commercially as Kwik Fit and The Motor Centre (MEB). The site fronts Tottenham Lane which is within the Crouch End Town Centre and adjoins to the south the rear of residential properties on Fairfield Road. The boundary with these properties also forms the boundary of the Crouch End Conservation Area.

This site has been included in the Council's Site Allocation DPD pre-submission version and forms part of the expanded Crouch End Town Centre secondary frontage. As such, under policy DM42 of the Development Management DPD presubmission version 2016 no more than the 50% of the ground floor of the whole street frontage should be in non-retail use.

5. Quality Review Panel's views

Summary

The Quality Review Panel acknowledges that the brief for the development is very challenging, and notes that the revised proposals represent a significant improvement in quality. Whilst a strategic-level concern remains regarding the inclusion of the Kwik Fit premises (and the challenges this presents within the brief), they feel that as long as all of the technical requirements and standards can be met, then the proposition could be acceptable. They support the scale and expression of the frontage, and highlight a few small aspects that would benefit from further refinement. Whilst there remains potential scope for further improvement in the quality of some of the residential accommodation in terms of layout, outlook and amenity, they understand that technical studies undertaken have shown that the accommodation meets the required standards. Within this context, they offer cautious support to the proposals, subject to continuing design development to address the points below.

Massing and development density

- The panel feels that the revised proposals presented are at the limit of what could be acceptable on site in terms of quantum of development.
- They acknowledge that the proposals have significantly reduced in size in terms of the number of residential units proposed, which is a welcome move.

- However, the brief remains a very challenging one to achieve on the site, which means that the development is having to work very hard to balance the (sometimes conflicting) requirements of the different accommodation types.
- The panel welcomes the level of thought by the design team in resolving the challenges of the brief. They understand that the proposals now represent a technically workable development (subject to full technical reports), but feel there is scope for further refinement of the layout to improve the quality of residential accommodation.

Scheme layout

- The panel understands from the design team that all proposed residential accommodation has been assessed for daylight and sunlight levels and has been deemed acceptable.
- They note that the primary outlook of a number of units / habitable rooms is not ideal; facing into small light wells, or utilising obscured glass due to the proximity of windows on the adjacent site.
- The residential entrance from Tottenham Lane to the residential core is quite indirect, with a number of changes in direction within the corridor. The panel would encourage further exploration of how this could be improved to create a generous, welcoming entrance.

Architectural expression

- The front elevation onto Tottenham Lane has significantly improved through the recent design iterations, and generally now seems to work well.
- The panel welcomes the rhythm, formality and symmetry of the six-bay configuration.
- The panel notes that the angled bays only offer benefit to two of the four units per floor that share them; a more straightforward (rectangular) bay arrangement would provide additional space and views to all four units.
- They would encourage a lighter approach to the framing of the winter gardens.
- They would also encourage a simpler approach to the brickwork of the front elevation, to avoid overly complicated combination of different types of brick detail.
- The panel would support the adoption of the red and grey palette of materials presented rather than the inclusion of COR-TEN elements within the facade, which could lead to staining on other elements beneath.
- The panel feels that a commitment to embedding high quality design at the detailed design phase will be critical to ensure that a visually prominent development of this scale is convincing and elegant.

- With high quality design details, the development would be a well-mannered addition to the context of Tottenham Lane.

Inclusive design

- The panel question what level of affordable housing will be provided within the scheme; they recommend that the affordable housing units to be provided are tenure-blind (i.e. visually indistinguishable from the market units) and accessed from the same primary entrance.

Next steps

- The panel offers cautious support to the proposals, subject to the satisfactory resolution of all technical requirements and standards, and design development to address the points above, in consultation with Haringey officers.

Appendix 5: DM Forum notes

A Development Management Forum was held on 6 March 2017

Attendees:

Council officers:

- Acting Head of Development Management: Stuart Minty
- Case Officer: Tobias Finlayson
- Community Engagement Officer: Taylamay Makoon

Councillors: Bevan, Mann, Jogee

3 members of the public

Introduction:

Acting Head of Development Management: Stuart Minty (SM) introduced scheme and ran through housekeeping matters

Agent: Alan Crawford (AC):

- Described proposal and rationale

Questions:

Member of public:

- Asked for explanation of exact ground floor uses
- AC response clarified flexible use proposal

Member of public:

- Asked what was Quality Review Panel (QRP)

AC response:

- Façade needed more work
- Work in progress
- Looking at bay spacing of surrounding traditional properties

Member of public:

- Is there depth to the façade?

AC response:

- In short, yes – layering of façade

Member of public:

- Appear to be looking elsewhere for design ideas and need to look closer to the site i.e. Crouch End

Member of public:

- Is there opportunity for planting at top/roof level?

AC response:

- Yes, but not a roof garden
- AC:
- More sensitive style than Kwik Fit's usual branding style

Councillor Bevan:

- Public is vocal in the area
- Still has design issues – does not enhance area and has too many styles
- Winter gardens an issue – end up as extra rooms
- Does it meet London Plan standards?

AC response:

- Yes
- How many single aspect units?

AC response:

- Mainly dual aspect with light wells serving the few single aspect units

Member of public:

- What is the submission timetable?

Agent: Peter Biggs (PB) response:

- Going to QRP next month
- Aiming for April/May submission

Member of public:

- Welcomes level of consultation to date

Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2017/0010**Ward:** Tottenham Hale**Address:** Welbourne Community Centre, Chesnut Road, London, N17 9EQ

Proposal: Site clearance and erection of a part 16, part 7, part 6, and part 4 storey building and a podium, comprising 166 residential units 1500m² of health centre space and 300m² of retail floorspace. Provision of parking, access, servicing space, hard and soft landscaping and cycle parking.

Applicant: Argent Related**Agent:** Quod**Ownership:** Council**Case Officer Contact:** James Hughes**2. BACKGROUND**

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination.
- 2.2 It is anticipated that the planning application, once received, will be presented to the Planning Sub-Committee in 2018. The applicant is engaged in pre-application discussions with Haringey and the Greater London Authority (GLA).

3. SITE AND SURROUNDS

- 3.1. The site is located on the north side of Monument Way and is approximately 0.38ha in area. The site is irregular shaped and is bounded by Park View Road to the east. Chesnut Road to the north and Fairbanks Road to the west which becomes a segregated cycle lane that runs southbound toward Monument Way. The site previously contained the Welbourne Community Centre but is currently vacant. A row of newly planted trees runs along the southern site boundary.
- 3.2. The surrounding area is primarily post-war residential development. A green space separates the site from two storey terraced dwellinghouses on Fairbanks Road. A public house, the Volunteer, and four storey post-war maisonettes lie to the north of the site. The southern tip of Down Lane Park, containing a playground, a BMX track, and a vacant caretaker's cottage, lies to the east of

the site. Three and four storey post-war residential development lies to the south. The site is not located in conservation area.

- 3.3. The site lies within the Tottenham Area Action Plan (AAP) site allocation TH10 (Welbourne Centre and Monument Way). The land to the west of the site within TH10 benefits from a sub-committee resolution to grant outline planning permission (HGY/2016/2184) for up to 54 residential dwellings comprised of three blocks ranging from 4-stories to 5-stories in height, arranged in a linear east-west formation.
- 3.4. TH10 promotes the comprehensive redevelopment of the Welbourne Centre for secondary town centre uses (which could include a health centre) at ground floor level, and residential uses above. The site is suitable for a tall building however consideration of the impact on residential amenity is required. The site has a PTAL rating of 6a.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal comprises 166 residential units, of which 66 will be market units and 100 will be affordable units. The affordable element comprises Pocket Homes, which is an affordable ownership tenure that allows for a discounted sale price secured by S106 agreement. These units deliver affordability using an efficient and replicated floorplate.
- 4.2. The proposal is a tower and podium design with a landmark building at the eastern apex of the site and wings extending along the north and south site edges, enclosed by a rear low rise block fronting Fairbanks Road.
- 4.3. The apex building facing Down Lane Park is proposed to rise to 16 stories, with a 6 storey building fronting Chesnut Road and 7 storey building fronting Monument Way. A 4 storey element will front Fairbanks Road. The internal podium will be landscaped and incorporate communal amenity space, with disabled car parking, cycle storage and bin storage below.
- 4.4. The proposal will incorporate 250m² of (A1) retail floorspace and a (D1) health/community centre of 1500m². Depending on NHS requirements, this facility may be of a local or district nature.

5. PLANNING HISTORY

- 5.1 The site has a limited planning history. The land previously contained a community centre, likely dating from the late 1980s as per the application below. The site is currently vacant.

- OLD/1987 - *Conversion of existing centre to form Caribbean senior citizen's day centre including extension to form art room. Granted 16/08/1988*

6 CONSULTATION

Internal/External Consultation

6.1 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken.

6.2 The applicant undertook non-statutory public consultation for several sites within the wider Tottenham Hale area (including the Welbourne Centre) in November 2017.

The applicant's engagement included:

- Tottenham Today exhibition, 9 September 2017
- Haringey Citizens meeting, 3 October 2017 – Argent presented emerging plans to members of Haringey Citizens
- Public exhibition -19th (3-7pm) and 21st (9am-7pm) October 2017. The applicant advises 123 members of the public attended the two day sessions.

Development Management Forum

6.3 The proposal was presented at a DM Forum on 2nd November 2017. 3 local councillors (Cllr Rice, Cllr Reith, and Cllr Carrol) and 1 local resident attended, in addition to officers and representatives of the applicant.

6.4 The DM Forum discussion primarily concerned Pocket Homes and its suitability for Tottenham Hale, and the quality of the Pocket Homes offer, as well as the impact of the tall building on Down Lane Park, and if a replacement community use would be incorporated into the scheme.

Quality Review Panel

6.5 A previous version of the proposal was assessed by the Quality Review Panel (QRP) on 14th June 2017. The QRP's report is attached as **Appendix 1**.

6.6 Following the QRP review of 14th June the applicant amended the scheme. The shape of the tower was modified to a more rectangular format to improve the design and layout of the development and allow for breaks between the buildings. The building heights and unit mix remained unchanged.

6.7 Officers have provided design comments on the scheme since the most recent alterations, and anticipate the proposal will return to the QRP for a full review before the submission of a planning application.

Greater London Authority (GLA)

6.8 The applicants have engaged the GLA in pre-application discussions. A pre-application meeting occurred on 15th November 2017, with specific sessions on energy and transport planned before the deposit of the application.

7 MATERIAL PLANNING CONSIDERATIONS

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

Principle of the development

7.2 The development proposal is broadly considered to meet the site requirements of the relevant part of TH10 in the Tottenham Area Action Plan (AAP) and is acceptable in principle subject to the provision of further details and a consideration of community uses. The provision of a A1 retail space within the development is subject to discussion with officers.

Design and Appearance

7.3 Officers consider the design of the scheme is progressing in a positive direction and the height of the corner structure is supported, however the building height will need to be justified by the applicant in line with local and London Plan policy. There are still design issues to be addressed in relation to the flank elevations created by the blocks and overhanging elements fronting Monument Way.

7.4 The gallery access design of the units in the north and south wings has the potential to be a positive design feature and allow for “habitable spaces” along decks, however the high number of units per core and overlooking concerns need additional consideration at the lower levels of the scheme.

7.5 The scheme is proposed to be brick built, however specific details have not yet been provided by the applicant. Further detail with respect to appearance and materials will be forthcoming. The indicative landscaping proposals showing high quality play space suitable for under-5s are encouraging and have the potential to be a positive design feature within the development.

7.6 The applicant notes an aspiration that no north facing single aspect units are proposed to be included. This will be confirmed upon receipt of detailed floorplans.

7.7 The amenity for the Pocket Homes is proposed to be provided communally. 200m² of communal space will be provided at 4th floor roof level and 400m² within the podium courtyard. Amenity spaces will be tenure blind and both market and Pocket owners will have the opportunity to use communal amenity areas, although

the market units are proposed to have private external amenity spaces. These may be balconies or winter garden depending on the outcome of environmental testing. Officer are still in discussion with the applicant and the GLA concerning amenity provision.

Residential Unit Mix

7.8 The proposed market units are to be compliant with London Plan space standards, however full floor plans have not yet been provided by the applicant.

7.9 The unit mix for the affordable and market elements of the scheme is set out in the table below:

UNITS	Market	Pocket Homes	TOTAL
1-Bedroom	26	60	86
2-Bedroom	34	40	74
3-Bedroom	6	0	6
TOTAL	66	100	166

7.10 The unit mix is considered broadly appropriate for a high density location. The dwelling mix is consistent with the Housing Zone portfolio approach as it seeks to deliver a high density of smaller units on a site close to Tottenham Hale Station. The current tenure split of 100% intermediate discounted sale is the subject of discussions with officers.

Density

7.11 The site is approximately 0.38ha (the redline area is not yet fully defined) and the applicant proposes 166 residential units. This yields a density of 436 units/ha. A breakdown by habitable room has not yet been provided by the applicant and the floorplate of ground floor non-residential uses had not yet been removed from the site area total, which may further lower density. Additional density calculations will be undertaken as the application processes.

7.12 The site has a PTAL rating of 6a, indicating excellent access to public transportation. The London Plan density range for an urban site with a PTAL between 4-6 is 45-260 units/ha.

7.13 While the proposal exceeds the London Plan Density Maxtrix for an urban site with a PTAL of 4-6, the number of units proposed is below the indicative capacity set out in the APP Site Allocation (TH10).

7.14 The indicative capacity of the site allocation is 298 residential units. 54 units have been granted outline planning premission (HGY/2016/2184) for the Monument Way

part of the site. The residual capacity is therefore 244 units. The applicant proposes 166 units, which is well below the possible indicative capacity for the remaining land.

- 7.15 While density discussions are ongoing with the applicant, the density is considered broadly appropriate. The site has excellent access to public transportation and is located within a Housing Zone.
- 7.16 The applicant must ensure a robust design and layout and demonstrate how a high quality residential environment for occupiers will be achieved, including a high quality use of gallery access housing.

Affordable Housing

- 7.17 London Plan Policies 3.9, 3.10, 3.11, 3.12 and 3.13 address the Mayor's strategy for affordable housing and Local Plan Policies SP2 and DM13 reiterate this. The Local Plan requires developments of 10 units or more to provide 40% of affordable housing in order to contribute to the boroughs affordable housing stock.
- 7.18 Officers welcome the high percentage of affordable housing in the scheme, however issues of tenure, viability and the portfolio approach to affordable housing within the Tottenham Hale Housing Zone are still under discussion with officers.

Transportation and Parking

- 7.19 The site has a PTAL rating of 6a. The proposal is to be car free other than 5 spaces for Blue Badge disabled users (contained within the podium) and short stay car parking serving the community use/health centre. The issue of parking not yet fully resolved.
- 7.20 There is a requirement for some parking serving the health centre (including an ambulance bay) and a loading bay requirement, however further liaison with Homes for Haringey and Transport for London is required. Officers anticipate the developer will justify the level of Blue Badge parking in the wider Tottenham Hale context.
- 7.21 The site requirement states "parking should be minimised on the former Welbourne Centre part of the site due to the excellent local public transport connections." The cycle routes around the site are still being resolved however TfL standards for cycle parking are proposed to be met on site with storage below the podium.

Impacts to Amenity

- 7.22 The site is an appropriate location for a landmark tall building, however the impact to residential amenity are still under assessment and officers anticipate a BRE daylight/sunlight assessment will be submitted with the application in order to

demonstrate that the siting and scale of the proposed buildings will be acceptable in relation to the amenity of adjoining occupiers and on Down Lane Park.

- 7.23 A townscape assessment will also further articulate the impact of the building from vantage point in the vicinity of the site, however officers are encouraged by a preliminary massing assessment included with pre-application submission.

Trees and Ecology

- 7.24 There are no statutorily designated nature conservation areas on the site. The applicant has undertaken a preliminary tree survey which indicates the on-site trees while mature, are of a low quality. These trees are a Norway Maple, Ash and Pear trees. These trees are proposed to be removed.

- 7.25 The QRP raised concerns with respect to tree retention which are noted, however they pre-date the applicant's survey and officers consider that a high quality landscaping solution for tree replacement should be proposed by the applicant. This issue will be revisited at the next QRP session before the deposit of the application.

Sustainability

- 7.26 The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. Pre-application discussions around energy are progressing with both Haringey Officers and the GLA.

PLANS AND IMAGES

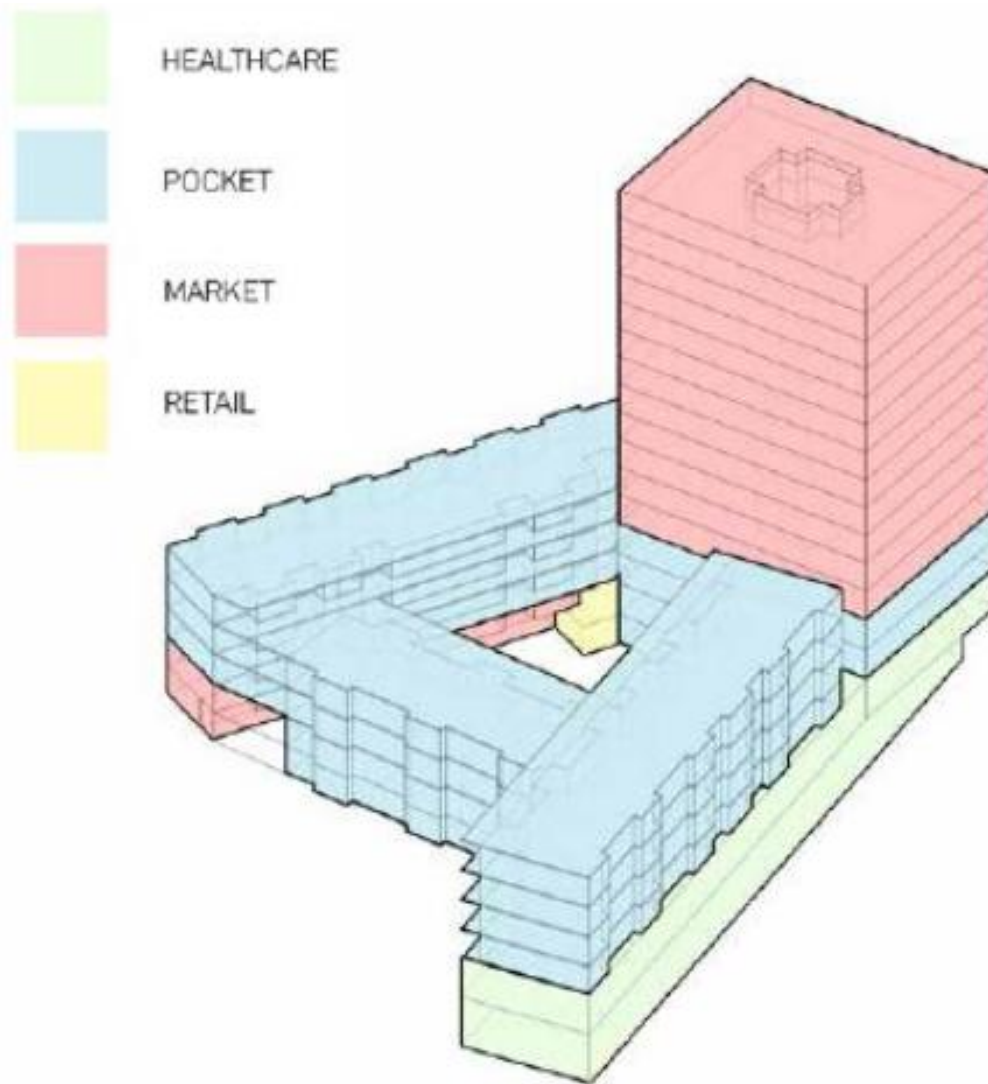


Image 1.1. – Development Design



Image 1.2 – Looking East – Monument Way



Image 1.3 – Looking East Tarmar Way



Image. 1.4 – Building Heights in Context



Image 1.5 – Development Podium



Image 1.6 – Development Courtyard

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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: Welbourne Centre**

Wednesday 14 June 2017

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

Panel

Peter Studdert (chair)

Stephen Davy

Wen Quek

Attendees

Robbie McNaugher	London Borough of Haringey
James Hughes	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Deborah Denner	Frame Projects
Rebecca Ferguson	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey

Confidentiality

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

1. Project name and site address

Welbourne Centre, Monument Way / Chesnut Road, Tottenham Hale

2. Presenting team

Jake Whiterod	Argent Related
Symon Bacon	Argent Related
Alex Woolmore	Argent Related
Simon Whitley	Pollard Thomas Edwards
Dominique Oliver	Pollard Thomas Edwards
Sean Bashforth	Quod
David White	TPS Project Management

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The site is located on the north side of Monument Way and is approximately 250m² in area, bounded by Park View Road to the east and Chesnut Road to the north. Fairbanks Road is a cycle route and runs to the west of the site. The site previously contained the Welbourne Community Centre but is currently vacant. The surrounding area is primarily post-war residential development.

The site is within the strategic site TH10 (Welbourne Centre and Monument Way) as per the Tottenham Area Action Plan (AAP). The land to the west of the pre-application site within TH10 benefits from a planning sub-committee resolution to grant outline planning permission (Council ref: HGY/2016/2184) for up to 54 residential dwellings. The TH10 site allocation promotes comprehensive redevelopment of the Welbourne Centre for secondary town centre uses (which could include a health centre) at ground floor level, and residential uses above.

The site is suitable for a tall building; however, it sits within an established residential community and careful consideration of amenity is required. The allocation also notes that development at the corner of Chesnut Road and the Hale should improve passive surveillance and create a public realm linking the Green Grid, the new district centre, and Down Lane Park. Trees planted along Monument Way should be retained. The site has a PTAL rating of 6a; the APP is clear that parking should be minimised due to the excellent local public transport connections.

5. Quality Review Panel's views

Summary

The Quality Review Panel supports the general principles of the proposed scheme for the Welbourne Centre site, although some reductions to its scale and footprint will be necessary. They support the overall configuration of the development comprising a taller block with lower wings, the approach to servicing, the podium level courtyard, and the location of the health centre. Further analysis will be needed to test the height of the tower, and this would need to be reduced if it is shown to significantly overshadow the adjacent park. The panel would also recommend a reduction of the massing of the two side wings in order to mediate between the scale of the tall building and neighbouring homes.

The existing trees on site represent a significant asset in the local area because of their contribution to absorbing pollution and countering the 'heat island' effect, as well as supporting biodiversity. An accurate tree survey is therefore required. The panel thinks that, in particular, the mature sycamore at the northwest corner of the site should be retained because of its prominent position on the Green Grid, and the panel also regrets the loss of the mature elder within the site. In addition, the frontage of the development facing Monument Way will need to be set back to provide space for the future growth of the trees recently planted along that frontage. A detailed landscape strategy should be commissioned to reinforce these points. Further details of the panel's comments are provided below.

Massing and development density

- The panel suggest that the Welbourne Centre site should be considered as a transitional site between the existing residential areas, and Tottenham Hale District Centre.
- They support the approach to massing; with a taller 'marker' tower flanked by lower wings of accommodation, and parking below a podium courtyard.
- The panel would like to see sunlight and daylight studies that test the extent to which the tall building overshadows Down Lane Park and neighbouring properties, and if there is a significant impact the height of the tower should be reduced accordingly.
- The panel would also encourage the design team to explore a more fine-tuned approach to the massing of the flanking wings of accommodation.
- The general datum of seven storeys within these wings is at the very limit of acceptability and they feel that the massing of the flanking blocks should step down closer to four storeys to improve their relationship with the neighbouring two to four storey homes.
- Sunlight and daylight studies should also inform the massing of the perimeter blocks, and minimise overshadowing of the central podium courtyard.



- Accommodation to the west of the site (fronting onto Fairbanks Road) should be four storeys or less to avoid loss of westerly sun in the central podium courtyard.
- Consideration of key views from within and around the site, and from further afield, would also be helpful to inform decisions about scale and massing.

Place-making, character and landscape design

- The existing mature trees on site (a sycamore and an elder) represent a significant asset to the local area; the panel would regret the loss of these trees.
- They acknowledge that the more central location of the elder would present significant challenges for retention.
- However, retention of the sycamore (at the north west of the site) could help to mediate between the scales of the existing residential properties and the new development, creating a softer corner at the northern flank and recognising its prominent position on the Green Grid.
- The panel would like to see the previous studies that have been undertaken which explore configuration of the development allowing for retention of one or both trees.
- Retention of the newly planted trees on Monument Way is welcomed, although the proposed building frontage to Monument Way will need to be set back to allow for their future growth.
- Where adjustments are proposed to the existing cycle path some trees will be lost. The panel would encourage improvements to the existing space on Fairbanks Road to compensate for this.
- A tree survey will be needed to identify root protection zones for retained trees.
- Early involvement of a landscape architect will be essential to develop a convincing public realm and landscape strategy.

Scheme layout

- The location of the health centre works well; there is also the potential to locate a pharmacy at ground level at the corner, to activate this part of the site.
- The panel feel that access to 'pocket living' accommodation from the podium will be successful.

- The approach taken to vehicular access, servicing, bins and cycle stores seems sensible; the panel would like to see further details of these aspects as the scheme progresses.
- They note that servicing access for the health centre requires careful consideration, as the 'rear' façade of the health centre fronts onto the central podium space.
- There is scope to refine the layout of accommodation; for example, bedroom windows at ground level onto the podium are problematic.
- Whilst the panel support the proposed gallery access to residential units, the panel notes that this can restrict daylight to the interior, and testing will be needed to ensure adequate light levels.
- The panel support the extension of the southern wing westwards along Monument Way as it will screen the small existing open space from traffic noise.
- The panel would support refinements to the building line on Monument Way, to respond to the curve of this street.
- This could also inform the architectural expression of this block, and create a more dynamic and generous relationship with the existing trees along Monument Way, which are currently shown very close to the building line.

Architectural expression

- The architectural expression of the development was not discussed in detail at this review, as the panel's comments were at a more strategic level.
- As the detail for the architecture emerges, the panel would welcome an approach that achieves a finer articulation on the wings in addition to a more monumental approach to the tower.
- They would also encourage greater articulation of the roofscape.
- Landscaped roof terraces could provide a pleasant outlook for residents at upper levels.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- They note that provision of large levels of photovoltaic (PV) panels at roof level will result in a reduction of space available for landscaped roof terraces.

Next Steps

- The panel would welcome a further opportunity to review the proposals. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.
- The panel would also welcome the opportunity to consider the wider Tottenham Hale SDP masterplan at a future review.

Appendix: Haringey Quality Charter**Policy DM1 Delivering High Quality Design**

All development is required to be of a high standard of design and compatible with, and contributing to, the distinctive character and amenity of the local area. The Council expects proposals to be design-led, and will support proposals for new development that:

- a) make a positive contribution to a place, improving the character and quality of an area;
- b) relate positively to neighbouring structures, new or old, to create a harmonious whole;
- c) confidently address feedback from local consultation;
- d) demonstrate how the quality of the development will be secured when it is built; and
- e) is inclusive and incorporates sustainable design and construction principles.

Haringey Consultation Draft Development Management Policies DPD (2015)

Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2017/0010**Ward:** Tottenham Hale**Address:** Strategic Development Partnership (SDP) Sites**Proposal:** Comprehensive mixed use redevelopment of sites within Tottenham Hale, including re-development of the Tottenham Hale Bus Station.**Applicant:** Argent Related**Agent:** Quod**Ownership:** Private/Council**Case Officer Contact:** James Hughes**2. BACKGROUND**

- 2.1 The proposed Strategic Development Partnerships (SDP) Masterplan is being reported to Planning Sub Committee to enable members to view it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination.
- 2.2 Argent Related's SDP Master Plan represents the initial vision for the first phase of the Mayor's Housing Zone in Tottenham and draws together a number of sites in the area, showing how development may be progressed.
- 2.3 It is anticipated that the SDP sites planning application(s) will be progressed to the Planning Sub-Committee in 2018. The applicant is currently engaged in pre-application discussions with Haringey and the Greater London Authority (GLA).

3. SITES AND SURROUNDING

- 3.1. The SDP Master Plan area comprises sites allocated in the Tottenham Area Action Plan (AAP) including: TH2 (Tottenham Hale Station), TH4 (Station Square West) TH5 (Station Square North) and TH10 (Welbourne Centre and Monument Way). While Argent Related does not control all of the land within the proposed master plan area, the SDP Master Plan seeks to articulate a comprehensive approach to development. Key maps are at the end of this briefing for members' reference.
- 3.2. A requirement of the Tottenham Area Action Plan (AAP) is that development proposals in Tottenham Hale are supported by a master planned approach. This

requirement seeks to ensure that developers set out a strategic approach to allocated land, incorporate extant permissions and robustly satisfy wider policy requirements, including the recommendations of the evolving Tottenham Hale District Centre Framework (DCF).

- 3.3. Master planning will also ensure development proposals are in line with the principles of the Strategic Regeneration Framework and other guidance that sets the wider vision for Tottenham.

4. **PROPOSED DEVELOPMENT**

- 4.1. The Council entered into a Strategic Development Partnership (SDP) with Argent Related in 2016, bringing together key sites central to Haringey's ambitions for a new District Centre at Tottenham Hale. Alongside new mixed-tenure homes, the partnership envisages new shops, cafes and restaurants and community facilities, including a health centre. The redevelopment will also mean improved green spaces and better access to both the new Tottenham Hale transport interchange and the Lee Valley Regional Park.
- 4.2. The SDP Master Plan will seek to facilitate the comprehensive delivery of relevant development described in the AAP, but also the long-term and coordinated approach to maintenance and management envisaged by the evolving DCF.
- 4.3. The SPD Master Plan includes the Welbourne Centre site (TH10). Details of this proposal are set out an accompanying pre-application briefing to sub-committee. The island sites within the SDP master plan area are proposed to be developed around a 'massing wave' above the DCF baseline that will allow for the coordination of building heights and optimise site potentials for housing delivery, in line with the aspirations of the Tottenham Hale Housing Zone.
- 4.4. The Island sites are divided into four approximate parcels (Ashley Road East, Ashley Road West, North Island and Ferry Island) although the timings and quantum of development for each site is still under discussion with officers. A possible quantum of residential development proposed for each parcel is set out below.

SPD Site	Potential Residential Units
North Island	165
Ferry Island	434
Ashely Road West	82
Ashley Road East	165
TOTAL (Excluding Welbourne Centre)	846

- 4.5. The island sites envisage high quality ground floor commercial uses and a key public space focused around Ferry Square, with a link to a re-designed and rationalised Tottenham Hale Bus Station. Planning permission for the bus station is being progressed separately, and officers anticipate a planning application for alterations to the bus station layout to come forward end of 2017 or early 2018.

5. PLANNING HISTORY

- 5.1 While the various SDP sites have planning histories, these details are not relevant to a master plan approach that seeks comprehensive mixed use redevelopment of the area.

6 CONSULTATION

Internal/External Consultation

- 6.1 This SDP sites are currently at pre-application stage and therefore no formal consultation has been undertaken.
- 6.2 The applicant undertook non-statutory public consultation for the SDP sites (including the Welbourne Centre) in November 2017.

The applicant's engagement included:

- Tottenham Today exhibition, 9 September 2017
- Haringey Citizens meeting, 3 October 2017 – Argent presented emerging plans to members of Haringey Citizens
- Public exhibition -19th (3-7pm) and 21st (9am-7pm) October 2017. The applicant advises 123 members of the public attended the two day sessions.

Development Management Forum

- 6.3 An overview of the SDP sites was presented to DM Forum on 2nd November 2017, alongside proposals for the Welbourne Centres. 3 local councillors (Cllr Rice, Cllr Reith, and Cllr Carrol) and 1 local resident attended, in addition to officers and representatives of the applicant. The DM Forum discussion primarily concerned the Welbourne Centre.

Quality Review Panel

- 6.4 The SDP Master Plan was presented to and assessed by the Quality Review Panel (QRP) on 6th November 2017. This review focused on the Island sites as opposed to the Welbourne Centre (which has been reviewed by the Panel separately). The

QRP's report for the SDP sites review has not yet been issued. Should any further information be received prior to the Planning sub-committee meeting, it will be reported either verbally or via a supplemental report.

Greater London Authority (GLA)

6.5 The applicants have engaged the GLA in pre-application discussions. A pre-application meeting occurred on 15th November 2017.

PLANS AND IMAGES

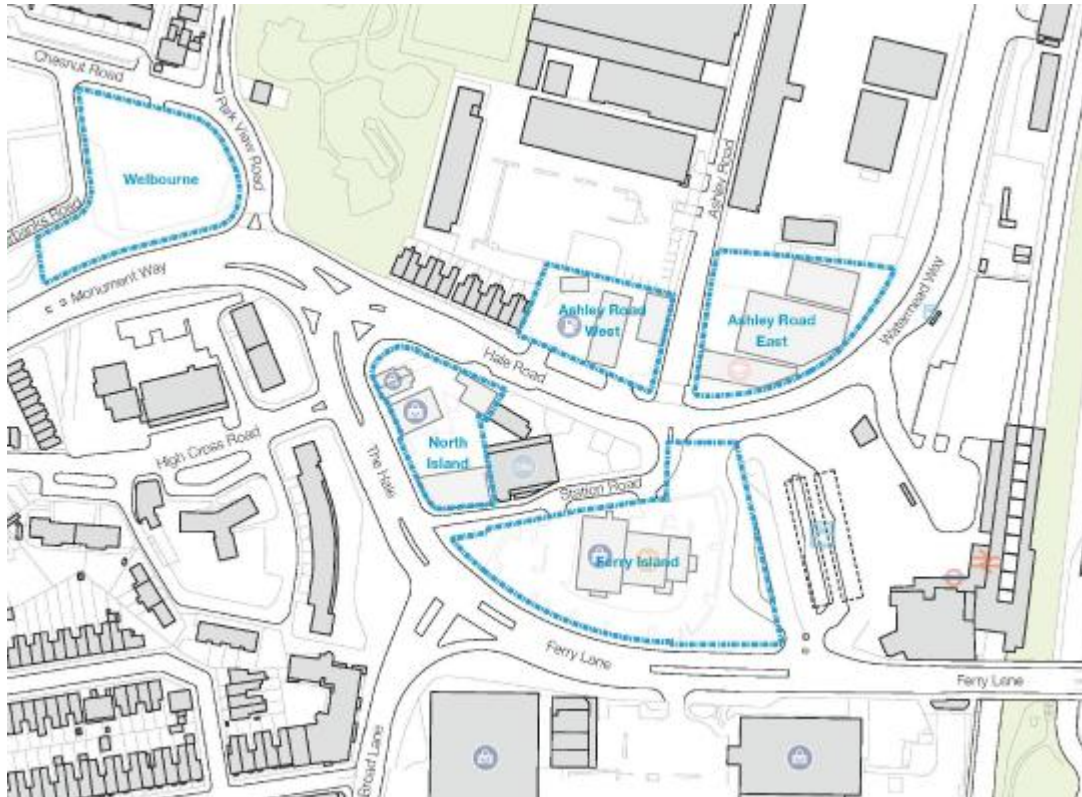


Image 1.1. – Existing SDP Sites and other land



Image 1.2 – SDP Master Plan Vision



Image 1.3 Indicative Master Plan Public Realm – Watermead Way (looking West)



Image 1.4 Indicative Master Plan Public Realm – The Hale (looking east to North Island).

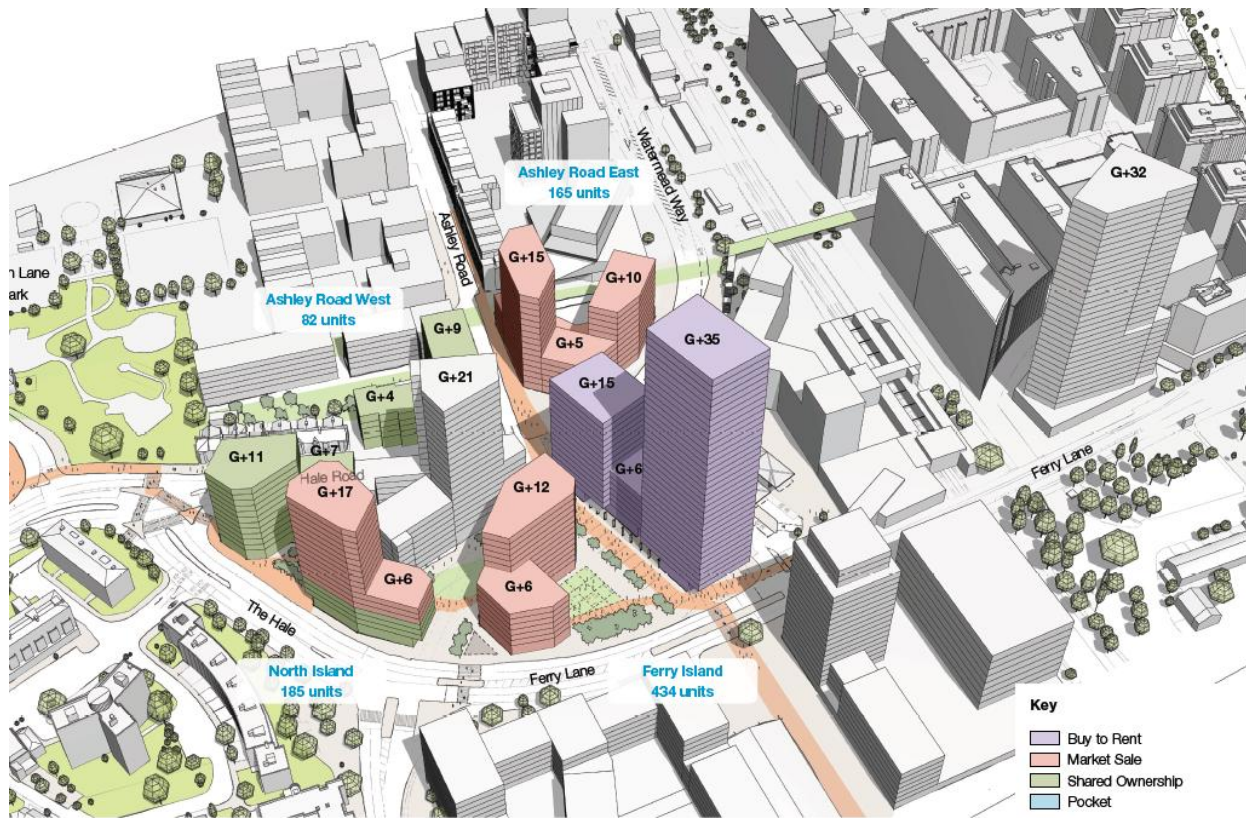


Image 1.5 – Building Heights and Tenures



Image 1.6 - SDP Master Plan – Wider Tottenham Hale Context

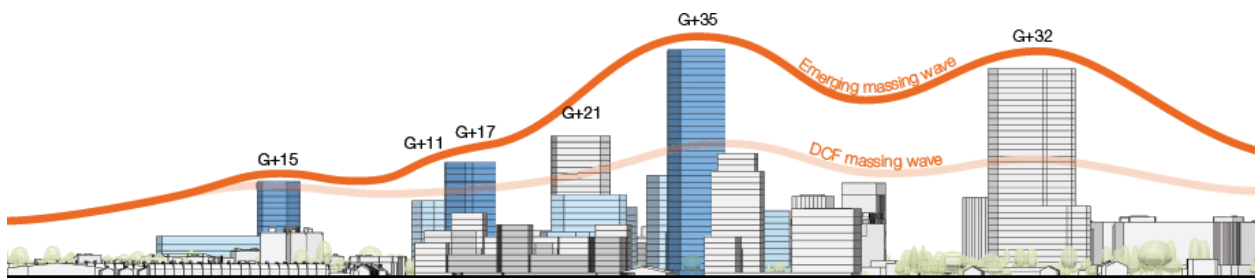


Image 1.7 – Massing Wave Concept

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