

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 12th February, 2018, 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, James Patterson, Ann Waters and vacancy

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 2017. 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 11 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 - 134)

To confirm and sign the minutes of the Planning Sub Committee held on 28 November 2017, 11 December 2017 and 18 December 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. LAND AT HARINGEY HEARTLANDS (PAGES 135 - 410)

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London N8 & N22

Proposal: Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following: 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

Outline Permission is sought for 103,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A5; and up to 2,500sqm Class D1/D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centres; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332sqm Class B1 Business Use/Class A1-A4 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.

Recommendation: GRANT

9. UPDATE ON MAJOR PROPOSALS (PAGES 411 - 422)

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

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 423 - 450)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1 – 26 January 2018.

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

12. DATE OF NEXT MEETING

22 February 2018

Felicity Foley, Principal Committee Co-ordinator

Tel – 020 8489 2919

Fax – 020 8881 5218

Email: felicity.foley@haringey.gov.uk

Bernie Ryan

Assistant Director – Corporate Governance and Monitoring Officer

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

Friday, 02 February 2018

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON TUESDAY, 28TH NOVEMBER, 2017, 7.00
- 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

113. FILMING AT MEETINGS

Noted.

114. PLANNING PROTOCOL

Noted.

115. APOLOGIES

None.

116. URGENT BUSINESS

None.

117. DECLARATIONS OF INTEREST

Councillor Mitchell declared an interest in respect of items 8 & 9, as he was a member of the North London Waste Authority. He informed the Chair that he would leave the meeting when those items were determined.

118. MINUTES

RESOLVED that the minutes of the Planning Committee held on 23 October 2017 be approved subject to an amendment to minute item 97 to include a comment from Councillor Mitchell relating to the incorrect calculation of affordable units.

Clerks Note - the Chair varied the order of the agenda to hear the pre-application items before the planning application items. The minutes follow the order of the agenda.

119. PLANNING APPLICATIONS

Noted

120. HGY/2017/2044 - BEROL YARD, N17

Clerks note – Councillor Mitchell left the meeting for the consideration of Berol Yard and Ashley Gardens.

The Committee considered an application for the 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.

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:

- There would be a management strategy in place to deal with waste collections from the site.
- The affordable rent would be set at 65% of market rent.
- The QRP had recommended that the height of Block 4 should be reduced, however once a number of other changes had been made it was felt that on balance, the height of Block 4 was acceptable.
- Inside cycle parking was provided for residents, and a number of spaces provided outside for visitors.
- There would be no shutters on the commercial units. Emma Williamson advised that there would be no need for a condition relating to shutters, as any external shutters would require a separate planning permission.

The Chair moved that the application be granted, and following a vote it was

RESOLVED

- i) That the Committee 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.
- ii) 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.
- iii) That the section 106 legal agreement referred to in resolution (i) 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

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

CONDITIONS

1.	<p>Reserved Matter Approval – Berol House (Scale, Appearance, Layout, Access, Landscaping)</p> <p>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:</p> <ul style="list-style-type: none"> (a) appearance; (b) landscaping; (c) layout; and (d) scale (e) access <p>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.</p> <p>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.</p> <p>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.</p>
2.	<p>COMPLIANCE – Commencement</p> <p>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.</p> <p>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.</p>
3.	<p>COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications – Berol</p>

	<p>House)</p> <p>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).</p> <ul style="list-style-type: none"> 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 <p>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.</p>
4.	<p>PRIOR TO RESERVED MATTERS - Affordable Housing Strategy (Berol House)</p> <p>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:</p> <ul style="list-style-type: none"> i. The overall %, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii. Additional affordable units as a result of an uplift arising from the viability review mechanism; iii. The timing of the construction of the affordable housing; iv. 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.	<p>PRIOR TO RESERVED MATTERS - Phasing strategy & details (excluding the College)</p> <p>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.</p> <p>The phasing strategy shall include details of:</p> <ol style="list-style-type: none"> 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 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. <p>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.</p> <p>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.</p>
6.	<p>COMPLIANCE - Time limits for Reserved Matters (Berol House)</p> <p>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:</p>

	<p>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.</p> <p>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.</p>
7.	<p>COMPLIANCE - Development in Accordance with Approved Drawings and Documents</p> <p>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.</p> <p>a) Design Guidelines (as amended in the addendum October 2017) b) The following plans:</p> <p>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</p> <p>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</p>

<p> 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- </p>

	<p>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</p> <p>Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.</p>
8.	<p>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.</p> <p>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.</p>
9.	<p>COMPLIANCE - Environmental Statement: Reserved Matters Applications Each reserved matters application shall be preceded by the adoption of an EIA screening opinion by the LPA;</p> <ul style="list-style-type: none"> 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. <p>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).</p>
10	<p>COMPLIANCE – Development in accordance with Acoustic Report (College)</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).</p>												
11	<p>COMPLIANCE - Noise and vibration - Internal residential environment (Building 4)</p> <p>(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 LAmax for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided;</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).</p>												
12.	<p>COMPLIANCE - Quantum of Development</p> <p>The development hereby permitted shall comply with the following amounts unless otherwise permitted:</p> <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>	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
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											

	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.
13.	<p>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.</p> <p>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.</p>
14.	<p>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.</p> <p>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).</p>
15	<p>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.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
16	<p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
17	<p>COMPLIANCE - NRMM Inventory and Documentation Availability An inventory of all NRMM shall be kept on site during the course of the</p>

	<p>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.</p> <p>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).</p>
18	<p>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).</p> <p>Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.</p>
19	<p>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.</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.</p>
20.	<p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
PRE COMMENCEMENT	
21	<p>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.</p> <p>Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties</p>

	<p>through suitable levels on the site.</p> <p>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.</p>
22	<p>PRE COMMENCEMENT - Confirmation of Site Levels (Residential)</p> <p>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.</p> <p>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.</p>
23	<p>PRE COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>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.</p> <p>Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>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.</p>
24	<p>PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation)</p> <p>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:</p> <ol style="list-style-type: none"> 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

	<p>analysis and records of the site investigation</p> <ul style="list-style-type: none"> e. Provision to be made for archive deposition of the analysis and records of the site investigation f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. g. 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. <p>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.</p> <p>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.</p> <p>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.</p>
25.	<p>PRE-COMMENCEMENT – Water supply (Thames Water)</p> <p>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.</p> <p>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.</p> <p>The Local Planning Authority is satisfied that the pre-commencement</p>

	requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.
26.	<p>PRE- COMMENCEMENT - Construction Environmental Management Plan</p> <p>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):</p> <ul style="list-style-type: none"> 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 <p>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.</p> <p>The works shall only be carried out in accordance with an approved CEMP.</p> <p>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).</p> <p>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.</p>

27.	<p>PRE COMMENCEMENT - Land Contamination – Part A and B Land Contamination – Part A and B Before development commences other than for investigative work:</p> <p>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:-</p> <ol style="list-style-type: none"> 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. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>B) If the 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.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>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.</p>
28.	<p>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.</p> <p>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).</p> <p>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.</p>

29.	<p>PRE COMMENCEMENT - Updated Construction Logistics Plan</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>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.</p>
PRIOR TO ABOVE GROUND WORKS	
30.	<p>PRIOR TO ANY SUPERSTRUCTURE WORKS - DESIGN DETAILS – College</p> <p>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:</p> <ul style="list-style-type: none"> 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

	<p>6. detailed drawings indicating the means of screening roof mounted plant and equipment</p> <p>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).</p> <p>The development shall thereafter be carried out in accordance with the agreed details.</p> <p>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.</p>
31.	<p>PRIOR TO ABOVE GROUND WORKS – Broadband Strategy</p> <p>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.</p> <p>Reason: to accord with Site Allocation Policy TH6 and DM policies that support the provision of broadband infrastructure and economic development objectives.</p>
31.	<p>PRIOR TO OCCUPATION – Soft Landscaping (amenity area details)</p> <p>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.</p> <p>The details shall include the:</p> <ol style="list-style-type: none"> 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)

	<p>Soft landscape details shall include:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>REASON: To secure the appropriate provision and design of children's playspace.</p>
32.	<p>PRIOR TO ABOVE GROUND WORKS – Details of wind mitigation measures</p> <p>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.</p> <p>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.</p>
33.	<p>PRE COMMENCEMENT OF SUPERSTRUCTURE - Waste Management Scheme</p> <p>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.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 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. <p>The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter.</p>

	<p>Reason: to protect the amenity of the locality.</p> <p>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.</p>
34.	<p>PRIOR TO ABOVE GROUND WORKS - Detailed drawings and external materials (Building 4)</p> <p>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.</p> <p>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</p>
35.	<p>PRIOR TO ABOVE GROUND WORKS - Piling method statement (Thames Water)</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>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.</p>
36.	<p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p> <p>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:</p> <ol style="list-style-type: none"> 1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post

	<p>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;</p> <ol style="list-style-type: none"> 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. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>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.</p> <p>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.</p>
37.	<p>PRIOR TO ABOVE GROUND WORKS – Updated Energy Strategy (Building 4 & Berol House)</p> <p>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.</p>

	<p>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).</p>
38.	<p>PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential</p> <p>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.</p> <p>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).</p>
39	<p>PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)</p> <p>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.</p> <p>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).</p>
40.	<p>PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs (Building 4)</p> <p>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.</p> <p>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.</p>

41.	<p>PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)</p> <p>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)).</p> <p>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).</p>
42.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details</p> <p>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.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.</p>
PRIOR TO OCCUPATION	
43.	<p>PRIOR TO OCCUPATION – Temporary Works to Ashley Link (College)</p> <p>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</p> <p>The details shall include the:</p> <ul style="list-style-type: none"> a. details of temporary hoarding and demarcation line b. hard surfacing materials c. minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting) d. details of soft landscaping and planting. <p>Reason: to ensure safe and secure temporary access to the College and secure a high quality public realm during interim stages.</p>
44.	<p>PRIOR TO OCCUPATION - Estate Management & Maintenance Plan</p> <p>Prior to the occupation of the relevant phase an Estate Management and</p>

	<p>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.</p> <p>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.</p>
45.	<p>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.</p> <p>Reason: to accord with Policy DM33 of the Council's Development Management DPD and in the interests of road safety.</p>
46.	<p>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.</p> <p>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.</p>
47.	<p>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.</p> <p>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.</p>
48.	<p>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</p>

	<p>Statement June 2017 (and Addendum dated October 2017) and shall be carried out in accordance with the approved details.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
49.	<p>PRIOR TO OCCUPATION - Car Parking Management Plan</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>
50.	<p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System</p> <p>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.</p>

	<p>The System shall be implemented in accordance with approved details and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p>
51.	<p>PRIOR TO OCCUPATION – Delivery and Servicing Plan</p> <p>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.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway</p>

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 wwriskmanagement@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.

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.
-

- v) 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.
- vi) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning permission be refused for the following reasons:
- 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.*
 - 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.*
 - 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.*
 - 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.*
- vii) 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 (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 (1) above to secure the obligations specified therein.

121. HGY/2017/2045 - ASHLEY GARDENS, N17

The Committee considered an application for the 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.

The item was considered in conjunction with the application for Berol Yard, and discussion of the items is recorded under the minutes for that item.

The Chair moved that the application be granted, and following a vote it was

RESOLVED

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

CONDITIONS

1.	<p>COMPLIANCE - Development in Accordance with Approved Drawings and Documents</p> <p>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</p>
----	--

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

	<p>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</p> <p>Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.</p>
2.	<p>COMPLIANCE – Commencement</p> <p>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.</p> <p>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.</p>
3.	<p>COMPLIANCE - Environmental Statement</p> <p>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.</p> <p>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.</p>
4.	<p>COMPLIANCE – LAND USE (Retail)</p> <p>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.</p> <p>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.</p>
5.	<p>COMPLIANCE - Development in Conformity with Energy Statement</p>

	<p>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.</p> <p>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).</p>
6.	<p>COMPLIANCE - Land Contamination – Part C</p> <p>Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
7.	<p>COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)</p> <p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
8.	<p>COMPLIANCE - NRMM Inventory and Documentation Availability</p> <p>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.</p> <p>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).</p>
9.	<p>COMPLIANCE – Accessibility</p> <p>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).</p>

	Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.
10.	<p>COMPLIANCE - Compliance with London Housing Design Standards</p> <p>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.</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.</p>
11.	<p>COMPLIANCE - Individual Satellite dishes or television antennas precluded</p> <p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
12.	<p>COMPLIANCE – Lifetime Homes</p> <p>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.</p> <p>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.</p>
PRE COMMENCEMENT	
13.	<p>PRE COMMENCEMENT - Phasing strategy & details</p> <p>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.</p> <p>The phasing strategy shall include details of:</p> <ol style="list-style-type: none"> 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;

	<ol style="list-style-type: none"> 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. <p>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.</p> <p>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.</p>
14.	<p>PRE COMMENCEMENT - Confirmation of Site Levels</p> <p>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.</p> <p>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.</p> <p>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.</p>
15.	<p>PRE COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>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.</p> <p>Reason: The development may lead to sewage flooding; to ensure that</p>

	<p>sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>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.</p>
16.	<p>PRE COMMENCEMENT - Archaeology (Written Scheme of Investigation)</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>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.</p> <p>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.</p>

17.	<p>PRE COMMENCEMENT - Tree protection meeting (pre-commencement)</p> <p>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.</p> <p>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.</p> <p>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.</p>
18.	<p>PRE-COMMENCEMENT – Water supply (Thames Water)</p> <p>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.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with London</p>

	<p>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.</p> <p>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.</p>
19.	<p>PRE- COMMENCEMENT - Construction Environmental Management Plan</p> <p>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):</p> <ul style="list-style-type: none"> 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 <p>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.</p> <p>The works shall only be carried out in accordance with an approved CEMP.</p> <p>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).</p>

	<p>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.</p>
20.	<p>PRE COMMENCEMENT - Land Contamination – Part A and B Land Contamination – Part A and B Before development commences other than for investigative work:</p> <p>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:-</p> <ol style="list-style-type: none"> 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. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>B) If the 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.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>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.</p>
21.	<p>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.</p> <p>Reason: To prevent adverse impact on air quality within an Air Quality</p>

	<p>Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).</p> <p>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.</p>
22.	<p>PRE COMMENCEMENT OF SUPERSTRUCTURE - Waste Management Scheme</p> <p>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.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 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 <p>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.</p> <p>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.</p>
23.	<p>PRE COMMENCEMENT - Updated Construction Logistics Plan</p> <p>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:</p> <ol style="list-style-type: none"> i) Update to the Construction Logistics Plan prepared by WSP Parsons Brinckerhoff 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

	<p>development replace lorry routeing;</p> <p>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);</p> <p>vii) Construction works shall only proceed in accordance with the approved relevant CLP;</p> <p>viii) Travel plans for staff/ personnel involved in construction.</p> <p>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.</p> <p>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.</p>
24.	<p>PRE COMMENCEMENT - Piling method statement (Thames Water)</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>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.</p>
	PRIOR TO ABOVE GROUND WORKS
25.	<p>PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy</p> <p>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:</p> <p>i. The overall %, numbers, tenure, affordability and location of</p>

	<p>the affordable housing provision to be made within the related phase;</p> <p>ii. The timing of the construction of the affordable housing;</p> <p>iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing.</p> <p>Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p>
26.	<p>PRIOR TO ABOVE GROUND WORKS – Broadband Strategy</p> <p>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.</p> <p>Reason: to accord with Site Allocation Policy TH6 and DM policies that support the provision of broadband infrastructure and economic development objectives.</p>
27.	<p>PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan</p> <p>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:</p> <p>i) Integration of bird and bat boxes;</p> <p>ii) Details of native and 'nectar rich' landscaping; and</p> <p>iii) Soft landscaping management & maintenance.</p> <p>b) The Biodiversity enhancement measures set out in the approved BEP shall be implemented.</p> <p>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).</p>
28.	<p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p>

	<p>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:</p> <ol style="list-style-type: none"> 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. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>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.</p> <p>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.</p>
29.	<p>PRIOR TO ABOVE GROUND WORKS – Updated Energy Strategy</p> <p>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</p>

	<p>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.</p> <p>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).</p>
30.	<p>PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential</p> <p>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.</p> <p>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).</p>
31.	<p>PRIOR TO ABOVE GROUND WORKS – Details of wind mitigation measures</p> <p>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.</p> <p>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.</p>
32.	<p>PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs</p> <p>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.</p>

	<p>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.</p>
33.	<p>PRIOR TO ABOVE GROUND WORKS - Secured by Design</p> <p>Part A</p> <p>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.</p> <p>Part B</p> <p>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.</p> <p>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.</p>
34.	<p>PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)</p> <p>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)).</p> <p>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).</p>
35.	<p>PRE SUPERSTRUCTURE WORKS – Bus Stands</p> <p>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.</p> <p>Reason: To secure and deliver appropriate public transport infrastructure and to accord with London Plan Policy 6.2 Providing public transport capacity.</p> <p>The local planning authority is satisfied that the pre-commencement</p>

	<p>requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
36.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details</p> <p>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.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.</p>
PRIOR TO OCCUPATION	
35.	<p>PRIOR TO OCCUPATION - Estate Management & Maintenance Plan</p> <p>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.</p> <p>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.</p>
36.	<p>PRIOR TO OCCUPATION – Landscaping and play space (details)</p> <p>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.</p> <p>The details shall include the:</p> <ol style="list-style-type: none"> 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) <p>Soft landscape details shall include:</p> <ol style="list-style-type: none"> Planting plans

	<ul style="list-style-type: none"> b. Written specifications (including cultivation and other operations associated with plant and grass establishment) c. Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate d. Implementation timetables. <p>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.</p> <p>REASON: To secure the appropriate provision and design of children's playspace.</p>
37.	<p>PRIOR TO OCCUPATION – ROAD SAFETY AUDIT</p> <p>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.</p> <p>Reason: to accord with Policy DM33 of the Council's Development Management DPD and in the interests of road safety.</p>
38.	<p>PRIOR TO OCCUPATION - Details Roof Top PV Panels</p> <p>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.</p> <p>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.</p>
39.	<p>PRIOR TO OCCUPATION– Lighting strategy</p> <p>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.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
40.	<p>PRIOR TO OCCUPATION - Car Parking Management Plan</p> <p>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:</p>

	<ul style="list-style-type: none"> • 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. <p>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.</p>
41.	<p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System</p> <p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
42.	<p>PRIOR TO OCCUPATION – Delivery and Servicing Plan</p> <p>Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local</p>

	<p>Planning Authority and the development thereafter managed in accordance with the approved details.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>
--	--

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.

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.
-

- v) 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.
- vi) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning permission be refused for the following reasons:

- i. *In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) 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.*
- vii) 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 (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 (1) above to secure the obligations specified therein.

122. HGY/2017/2001 - 163 TOTTENHAM LANE, N8 9BT

The Committee considered an application for the 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).

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

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

- The informative relating to fire safety only referred to sprinklers, as it was an 'either / or' position. Where it was not possible for the Fire Brigade to have access to a property, sprinklers must be installed.
- A noise consultant had been employed to ensure that there would be no noise escape from the Kwik Fit unit to the first floor flats.
- There would be gates to the sides of the building for security, but no shutter on the commercial units.

The Chair moved that the application be granted, and following a vote it was

RESOLVED

- i) That the Committee GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- ii) That 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) That the section 106 legal agreement referred to in resolution (i) 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

- 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 following conditions.
-

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 disabled 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 provided 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 polices 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 polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

INFORMATIVE:

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.

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
-

- v) In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- vi) 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:
 - (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.
- vii) In the event that the Planning Application is refused for the reasons set out in resolution (vi) 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.

123. PRE-APPLICATION BRIEFINGS

Noted.

124. WELBOURNE COMMUNITY CENTRE, CHESNUT ROAD, LONDON, N17 9EQ

The Planning Officer and representatives for the applicant gave a short presentation on early plans for the scheme. The Committee noted that the presentation also covered minute item 125 - Strategic Development Partnership (SDP) Sites.

Councillor Rice addressed the Committee in his capacity as ward councillor. He referred to the Caribbean community centre which had been on the site and informed the Committee that assurances had been made by the ward councillors and the developer that this centre would be reinstated once the site had been developed, however there was no evidence of this. He considered that the housing type provided was not suitable for families, and a 16 storey building was not suitable for the area.

The Committee noted the following response to their comments and questions:

- The development would house a large health centre with GPs for everyone who lived in the local area. The applicant was working closely with the NHS to bring this forward and to identify what health provision was required in the area.
- No properties would be north-facing.
- There would be no shutters permitted on any of the commercial units.
- The scheme would give priority to those living and working within the Borough.

125. STRATEGIC DEVELOPMENT PARTNERSHIP (SDP) SITES

This item was discussed as part of minute item 124.

126. NEW ITEMS OF URGENT BUSINESS

None.

127. DATE OF NEXT MEETING

11December 2017.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

This page is intentionally left blank

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 11TH DECEMBER, 2017, 7.00 -
9.40 pm**

PRESENT:

**Councillors: Toni Mallett (Chair), Dhiren Basu, David Beacham,
John Bevan, Jennifer Mann, Peter Mitchell, James Patterson, Ann Waters,
Joanna Christophides and Liz Morris**

128. FILMING AT MEETINGS

Noted.

129. PLANNING PROTOCOL

Noted.

130. APOLOGIES

Apologies for absence were received from Councillors B Blake, Carter and Doron.

Councillors Christophides and Morris were in attendance as substitutes for Councillors B Blake and Carter.

131. URGENT BUSINESS

None.

132. DECLARATIONS OF INTEREST

None.

133. MINUTES

RESOLVED

- That the minutes of the Planning Committee held on 13 November 2017 be approved.

134. PLANNING APPLICATIONS

Noted.

135. HORNSEY TOWN HALL, THE BROADWAY N8 9JJ

The Committee considered an application for:

Planning Permission: Refurbishment and change of use of the Hornsey Town Hall from B1 Use and Sui-Generis Use to a mixed use scheme comprising a hotel (Use Class C1), food and beverage uses (Use Classes A3 and A4), community uses (Use Class D1, D2 and Sui-Generis Use) and co-working use (Use Class B1). Use of the Town Hall roof terrace as a bar (Use Class A4). Removal of east wing extension and erection of east wing roof extensions to the Town Hall. Change of use of the ground floor of Broadway Annex Building East to food and beverage use/drinking establishment use (Use Class A3/A4). Provision of 146 residential units comprising: the erection of a 7 storey building; the erection of a part 4, part 5, part 6, part 7 storey building and associated car parking at basement level; change of use of the first and second floors of the Broadway Annexe to residential use and the erection of an extension to the rear of the Broadway Annex; the erection of a residential mews block to the rear of the Broadway Annexe. Alterations and landscaping improvements to the town hall square and open spaces. Provision of cycle parking. Demolition of the Weston Clinic building; courtyard infill extension to the Town Hall; Hornsey Library garage; Library annex and energy centre. Demolition and replacement of metal stairwell to the rear of the Assembly Hall and demolition and replacement of stage hoist structure adjoining the Assembly Hall. Provision of 11 Units of Affordable Housing.

Listed Building Consent Proposals:

Building 1: Hornsey Library, Haringey Park, Hornsey N8 9JA.

Listed Building Consent for demolition of library garage and energy centre in curtilage of Hornsey Library (Listed Grade II - HE Listing Ref: 1246935). No demolition to library building proposed. **(Reference No: HGY/2017/2221)**

Building 2: Hornsey Town Hall, The Broadway N8 9JJ

Listed Building Consent for internal and external alterations to the Hornsey Town Hall (Grade II* - HE Listing Ref: 1263688) including comprehensive programme of repair works to brick and stonework, roofs, floor and wall surfaces, doors, decorative metalwork, joinery, ironmongery, etched glazing and windows. Various removals and insertion of internal partitions, doors, partial excavation of basement, lift insertions, ramp and access insertions and relocations, fire escape replacement, removal of stage hoist, balcony seating and 1972 roof addition. Repair of historic finishes, furnishings, commemorative plaques and war memorial. Curtilage demolition of the Weston Clinic Building and courtyard infill extension.

Building 3: Broadway Annex Building, The Broadway, N8 9JJ

Listed Building Consent for internal and external alterations to the Broadway Annex (Listed as 'Electricity Board Office and Showroom' - Grade II. HE Listing Ref: 1358881) including comprehensive programme of repair works to brick and stonework, roofs, floor and wall surfaces, doors, decorative metalwork, joinery,

ironmongery and windows. Various removals and insertion of internal partitions, including insertion of French doors to the Town Hall square, fire escape replacement and facilitating works to allow insertion of extension.

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

Graeme Evans addressed the Committee on behalf of Hatherley Gardens residents in objection to the application. He asked the Committee to refuse the application, as the development would lead to an increase in traffic and noise pollution, and increase pressure on parking. A 7 storey building was inappropriate for the area, and was not necessary to make the development viable.

Paul Toyne addressed the Committee in objection to the application. The excessive height of the development would cause a significant loss in day / sunlight to neighbouring properties, and there would be overlooking into neighbouring properties. He submitted that this was in contravention to Haringey's planning policies, and the application should be refused.

Ruth Selig addressed the Committee in objection to the application. She referred to paragraph 132 of the National Planning Policy Framework and suggested to the Committee that significant consideration should be given to the loss of a heritage asset. The residential blocks dominated the rear of the development, and Block B was 5m taller than the consented scheme, even after a reduction in height. Blocks of 4-5 storeys were out of character for the local area, and the architecture was not considered to be good, as detailed in the report of the Quality Review Panel.

Miriam Levin addressed the Committee on behalf of the Hornsey Town Hall Appreciation Society in objection to the application. She questioned the balance of benefit between the public and the developer, and submitted that there would be little benefit to the public once the arts space had been reduced and the community spaces used for business spaces. She urged the Committee to refuse the application.

Councillor Carter addressed the Committee in objection to the application. He requested that the application be refused due to the excess height and massing. The east-side building was too close to neighbouring properties. He suggested that the application was a poor deal for Hornsey Town Hall, and the provision of 11 affordable housing was disingenuous, as property prices in Crouch End would mean that affordable housing would be anything but affordable.

Councillor Connor addressed the Committee in objection to the application. She requested that the application be refused based on the lack of affordable housing, which by her calculations fell short of the 40% target. Blocks A & B were out of keeping with Crouch End, and there was a concern that the height and bulk of the buildings would lead to a loss of light and privacy to neighbouring properties. She requested that assurances be given that local businesses currently situated at the Town Hall would not be displaced.

Councillor Arthur addressed the Committee in objection to the application. He explained that he thought the proposal was a good deal, but that more could be done

to get a better deal. There was further work to be carried out in relation to the blocks, which would dominate the Town Hall building. He requested that further work be carried out to improve the social housing offer and the arts centre.

Councillor Brabazon addressed the Committee in objection to the application. She referred to the vision for the community aspect of the Town Hall and stated that this did not match the vision of the Hornsey Town Hall Creative Trust. Her main concern was that the community use would be lost, as the applicant was a business, not a community arts operator. She considered that the application delivered little more than a commercial venue.

Councillor Mark Blake addressed the Committee in objection to the application. He felt that there were real concerns regarding the lack of social housing, and considered that the two seven storey residential blocks would change the silhouette of the Town Hall building. He submitted to the Committee that if the application was granted it would lead to further applications for development in conservation areas.

Councillor Berryman addressed the Committee in objection to the application. He felt that the land had been sold to FEC for a much lower price than the land was worth, and informed the Committee that the use of the Town Hall had increased since 2014, and therefore the rents received from these businesses should mean that there was no urgency to move forward with development of the building.

Councillor Tucker addressed the Committee, on behalf of the Labour party candidates for Crouch End ward, who collectively objected to the application. He informed the Committee that the candidates did not support the application, and if elected, would continue to not support the application. There were issues with the amount of affordable housing, which was nowhere near the 40% target. There had been many objections raised by local people, and this should be taken into account. He urged the Committee to reject the application on these points.

The Committee's Lawyer, Ben Burgerman, reminded the Committee that political support or lack thereof was not a material planning consideration.

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

- The report of GL Hearn, commissioned by the Planning Authority, concluded that neighbouring properties would continue to receive adequate daylight and sunlight, with a small number affected by Block B. There would be compliance of 95% across the development, and officers had concluded that on balance, this was acceptable.
- Historic England had provided their views on the application, but had not made an objection.
- Objectors felt that the issues of overlooking and privacy had not been addressed.
- The primary road access to the housing would be via Haringey Park. Occasional vehicular access would be required via Hatherley Gardens, but this would be for essential car uses only (such as disabled users). The transport team had requested a condition relating to major events, and request that an event management plan be provided to mitigate any parking issues.

- Discussions had taken place with TfL, who had agreed to increase the frequency of the W7 bus service.
- The impact on the conservation area was found to be acceptable on balance. There was no denying that a seven storey block would have an impact on the area, but this was balanced with the proposal to restore and bring back to use a redundant building which had been on the 'at risk' register since 2010.
- Block B was one storey higher than allowed for in the 2010 planning consent.

Councillor Doron addressed the Committee to speak in support of the application. He drew the Committee's attention to the fact that Historic England had not objected to the application. He stated that although there may be some harm to conservation area, the benefits outweighed this – the Town Hall restoration, the appointment of an arts operator, employment space and an additional £3.5m for affordable housing in the west of the Borough.

Councillor Elliott addressed the Committee to speak in support of the application. She considered that the proposed development would be a better solution for the Town Hall, rather than being used as a small theatre school. There was a guarantee of 60% community use in the long term, and the operation would be overseen by a steering group. Overall, the scheme would deliver huge benefits to Crouch End.

Liz Sich, Hornsey Town Hall Creative Trust, addressed the Committee to speak in support of the application. The Town Hall had been in a state of slow decay since 2000, and in order to guarantee its' future, a full restoration was required. The scheme provided a high quality refurbishment of the Town Hall, the annex, and the public square.

Graeme Jennings, Hornsey Town Hall Creative Trust, addressed the Committee to speak in support of the application. He had been an advocate for community use at the Town Hall for many years, and was pleased to see that this formed an essential part of the 130 year lease agreement. There had been a number of development schemes in the past, none of which had provided a viable solution. He was encouraged by the positive plans and engagement by the applicants.

Brian Ahearne addressed the Committee to speak in support of the application. It had been disappointing to see the building in a state of disrepair and it was encouraging to see plans to redevelop the building so that it could be brought back into public use. He suggested to the Committee that even though there had been objections to the application, this did not necessarily mean that all local residents objected to it.

Representatives of FEC (the applicants) addressed the Committee to speak in support of the application. Planning permission and Listed Building consent had been granted in 2010, and this application was comparable to the 2010 permissions. The application improved community access, created over 200 jobs, improved public realm, and provided high quality housing. There had been significant consultation carried out in order to develop the proposal, and the end result complied with the Planning Policy. The restoration and redevelopment of the Town Hall would safeguard its' future for generations to come. FEC were committed to reusing and restoring as much of the existing building as possible, and it was important that work started as soon as possible to prevent further decay and ruin of the existing building.

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

- It was a contractual requirement of the lease to establish a steering committee for the entire 130 year term. This would be established once the construction phase had begun.
- FEC were hotel developers, and from experience, they considered that a hotel at this venue would be successful.
- It was expected that the hotel would provide around 40 jobs.
- FEC did not dispute that there would be some loss of light to certain properties, however it was felt that this was acceptable on balance.

The Chair moved that the application be granted, and following a vote it was

RESOLVED

- i) That the Committee resolve to GRANT planning permission and that the Assistant Director of Planning and/or the Head of Development Management is authorised to issue the planning permission and impose conditions and informatics subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below, and a section 278 legal agreement providing for the obligations set out in Heads of Terms below.
- ii) That the section 106 legal agreement referred to in resolution (i) above is to be completed no later than 1st April 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
- iii) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- iv) That Committee resolve to GRANT the three applications for Listed Building Consent and that the Head of Development Management is authorised to impose conditions and informatics and issue the Listed Building Consents following the appropriate endorsement by the Secretary of State.

PLANNING CONDITIONS (HGY/2017/2220)

- 1) COMPLIANCE Three Year Expiry (LBH Development Management)
The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

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

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

The approved plans comprise drawings:

Plan C2000 - Residential Mews - GA Plan - Ground - REV2; PPlan C2001 - Residential Mews - GA Plan - Level 01 -REV2; Plan C2002 - Residential Mews - GA Plan - Level 02 - REV2; Plan C2003 - Residential Mews - GA Plan - Roof REV2; Plan C2200 - Residential Mews - Elevation 1 of 2 REV01; Plan C2201 - Residential Mews - Elevation 2 of 2 REV01; Plan C2202 - Residential Mews - Section AA REV01; Plan C2501 - Residential Mews - Apartment Type C1 - REV2; Plan C2502 - Residential Mews - Apartment Type C2 - REV2; Plan C2503 - Residential Mews - Apartment Type C3 - REV2; Plan C2504 - Residential Mews - Apartment Type C4 - REV2; Plan C2505 - Residential Mews - Apartment Type C5 - REV2; Plan C2506 - Residential Mews - Apartment Type C6 - REV2; Plan D2501 -Residential Block A - Apartment Type A1 - REV2; Plan D2502 -Residential Block A - Apartment Type A2 - REV2; Plan D2503 - Residential Block A - Apartment Type A3 - REV2; Plan D2504 - Residential Block A - Apartment Type A4 - REV2; Plan D2505 - Residential Block A - Apartment Type A5 - REV2; Plan D6800 - Residential Block A - Façade Details; Plan E2501 - Residential Block B - Apartment Type B1 - REV2; Plan E2502 - Residential Block B - Apartment Type B2 - REV2; Plan E2503 - Residential Block B - Apartment Type B3 - REV2; Plan E2504 - Residential Block B - Apartment Type B4 - REV2; Plan E2505 - Residential Block B - Apartment Type B5 - REV2; Plan E6800 - Residential Block B - Façade Details; Plan F1998 - Residential Block A & B - GA Plan - Basement - REV2; Plan F1999 - Residential Block A & B - GA Plan - Lower Ground - REV2; Plan F2000 - Residential Block A & B - GA Plan - Ground REV02; Plan F2001 - Residential Block A & B - GA Plan - Level 01 - REV2; Plan F2002 - Residential Block A & B - GA Plan - Level 02 - REV2; Plan F2003 - Residential Block A & B - GA Plan - Level 03 - REV2; Plan F2004 - Residential Block A & B - GA Plan - Level 04 - REV2; Plan F2005 - Residential Block A & B - GA Plan - Level 05 - REV2; Plan F2006 - Residential Block A & B - GA Plan - Roof - REV2; Plan L-500 - Landscape Planting Plan G REV2; Plan L-501 - Landscape Tree Strategy F REV2; Plan PA1018 - Town Hall Demolition Plan - Lower Ground Floor (West); Plan PA1019 - Town Hall Demolition Plan - Lower Ground Floor (East); Plan PA1020 - Town Hall Demolition Plan - Ground Floor (West); Plan PA1021 - Town Hall Demolition Plan - Ground Floor (East); Plan PA1022 - Town Hall Demolition Plan - First Floor (West); Plan PA1023 - Town Hall Demolition Plan - First Floor (East); Plan PA1024 - Town Hall Demolition Plan - Second Floor(West); Plan PA1025 - Town Hall Demolition Plan - Second Floor (East); Plan PA1026 - Town Hall Demolition Plan - Roof (West); Plan PA1027 - Town Hall Demolition Plan - Roof (East); Plan PA1220 -Town Hall - Demolition - Elevation 01 (West); Plan PA1221 -Town Hall - Demolition - Elevation 02 (North); Plan PA1222 -Town Hall - Demolition - Elevation 03 (East); Plan PA1223 - Town Hall - Demolition - Elevation 04 (South); Plan PA1224 - Town Hall - Demolition - Elevation 05, 06 and 07; Plan PA1272 - Town Hall - Demolition Section CC; Plan PA1275 - Town Hall - Demolition Section FF; Plan PA1277 - Town Hall - Demolition Section HH; Plan

PA1900 - Town Hall Proposed Plans – Overview; Plan PA1998 - Town Hall Proposed Plan - Lower Ground Floor (West); Plan PA1999 - Town Hall Proposed Plan - Lower Ground Floor (East); Plan PA2000 - Town Hall Proposed Plan - Ground Floor (West); Plan PA2001 - Town Hall Proposed Plan - Ground Floor (East); Plan PA2002 - Town Hall Proposed Plan - First Floor (West); Plan PA2003- Town Hall Proposed Plan - First Floor (East); Plan PA2004 - Town Hall Proposed Plan - Second Floor (West); Plan PA2005 - Town Hall Proposed Plan - Second Floor (East); Plan PA2006 - Town Hall Proposed Plan - Roof (West); Plan PA2007 - Town Hall Proposed Plan - Roof (East); Plan PA2200 - Town Hall - Proposed Elevation 01 (West); Plan PA2201 - Town Hall - Proposed Elevation 02 (North); Plan PA2202 - Town Hall - Proposed Elevation 03 (East); Plan PA2203 - Town Hall - Proposed Elevation 04 (South); Plan PA2204 - Town Hall - Proposed Elevation 05, 06 and 07; Plan PA2250 - Town Hall - Proposed Section AA; Plan PA2251 - Town Hall - Proposed Section BB; Plan PA2252 - Town Hall - Proposed Section CC; Plan PA2253 - Town Hall - Proposed Section DD; Plan PA2254 - Town Hall - Proposed Section EE; Plan PA2255 - Town Hall - Proposed Section FF; Plan PA2256 - Town Hall - Proposed Section GG; Plan PA2257 - Town Hall - Proposed Section HH; Plan PA2790 - Town Hall -Existing and Proposed Plans - Panelled Room; Plan PA2792 - Town Hall - Proposed Internal Elevations - Panelled Room; Plan PB1020 - Broadway Annex Demolition Plan - Lower Ground and Ground Floor REV01; Plan PB1021 - Broadway Annex Demolition Plan - First Floor REV01; Plan PB1022 - Broadway Annex Demolition Plan - Second Floor REV01; Plan PB1023 - Broadway Annex Demolition Plan – Roof; Plan PB1220 - Broadway Annex Demolition Elevations REV01; Plan PB1270 - Broadway Annex Demolition Sections REV01; Plan PB2000 - Broadway Annex Proposed Plan - Lower Ground and Ground Floor REV01; Plan PB2001 - Broadway Annex Proposed Plan - First Floor REV01; Plan PB2002 - Broadway Annex Proposed Plan - Second Floor REV01; Plan PB2003 - Broadway Annex Proposed Plan; Plan PB2200 - Broadway Annex Proposed Elevations REV01; Plan PB2250 - Broadway Annex Proposed Sections REV01; Plan PG2200 - Proposed East Elevation; Plan PX200 - Site Location Plan; Plan PX201 - Location Plan and Site Key with Red Line Boundary REV01; Plan PX300 - Existing Site Plan; Plan PX320 - Proposed Demolition Site Plan REV01; Plan PX321 - Tree Protection and Removal Plan; Plan PX351 - Proposed Soft Landscaping Plan - REV2; Plan PX352 - Proposed Hard Landscaping Plan - REV2; Plan PX2000 - Proposed Site Plan - Ground REV2; Plan PX2006 - Proposed Site Plan - Roof - REV2; Plan PX2251 - Proposed Site Section CC - REV2; Plan PX2252 - Proposed Site Section FF - REV2; Plan PX2253 - Proposed Site Section KK - REV2; Plan PX2254 - Proposed Site Section LL REV01; Plan PX2255 - Proposed Site Section MM - REV2; Plan PX2256 - Proposed Site Section NN - REV2; Plan PX2258 - Proposed Site Section PP REV01.

The approved documents comprise:

Acoustic Report (Amended - September 2017 – Sandy Brown); Acoustic Report Update - Accompanying Statement (September 2017 – Sandy Brown); Air Quality Assessment (July 2017 – Sweco); Arboricultural Impact Assessment (July 2017 – Phlorum); Arboricultural Survey (July 2017 – Phlorum); Archaeology Assessment (July 2017 – CgMs); Basement Impact Assessment (July 2017 –

Bradbrook); Covering Letter and Plan List (October 2017 – Collective Planning); Daylight and Sunlight Assessment (Rev02 [Version 4] July 2017 – Point Surveyors); Deliveries and Servicing Management Plan (July 2017 – TPHS); Design and Access Statement (October 2017 – Rev01 – Make); Energy Strategy and Sustainability Statement (Rev05 – October 2017 – Sweco); Flood Risk Assessment & Drainage Strategy + Wastewater Drainage Appraisal & SUDs Statement (July 2017 – Bradbrook); Flow and Pressure Investigation (August 2017 – Thames Water); Geo-environmental Desk Study (June 2017 – Capita); Geo-Environmental Statement on Ground Contamination (July 2017 – Bradbrook); Historic Building Report (Rev02 - July Plan (October 2017 – Donald Insall Associates); Japanese Knotweed Management Plan (July 2017 – Phlorum); Planning Statement (July 2017 – Collective Planning); Preliminary Ecological Appraisal (July 2017 – Phlorum); Privacy and Overlooking Statement (August 2017 - Make); Reptile Survey (July 2017 – Phlorum); Response to BRE Report on Privacy and Overlooking (November 2017 – Make); Structural Condition Survey (July 2017 – Bradbrook); Statement of Community Involvement (July 2017 - Newington); Travel Plan (July 2017 – TPHS); Transport Assessment (July 2017 – TPHS); Ventilation Statement (July 2017 - Sweco); Water Assessment (July 2017 – Sweco).

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

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

3) PRE-COM Materials Samples (LBH Development Management)

Prior to the commencement of the development (excepting demolition works) precise details of the external materials to be used in connection with the development hereby permitted shall be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity. The details shall include samples of the type and shade of cladding, window frames and balcony frames, sample panels and brick types and a roofing material sample combined with a schedule of the exact product references. The details shall additionally include 3D images of materials alternatives where required.

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

4) PRE-COM Hard and Soft Landscaping (LBH Development Management)

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

Details of hard landscaping works shall include:

- hard surfacing materials
- minor artefacts and structures (eg. furniture, refuse or other storage units, signs etc.)
- proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc)
- repairs and alterations to circular fountain and entrance arrangements on the Town Hall Square side of the building

Details of soft landscape works shall include:

- planting plans for all open spaces (including the Town Hall square)
- a full schedule of species of new trees and shrubs proposed to be planted
- written specifications (including cultivation and other operations) associated with plant and grass establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- bat and bird box measures; and
- an implementation programme.

The hard and soft landscaping shall be constructed in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following commercial occupation of the Town Hall for community or hotel use. The approved hard landscaping details shall be implemented within 3 months of community or hotel use of the Town Hall (whichever occurs first).

REASON: to protect the amenity of the locality.

5) PRE-WORKS – Roof Extension Details (Historic England)

Prior to relevant extension works and notwithstanding any plan or document hereby approved, details of materials of the roof extension to the east roof of the Hornsey Town Hall shall be submitted in writing to and for approval by the Local Planning Authority. The details shall be submitted following consultation with Historic England. The roof extension shall be constructed in accordance with approved materials.

REASON: to protect the historic environment and the amenity of the locality.

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

Any new tree or plant on the development site (included re-located trees) 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 and the environment

7) COMPLIANCE – Landscaping – Replacement of Ceremonial Tree (LBH Development Management)

IN THE EVENT the Ceremonial Tree in the Town Square (T1 - Red Norway Maple on approved Plan L-501 REV2) dies during re-location hereby approved, or within 5 years of the date of re-location, a replacement Ceremonial Tree shall be planted in the Town Square following consultation with Amnesty International. The replacement tree shall be in a suitable location and a replacement ceremonial plaque shall be provided.

REASON: to protect the amenity of the locality and the environment

8) PRE-COM Tree Protection Method Statement (LBH Tree & Nature Conservation)

Prior to the commencement of the development, a Tree Protection Method Statement (TPMS), in general accordance with the Arboricultural Impact Assessment prepared by Phlorum dated July 2017 shall be submitted in writing to and for approval by the Local Planning Authority. In addition to details of tree protection methods, the TPMS shall additionally provide:

- a) The frequency of periodic inspections of the installed tree protection measured to be undertaken by the Consultant Arboriculturist during the development process.
- b) Confirmation all construction works within identified root protection areas (or areas that may impact on them) will be carried out under the supervision of the Consultant Arboriculturist.
- c) Details of a Japanese Knotweed Treatment programme in accordance with the document Japanese Knotweed Management Plan prepared by Phlorum dated July 2017.

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

REASON: To protect the amenity of the locality and the environment

9) PRE-DEM Tree Protection Site Meeting (LBH Tree & Nature Conservation)

Prior to any demolition on the application site, a Tree Protection Site Meeting shall occur between the senior Site manager, the Consultant Arboriculturist, the Council Arboriculturist and all relevant contractors. The meeting shall confirm all the protection measures in line with the approved Tree Protection Method Statement, and discuss any construction works that may impact on the trees. The meeting shall be documented and documentation shall be made available to the Local Planning Authority upon request.

REASON: To protect the amenity of the locality and the environment

10) PRE-DEM Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

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

REASON: To protect the amenity of the locality and the environment

11) COMPLIANCE – Supervision of Root Protection Zones (LBH Tree and Nature Conservation)

All construction works within the Root Protection Areas or works that may impact on them, must be carried out under the supervision of the Arboricultural consultant.

REASON: to protect the amenity of the locality and the environment.

12) PRE-OCC F+B - Street Furniture Management Plan (LBH Development Management)

Prior to the use of the Broadway Annex or Town Hall for restaurant or café use, a Street Furniture Management Plan shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall outline provision, demonstrate suitable placement of outdoor seating and covering, allowing for pedestrian circulation, and propose high quality furniture in keeping with the historic environment. The Plan shall demonstrate a 'Secure by Design' approach to outdoor smoking areas. The outdoor seating shall be in accordance with approved details and maintained thereafter.

REASON: To protect the historic environment and local amenity.

13) PRE-OCC – Public Realm Lighting Strategy (LBH Development Management)

Prior to the use of the Town Hall as a hotel, a Public Realm Lighting Strategy shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall demonstrate that public lighting is bat sensitive in accordance with the Preliminary Ecological Appraisal (July 2017 – prepared by Phlorum). The strategy shall be implemented as approved and maintained thereafter.

REASON: To protect the environment.

14) PRE-AGW – Secure by Design Certificate (Metropolitan Police Service)

Prior to above grade works on the new build residential blocks, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers and that each building or such part of a Building can achieve accreditation. The development shall be carried out in accordance with the approved details and maintained thereafter.

REASON: To ensure safe and secure development and reduce crime.

15) COMPLIANCE - Hours of Operation - A3/A4 Uses (LBH Development Management)

The A3 and A4 uses hereby permitted shall not be operated before 0800 or after 2300 hours on any day unless agreed in writing with the Local Planning Authority.

REASON: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

16) PRE-OCC - Electric Vehicle Charging Points (Transport for London)

Prior to the occupation of the relevant part of the development, details of Electric Vehicle Charging Points (ECVPS) and passive electric provision shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) Location of active and passive charge points
- b) Specification of charging equipment
- c) Operation/management strategy
- d) Active (20% of spaces) and Passive (20% of spaces) provision

The development shall be carried out in accordance with the details so approved, shall be maintained as such thereafter and no change shall take place without the prior written consent of the Local Planning Authority.

REASON: In the interest of adapting to climate change and to secure sustainable development.

17) PRE-OCC – Parking Management Plan (LBH Transportation)

Prior to any commercial, community or residential occupation of the development, a Parking Management Plan (PMP) shall be submitted in writing to and for approval by the Local Planning Authority. The PMP shall include details on the allocation and management of the on-site car parking spaces, including the wheel chair accessible car parking spaces to the front of the building, and the 5 commercial car parking spaces.

The PMP shall allocate residential car parking spaces in the following order (regardless of residential unit tenure):

- 1) Parking for the disable residential units [10% of the total number of units proposed (15 - wheelchair accessible car parking spaces)]
- 2) Family sized units 3+ bed units
- 3) 2 bed 4 four person units
- 4) other two bed units

- 5) one bed units and studios

The PMP shall be implemented as approved and maintained thereafter and no change shall take place without the prior consent of the Local Planning Authority.

REASON: To protect amenity and promote sustainable travel.

18) PRE-COM Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)

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

The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner that minimises disruption to traffic and pedestrians on Harringey Park Road, Weston Road, Crouch End Broadway and the roads surrounding the site. The plans shall demonstrate that construction vehicle movements are planned and co-ordinated to avoid the AM and PM peak periods and include measures to safeguard and maintain the operation of the local highway network.

The CMP and CLP shall be implemented as approved and shall endure until the development hereby approved is complete.

REASON: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

19) PRE-OCC - Service and Delivery Plan (DSP) (LBH Transportation)

Prior to any residential, commercial or community use of the site, a full Service and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall demonstrate that all the refuse bins are located within 6 metres from the collection point. Refuse bins are not to be stored on the public highways for collection. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development. The plan shall be implemented as approved and maintained thereafter unless agreed in writing by the Local Planning Authority.

REASON: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

20) COMPLIANCE - Wheelchair Dwellings (LBH Development Management)

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

REASON: To ensure inclusive and accessible development

21) COMPLIANCE - Accessible & Adaptable Dwellings (LBH Development Management)

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

REASON: To ensure inclusive and accessible development

22) COMPLIANCE - Noise from Plant and Associated Equipment (LBH Environmental Health – Noise)

Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level (LA90 15mins) when measures 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.

REASON: to ensure high quality development

23) PRE-COM AGW– Noise Assessment (LBH Environmental Health – Noise)

Prior to above ground building works, a Noise Assessment of the expected noise levels shall be submitted in writing to and for approval by the Local Planning Authority. The assessment shall be in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound'. The assessment shall propose mitigation measures to achieve the required noise level.

The plant shall thereafter be installed and maintained in accordance with the approved details for the duration of its use.

REASON: to ensure high quality development.

24) PRE-OCC Internal Noise Levels within Residential Units (LBH Environmental Health – Noise)

Prior to the residential occupation of the development, details of noise testing shall be submitted in writing to and for approval by the Local Planning Authority. The testing details shall demonstrate:

- 1) The residential premises hereby approved have been designed in accordance with BS8233:2014' Guidance on sound insulation and noise reduction for buildings.
- 2) That the residential units attain the following noise levels:

Time	Area	Maximum Noise level
Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)
	Dining Room/Area	40dB(A)
Night Time Noise 11pm -7am	Bedrooms	30dB(A)

- 3) No individual noise events to exceed 45dB LAmax (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.

The internal noise levels within residential units shall be maintained in accordance with submitted details for the duration of the development.

REASON: To ensure high quality residential development

25) COMPLIANCE - Noise leakage from Assembly Hall and Use Class A4 (LBH Environmental Health – Noise)

The music noise level from the assembly hall shall not exceed 33dB (LAeq 15mins) when measured 1 metre external from the nearest residential or noise sensitive premises. No amplified sound shall be generated or permitted on the Town Hall roof terrace.

REASON: To protect the amenity of the locality

26) PRE-COM (Ventilation Details and NOx Filter Details – LBH Environmental Health)

Prior to commencement of the development, details of the supply air ventilation and NOx filters (including locations and management) must be submitted in writing to and for approval by the Local Planning Authority. The development shall be constructed in accordance with approved details and maintained thereafter.

REASON: to protect the future users from poor air quality.

27) COMPLIANCE – Surface Water Drainage (Thames Water)

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

28) COMPLIANCE – Public Sewer Crossings (Thames Water)

There are public sewers crossing or close to the 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.

REASON: To ensure access to public access to infrastructure

29) PRE-PIL – 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.

30) PRE-COM - Details of Flood Risk Attenuation Measures (LBH Drainage)

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

REASON: To mitigate flood risk.

31) PRE-COM -Drainage Details – (LBH Drainage)

Prior to the commencement of the development 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:

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

body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

32) POST-OCC – Confirmation of Energy Standards (LBH Carbon Management)

At least 6 Calendar Months following residential occupation of any part of the development, details confirmation that the energy efficiency standards and carbon reduction targets (including for PV Panels) set out in the Hornsey Town Hall Energy Strategy and Sustainability Statement, by Sweco, Revision 5 – October 2017, have been achieved shall be submitted in writing to and for approval by the Local Planning Authority. Details shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building.

REASON: to ensure sustainable development.

33) COMPLIANCE - Carbon Offset Management Plan (LBH Carbon Management)

IN THE EVENT the Local Planning Authority provides written notification that details submitted to discharge the condition above demonstrate a failure of the development to achieve the energy efficiency standards and carbon reduction targets (including for PV panels) set out in the Hornsey Town Hall Energy Strategy and Sustainability Statement prepared by Sweco, Revision 5 dated October 2017, an Offset Management Plan shall be submitted in writing to and for approval by the Local Planning Authority within 3 Calendar months. The details shall demonstrate any shortfall should be offset at the cost of £2,700 per tonne of carbon, plus a 10% management fee. The offset payments shall be in accordance with the approved plan.

REASON: to ensure sustainable development

34) PRE-COM Combined Heat and Power Details (LBH Carbon Management and LBH Environmental Health)

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

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and

- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The heat and hot water loads for the units on the site shall provide for no less than the total CO₂ reduction: Block A: 30.2%, Block B: 32.4%, and the Mews: 32.4%. The CHP system shall contribute a minimum of 75% of heat.

The details must demonstrate that the unit to be installed complies with the emissions standards as set out in the London Plan SPG Sustainable Design and Construction for Band B. The details shall also include a CHP Information Form.

The Combined Heat and Power facility and infrastructure shall be installed in accordance with approved details and maintained thereafter. The system shall be operational prior to the first residential occupation of the development, unless approved in writing by the Local Planning Authority.

REASON: To ensure the facility and associated infrastructure are provided and allow for the future connection to a district system

35) PRE-COM Overheating Strategy – (LBH Carbon Management)

Prior to the commencement of the development (excepting demolition) an Overheating Strategy shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall include:

- 1) results of Dynamic Thermal Modelling (under London's future temperature projections) for all internal spaces
- 2) the standard and the impact of the solar control glazing;
- 3) details of space for pipe work designed to allow the retrofitting of cooling and ventilation equipment
- 4) details of appropriately insulated CHP pipework
- 5) passive design features
- 6) a mitigation strategy to overcome any overheating risk
- 7) details of the feasibility of using external solar shading and of maximising passive ventilation.

The development shall be constructed in accordance with the details approved and maintained thereafter.

REASON: To ensure sustainable development

36) POST OCC – Post Construction Certification BREEAM and Home Quality Mark (LBH Carbon Management)

6 Calendar Months following any residential occupation of the development, a Post Construction Certification (issued by an independent certification body)

shall be submitted in writing to and approved by the Local Planning Authority. The submission shall demonstrate the approved development achieves a rating of BREEAM 2014 Refurb: Good and Home Quality Mark, 3 stars. The rating shall be maintained thereafter.

REASON: To ensure sustainable development.

37) COMPLIANCE – Remedial Works Plan BREEAM and Home Quality Mark (LBH Carbon Management)

IN THE EVENT the Local Planning Authority provides written notification that details submitted to discharge the condition above demonstrate a failure of the development to achieve the agreed ratings of BREEAM 2014 Refurb: Good and Home Quality Mark, 3 stars, as set out in the post construction certificate, a Remedial Works Plan (RWP) shall be submitted in writing to and for approval by the Local Planning Authority within 3 Calendar Months.

The RWP shall provide a full schedule and costings of remedial works required to achieve the agreed ratings. The remedial works shall be implemented in accordance with the approved plan OR the full costs of remediation (including management fees) shall be paid to the Council to an agreed schedule.

REASON: to ensure sustainable development.

38) PRE-COM – Chimney/Flue Height Calculations (LBH Environmental Health)

Prior to commencement of the development, details of all the chimney or flue height calculations, diameters and locations must be submitted in writing to and for approval by the Local Planning Authority. The development shall be constructed in accordance with approved details and maintained thereafter.

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

39) PRE-COM – Site Investigation (LBH Environmental Health)

Prior to the commencement of the development (other than for investigative work):

- a) Using the information contained within the Phase I desktop study (Capita, June 2017 [Ref: CS092859-PE-17-124-R] and Conceptual Model, a site investigation shall be carried out for the 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 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.

40) PRE-OCC – Site Remediation (LBH Environmental Health)

Where remediation of contamination on the site is required and prior to the occupation of the development:

- 1) completion of the remediation detailed in the method statement in the Condition above shall be carried out; and
- 2) 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.

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

41) PRE-COM – Air Quality and Dust Management Plan (LBH Environmental Health)

Prior to the commencement of the development, 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 London Plan SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

REASON: To protect local amenity and air quality.

42) PRE-COM – Consideration Construction Registration (LBH Environmental Health)

Prior to the commencement of the development, the site or Contractor Company shall register with the Considerate Constructors Scheme and details of registration shall be submitted in writing to and for approval by the Locally Planning Authority. The development shall be constructed in accordance with the Scheme for the duration of the construction of the development.

REASON: To protect local air quality and amenity.

43) COMPLIANCE – Machinery Emissions (LBH Environmental Health)

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

REASON: To protect local air quality.

44) PRE-COM – Consideration Construction Registration (LBH Environmental Health)

Prior to the commencement of the development, evidence of registration of all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be submitted to and approved by the Local Planning Authority. The evidence shall show registration online (at nrmm.london)

REASON: To protect local air quality.

45) COMPLIANCE – Machinery Inventory (LBH Environmental Health)

During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

REASON: To protect local air quality.

46) PRE-COM – Written Scheme of Investigation (Historic England – Archaeological Service)

No demolition or development shall take place until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

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

REASON: To protect the historic environment.

47) PRE-OCC – Events/Local Area Management Plans – LBH Transportation

Prior to the use of the site for hotel/community (whichever occurs first) an Events Management Plan/ Local Area Management Plan (EMP/LAMP) shall be

submitted in writing to and for approval the Local Planning Authority. The EMP/LAMP shall include the following

- a) Crowd management and dispersal including Stewarding
- b) Car park management plan
- c) Signage strategy to local transport interchange
- d) Shuttle bus strategy for local transport interchanges (Archways Station and Finsbury Park stations)
- e) Coach drop off and collection area to be identified and the appropriate traffic management orders secured.
- f) Additional Parking controls measures in and around the site
- g) Taxi collection strategy

The EMP/LAMP shall be implemented as approved and maintained thereafter, unless agreed in writing by the Local Planning Authority.

REASON: To ensure sustainable modes of transport.

48) PRE-OCC Cycle Parking Provision (LBH Transportation)

Notwithstanding any drawing or document hereby approved and prior to the residential occupation of the development, the applicant shall provide cycle parking provision in accordance with London Plan standards. Provision shall be in accordance with the 2016 London Cycle Design Standards and at least 5% of spaces should be able to accommodate either larger or adapted cycles. Provision shall be maintained thereafter.

REASON: to promote sustainable travel.

49) PRE-OCC – Hotel Management Plan (LBH Development Management)

Prior to the use of the Town Hall as a hotel, a Hotel Management Plan shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall detail an accessibility strategy in line with the SPG Accessible London. The plan shall additionally detail an operational strategy. The hotel operation and accessibility shall be in accordance with the approved plan.

REASON: To ensure high quality and accessible visitor accommodation

INFORMATIVES

1) Working with the Applicant (LBH Development Management)

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

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for

failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

3) Hours of Construction Work (LBH Development Management)

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

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

4) Party Wall Act (LBH Development Management)

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

5) Numbering New Development (LBH Development Management)

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

6) Asbestos Survey Where Required (LBH Environmental Health)

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.

7) Written Scheme of Investigation – Suitably Qualified Person (Historic England)

INFORMATIVE: Informative Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

8) Deemed Discharge Precluded (Historic England)

INFORMATIVE: The condition in respect of a Written Scheme of Investigation related to the protection of heritage assets of archaeological interest is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

9) Composition of Written Scheme of Investigation (Historic England)

INFORMATIVE: Historic England envisages that the archaeological fieldwork in relation to the Written Scheme of Investigation would comprise the following:

Evaluation: An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The results of the evaluation should aim to inform the scope for any further archaeological mitigation. Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

10) Disposal of Commercial Waste (LBH Waste Management)

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

11) Piling Method Statement Contact Details (Thames Water)

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

12) Minimum Water Pressure (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.

13) Paid Garden Waste Collection Service (LBH Development Management)

INFORMATIVE: Haringey now operates a paid garden waste collection service. The applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection

14) Sprinkler Installation (London Fire Brigade)

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.

15) District Energy Connection – Hornsey Library (LBH Carbon Management)

INFORMATIVE: The applicant is advised to liaise with the Hornsey Library prior to the discharge of relevant sustainability conditions to explore options for district energy between sites.

16) Designing out Crime Officer Services (Metropolitan Police Service)

INFORMATIVE: The services of Metropolitan Police Service Designing Out Crime Officers (DOCOs) are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

LISTED BUILDING CONSENT CONDITIONS (HGY/2017/2221- HORNSEY LIBRARY.

1) LBC HORN-LIB - 3 Year Expiry (Historic England)

The works hereby permitted shall be begun before the expiration of 3 years from the date of this consent.

REASON: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

The approved plan comprises drawing:
Plan PX320 - Proposed Demolition Site Plan REV01

The approved documents comprise:

Design and Access Statement (October 2017 – Rev01 – Make); Historic Building Report (Rev02 - July Plan (July 2017 – TPHS); Planning Statement (July 2017 – Collective Planning);

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

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

3) LBC HORN-LIB – Hidden Historic Features (Historic England)

Any hidden historic features which are revealed during the course of demolition shall be retained in situ. Works shall be immediately suspended in the relevant area upon discovery, and Local Planning Authority notified. Demolition shall remain suspended until the Local Planning Authority authorises resumption.

REASON: To protect the historic environment

LISTED BUILDING CONSENT CONDITIONS (HGY/2017/2222 – TOWN HALL.

1) LBC TOWN HALL - 3 Year Expiry (Historic England)

The works hereby permitted shall be begun before the expiration of 3 years from the date of this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

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

The approved plans comprise drawings:

Plan PA1018 - Town Hall Demolition Plan - Lower Ground Floor (West); Plan PA1019 - Town Hall Demolition Plan - Lower Ground Floor (East); Plan PA1020 - Town Hall Demolition Plan - Ground Floor (West); Plan PA1021 - Town Hall Demolition Plan - Ground Floor (East); Plan PA1022 - Town Hall Demolition Plan - First Floor (West); Plan PA1023 - Town Hall Demolition Plan - First Floor (East); Plan PA1024 - Town Hall Demolition Plan - Second Floor (West); Plan PA1025 - Town Hall Demolition Plan - Second Floor (East); Plan PA1026 - Town Hall Demolition Plan - Roof (West); Plan PA1027 - Town Hall Demolition Plan - Roof (East); Plan PA1220 - Town Hall - Demolition - Elevation 01 (West); Plan PA1221 - Town Hall - Demolition - Elevation 02 (North); Plan PA1222 - Town Hall - Demolition - Elevation 03 (East); Plan PA1223 - Town Hall - Demolition - Elevation 04 (South); Plan PA1224 - Town Hall - Demolition - Elevation 05, 06 and 07; Plan PA1272 - Town Hall - Demolition Section CC; Plan PA1275 - Town Hall - Demolition Section FF; Plan PA1277 - Town Hall - Demolition Section HH; Plan PA1900 - Town Hall Proposed Plans – Overview; Plan PA1998 - Town Hall Proposed Plan - Lower Ground Floor (West); Plan PA1999 - Town Hall Proposed Plan - Lower Ground Floor (East); Plan PA2000 - Town Hall Proposed Plan - Ground Floor (West); Plan PA2001 - Town Hall Proposed Plan - Ground Floor (East); Plan PA2002 - Town Hall Proposed Plan - First Floor (West); Plan PA2003 - Town Hall Proposed Plan - First Floor (East); Plan PA2004 - Town Hall Proposed Plan - Second Floor (West); Plan PA2005 - Town Hall Proposed Plan - Second Floor (East); Plan PA2006 - Town Hall Proposed Plan - Roof (West); Plan PA2007 - Town Hall Proposed Plan - Roof (East); Plan PA2200 - Town Hall - Proposed Elevation 01 (West); Plan PA2201 - Town Hall - Proposed Elevation 02 (North); Plan PA2202 - Town Hall - Proposed Elevation 03 (East); Plan PA2203 - Town Hall - Proposed Elevation 04 (South); Plan PA2204 - Town Hall - Proposed Elevation 05, 06 and 07; Plan PA2250 - Town Hall - Proposed Section AA; Plan PA2251 - Town Hall - Proposed Section BB; Plan PA2252 - Town Hall - Proposed Section CC; Plan PA2253 - Town Hall - Proposed Section DD; Plan PA2254 - Town Hall - Proposed Section EE; Plan PA2255 - Town Hall - Proposed Section FF; Plan PA2256 - Town Hall - Proposed Section GG; Plan PA2257 - Town Hall - Proposed Section HH; Plan PA2790 - Town Hall - Existing and Proposed Plans - Panelled Room; Plan PA2792 - Town Hall - Proposed Internal Elevations - Panelled Room; Site Location Plan; Plan PX201 - Location Plan and Site Key with Red Line Boundary REV01; Plan PX300 - Existing Site Plan; Plan PX320 - Proposed Demolition Site Plan REV01; Plan PX321 - Tree Protection and Removal Plan; Plan PX351 - Proposed Soft Landscaping Plan - REV2; Plan PX352 - Proposed Hard Landscaping Plan - REV2; Plan PX2000 -

Proposed Site Plan - Ground REV2; Plan PX2006 - Proposed Site Plan - Roof - REV2; Plan PX2251 - Proposed Site Section CC - REV2; Plan PX2252 - Proposed Site Section FF - REV2; Plan PX2253 - Proposed Site Section KK - REV2; Plan PX2254 - Proposed Site Section LL REV01; Plan PX2255 - Proposed Site Section MM - REV2; Plan PX2256 - Proposed Site Section NN - REV2; Plan PX2258 - Proposed Site Section PP REV01; Plan L-500 - Landscape Planting Plan G REV2; Plan L-501 - Landscape Tree Strategy F REV2;

The approved documents comprise:

Acoustic Report (Amended - September 2017 – Sandy Brown); Acoustic Report Update - Accompanying Statement (September 2017 – Sandy Brown); Air Quality Assessment (July 2017 – Sweco); Basement Impact Assessment (July 2017 – Bradbrook); Design and Access Statement (October 2017 – Rev01 – Make); Energy Strategy and Sustainability Statement (Rev05 – October 2017 – Sweco); Historic Building Report (Rev02 - July Plan (October 2017 – TPHS); Planning Statement (July 2017 – Collective Planning); Structural Condition Survey (July 2017 – Bradbrook); Travel Plan (July 2017 – TPHS); Transport Assessment (July 2017 – TPHS); Ventilation Statement (July 2017 - Sweco);

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

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

3) LBH TOWN HALL - Approval of Contracted Work (Historic England)

Prior to any works of demolition or alteration to the Town Hall, evidence of contract(s) for the carrying out of the completion of the entire scheme of works to the Town Hall shall be submitted to and accepted in writing by the Council as local planning authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

4) LBC TOWN HALL – Development Phasing (Historic England)

Prior to works of demolition of any buildings within the site or alteration to the Town Hall, a phased programme for carrying out the approved works to the Town Hall shall be submitted in writing to and for approval by the Local Planning Authority, in consultation with Historic England. The programme shall take into account the delivery of the new build elements of the scheme alongside the delivery of the repair, refurbishment and fit out of the Town Hall. The development shall be constructed in accordance with the approved programme, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

4) LBC TOWN HALL – Works to Match Existing (Historic England)

All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

5) LBC TOWN HALL – Matching Brick to Existing (Historic England)

Any areas of new facing brickwork to the Town Hall shall match the existing brickwork adjacent in respect of colour, texture, face bond and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

6) LBC TOWN HALL – Hidden Historic Features (Historic England)

Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

7) LBC TOWN HALL – Removal of Redundant Installations (Historic England)

All redundant plumbing, mechanical and electrical services and installations shall be carefully removed from the listed building before the completion of the consented works to the Town Hall hereby approved, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

8) LBC TOWN HALL – Building Fabric and Redundant Installations (Historic England)

In the event the removal of redundant plumbing, mechanical and electrical services and installations within the Town Hall reveals visual inconsistency in the appearance of the building fabric, the retained building fabric shall be made good with regard to material, colour, texture and profile of the existing building.

REASON: In order to safeguard the special architectural or historic interest of the building.

9) LBC TOWN HALL – Details of Relevant Works (Historic England)

Prior to the commencement of any relevant works, details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before the relevant work is begun.

- a) Details of structural repairs, including relevant method statements;
- b) Details of all repairs and alterations to external windows, doors and associated ironmongery, including details of proposed secondary glazing and any acoustic and environmental upgrades to existing windows. Details shall include method statements;
- c) Details of repairs and alterations to panelling, decorative finishes and metalwork, including staircase balustrades, balconies and glazed screens. Details shall include method statements;
- d) Details of proposed works to entrance foyer spaces, including proposed new internal ramp;
- e) Details of proposed works to Council Chamber;
- f) Details of proposed works to Committee Room;
- g) Details of proposed works to Committee Room Corridor;
- h) Details of proposed works to Assembly Hall;
- i) Details of proposed works to all panelled rooms;
- j) Details of proposed repairs and alterations to circular fountain and entrance arrangements on the Town Hall Square side of the building;
- k) Samples of new facing materials to the Town Hall and the proposed new build elements, including the new external access route to the Assembly Hall foyer, the east wing roof extension and Block B;
- l) Details of proposed services, including plumbing, mechanical, electrical, data services. Details should include position, type and method of installation of services, as well as any associated risers, conduits, vents and fittings;
- m) Details of proposed lighting

The relevant work shall be carried out in accordance with such approved details

REASON: In order to safeguard the special architectural or historic interest of the building.

10) LBC TOWN HALL - Schedule of Historic Items and Salvage Strategy (Historic England)

Prior to the moving or removal of ANY historic item from or within the Town Hall, a full schedule of ALL historic items to be moved within or removed from the building shall be submitted in writing to and for approval by the Local Planning Authority, in consultation with Historic England. The schedule shall be accompanied by a Salvage Strategy, which is to include a methodology for removal, storage, reuse and disposal of historic items.

The handling of historic items shall be in accordance with the approved schedule and Salvage Strategy thereafter unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

11) LBC TOWN HALL - Structural Drawings and Method Statement (Historic England)

Prior to works of demolition or alteration to the Town Hall, structural engineers' drawings and a method statement, shall be submitted in writing to and for approval by the Local Planning Authority. The drawings and statement shall demonstrate the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction. The development shall be carried out in accordance with the approved drawings and method statement.

REASON: To protect the historic environment

12) LBC TOWN HALL – Securing of Interior Features Program (Historic England)

Prior to works demolition or alteration to the Town Hall, details of a program to secure interior features against loss or damage during building works (including potential theft during construction) shall be submitted in writing to and for approval by the Local Planning Authority. The development shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

13) LBC TOWN HALL – Masonry Cleaning Program (Historic England)

Before any masonry cleaning commences, details of a masonry cleaning program and methodology shall be submitted in writing to and for approval by the Local Planning Authority in consultation with Historic England. The program shall demonstrate protection of internal and external surfaces. The cleaning program shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

14) LBC TOWN HALL – Heritage Management and Maintenance Plan (Historic England)

Prior to the use of any part of the Town Hall (including proposed extensions) for commercial or community use, a Heritage Management and Maintenance Plan shall be submitted in writing to and approved by the Council in consultation with Historic England. The plan shall include a program for regular survey, repairs and maintenance of the building following completion of the development.

REASON: In order to safeguard the special architectural or historic interest of the building.

15) LBC TOWN HALL - Details of East Roof Extension (Historic England)

Prior to relevant extension works and notwithstanding any plan or document hereby approved, details of materials of the roof extension to the east roof of the Hornsey Town Hall shall be submitted in writing to and for approval by the Local Planning Authority. The details shall be submitted following consultation with

Historic England. The roof extension shall be constructed in accordance with approved materials.

REASON: In order to safeguard the special architectural or historic interest of the building.

16) LBC TOWN HALL - Services Not Shown on Drawings (Historic England)

No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Council in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building.

17) LBC TOWN HALL - Appurtenances Not Shown on Drawings (Historic England)

No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Council in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building.

LISTED BUILDING CONSENT CONDITIONS (HGY/2017/2223 – BROADWAY ANNEX.

1) LBC BW ANNEX - 3 Year Expiry (Historic England)

The works hereby permitted shall be begun before the expiration of 3 years from the date of this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

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

The approved plans comprise drawings:

Plan PB1020 - Broadway Annex Demolition Plan - Lower Ground and Ground Floor REV01; Plan PB1021 - Broadway Annex Demolition Plan - First Floor REV01; Plan PB1022 - Broadway Annex Demolition Plan - Second Floor REV01; Plan PB1023 - Broadway Annex Demolition Plan – Roof; Plan PB1220 - Broadway Annex Demolition Elevations REV01; Plan PB1270 - Broadway Annex Demolition Sections REV01; Plan PB2000 - Broadway Annex Proposed Plan - Lower Ground and Ground Floor REV01; Plan PB2001 - Broadway Annex Proposed Plan - First Floor REV01; Plan PB2002 - Broadway Annex Proposed Plan - Second Floor REV01; Plan PB2003 - Broadway Annex Proposed Plan; Plan PB2200 - Broadway Annex Proposed Elevations REV01; Plan PB2250 - Broadway Annex Proposed Sections REV01; Plan PG2200 - Proposed East Elevation; Plan PX200 - Site Location Plan; Plan PX201 - Location Plan and Site Key with Red Line Boundary REV01; Plan PX300 - Existing Site Plan; Plan PX320 - Proposed Demolition Site Plan REV01; Plan PX321 - Tree Protection and Removal Plan; Plan PX351 - Proposed Soft Landscaping Plan - REV2; Plan

PX352 - Proposed Hard Landscaping Plan - REV2; Plan PX2000 - Proposed Site Plan - Ground REV2; Plan PX2006 - Proposed Site Plan - Roof - REV2; Plan PX2251 - Proposed Site Section CC - REV2; Plan PX2252 - Proposed Site Section FF - REV2; Plan PX2253 - Proposed Site Section KK - REV2; Plan PX2254 - Proposed Site Section LL REV01; Plan PX2255 - Proposed Site Section MM - REV2; Plan PX2256 - Proposed Site Section NN - REV2; Plan PX2258 - Proposed Site Section PP REV01; Plan L-500 - Landscape Planting Plan G REV2; Plan L-501 - Landscape Tree Strategy F REV2

The approved documents comprise:

Acoustic Report (Amended - September 2017 – Sandy Brown); Acoustic Report Update - Accompanying Statement (September 2017 – Sandy Brown); Air Quality Assessment (July 2017 – Sweco); Basement Impact Assessment (July 2017 – Bradbrook); Design and Access Statement (October 2017 – Rev01 – Make); Energy Strategy and Sustainability Statement (Rev05 – October 2017 – Sweco); Historic Building Report (Rev02 - July Plan (October 2017 – TPHS); Planning Statement (July 2017 – Collective Planning); Structural Condition Survey (July 2017 – Bradbrook); Travel Plan (July 2017 – TPHS); Transport Assessment (July 2017 – TPHS); Ventilation Statement (July 2017 - Sweco);

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

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

3) LBH BW ANNEX - Approval of Contracted Work (LBH Development Management)

Prior to any works of demolition or alteration to the Broadway Annex, evidence of contract(s) for the carrying out of the completion of the entire scheme of works to the Broadway Annex shall be submitted to and accepted in writing by the Council as local planning authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

4) LBC BW ANNEX – Development Phasing (LBH Development Management)

Prior to works of demolition of any buildings within the site or alteration to the Broadway Annex, a phased programme for carrying out the approved works to the Broadway Annex shall be submitted in writing to and for approval by the Local Planning Authority. The programme shall take into account the delivery of the new build elements of the scheme alongside the delivery of the repair, refurbishment and fit out of the Town Hall. The development shall be constructed in accordance with the approved programme, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 5) LBC BW Annex – Works to Match Existing (LBH Development Management)
All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 6) LBC BW ANNEX – Matching Brick to Existing (LBH Development Management)
Any areas of new facing brickwork to the Broadway Annex (including extensions) shall match the existing brickwork adjacent in respect of colour, texture, face bond and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 7) LBC BW ANNEX – Hidden Historic Features (LBC Development Management)
Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 8) LBC BW ANNEX – Removal of Redundant Installations (LBC Development Management)
All redundant plumbing, mechanical and electrical services and installations shall be carefully removed from the listed building before the completion of the consented works to the Broadway Annex hereby approved, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 9) LBC BW ANNEX – Building Fabric and Redundant Installations (LBH Development Management)
In the event the removal of redundant plumbing, mechanical and electrical services and installations within the Broadway Annex reveals visual inconsistency in the appearance of the building fabric, the retained building fabric shall be made good with regard to material, colour, texture and profile of the existing building.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 10) LBC BW ANNEX – Details of Relevant Works (LBH Development Management)
Prior to the commencement of any relevant works, details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before the relevant work is begun.
- a) Details of structural repairs, including relevant method statements;
 - b) Details of all repairs and alterations to external windows, doors and associated ironmongery, including details of proposed secondary glazing and any acoustic and environmental upgrades to existing windows. Details shall include method statements;
 - c) Details of repairs and alterations to panelling, decorative finishes and metalwork, including staircase balustrades, balconies and glazed screens. Details shall include method statements;
 - d) Samples of new facing materials to the Broadway Annex and the proposed new build elements, including rear extension.
 - e) Details of proposed services, including plumbing, mechanical, electrical, data services. Details should include position, type and method of installation of services, as well as any associated risers, conduits, vents and fittings;
 - f) Details of proposed lighting
- The relevant work shall be carried out in accordance with such approved details

REASON: In order to safeguard the special architectural or historic interest of the building.

- 11) LBC BW ANNEX - Schedule of Historic Items and Salvage Strategy (LBH Development Management)
Prior to the moving or removal of ANY historic item from or within the Broadway Annex, a full schedule of ALL historic items to be moved within or removed from the building shall be submitted in writing to and for approval by the Local Planning Authority. The schedule shall be accompanied by a Salvage Strategy, which is to include a methodology for removal, storage, reuse and disposal of historic items.

The handling of historic items shall be in accordance with the approved schedule and Salvage Strategy thereafter unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

- 12) LBC BW ANNEX - Structural Drawings and Method Statement (LBH Development Management)
Prior to works of alteration to the Broadway Annex, structural engineers' drawings and a method statement, shall be submitted in writing to and for

approval by the Local Planning Authority. The drawings and statement shall demonstrate the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction. The development shall be carried out in accordance with the approved drawings and method statement.

REASON: In order to safeguard the special architectural or historic interest of the building.

13) LBC BW ANNEX – Securing of Interior Features Program (LBH Development Management)

Prior to works of alteration to the Broadway Annex, details of a program to secure interior features against loss or damage during building works (including potential theft during construction) shall be submitted in writing to and for approval by the Local Planning Authority. The development shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

14) LBC BW ANNEX – Masonry Cleaning Program (LBH Development Management)

Before any masonry cleaning commences, details of a masonry cleaning program and methodology shall be submitted in writing to and for approval by the Local Planning Authority in consultation with Historic England. The program shall demonstrate protection of internal and external surfaces. The cleaning program shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

15) LBC BW ANNEX– Heritage Management and Maintenance Plan (LBH Development Management)

Prior to the use of any part of the Broadway Annex for commercial or residential use, a Heritage Management and Maintenance Plan shall be submitted in writing to and approved by the Council. The plan shall include a program for regular survey, repairs and maintenance of the building following completion of the development.

REASON: In order to safeguard the special architectural or historic interest of the building.

16) LBC BW ANNEX - Services Not Shown on Drawings (LBH Development Management)

No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Council in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building.

17) LBC BW ANNEX - Appurtenances Not Shown on Drawings (LBH Development Management)

No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Council in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building.

SECTION 106 HEADS OF TERMS:

Affordable Housing

- 1) **Affordable Housing** – 11 units of social rented accommodation (Social Rent - 8% affordable housing by unit) to be located within the Broadway Annex West.
- 2) **Viability Review Mechanism** should the proposal not be implemented within 18 months of the date of decision.
- 3) **Viability Review Mechanism at 75% Leasehold Sale completion** - Any additional value split 90/10 to the Council up to a blended value of £925 per square foot and split 60/40 to the Council over this level up to a level (to be agreed prior to the signing of the S106 agreement) that represents 40% affordable housing.
- 4) **Option for Council to Purchase Affordable Housing.**
 - a. Submission of an Affordable Housing Plan prior to the refurbishment works to the Broadway Annex.
 - b. Submission of an Acquisition Agreement upon receipt of an Affordable Housing Notice from the Council.

Transportation

- 5) **Car Capping** - No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.
- 6) **Parking Control Measures** - £60,000 (sixty thousand pounds) towards the consultation and implementation of parking control measure in the local area surrounding the site.
- 7) **Residential Travel Plan** (as part of the detailed travel plan) comprising:
 - a) Appointment of a travel plan coordinator

- 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 operation of a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all units and £50.00 (fifty pounds in credit) per year for the first 2 years.
- d) Travel Information packs to be given to all residents and information available through a website.
- e) £3,000 (three thousand pounds) for monitoring of the travel plan initiatives.

8) **Commercial Travel Plan** (as part of a detailed travel plan) comprising:

- a) Appointment of a travel plan co-coordinator
- b) Provision of welcome induction packs for staff containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all staff, travel pack to be approved by the Councils transportation planning team.
- c) £3,000 (three thousand pounds) for monitoring
- d) Review of cycle parking provision annually for the first two years as part of the travel plan and provide additional cycle parking facility if required.
- e) Provision of public transport information (with ticketing [electronic or paper] where possible and on the website).

9) **Additional Capacity on the W7 Bus Route** and other bus routes - Obligation of **£150,000** (over 5 years) to **Transport for London**.

10) **Upgrades to Bus Shelter** CC located southbound on the A103 - Obligation of **£15,000** to **Transport for London**.

Open Space Management

11) **Public Space Access and Management Plan** for the public space to the front of the development from the Broadway (details on servicing and maintenance shall be provided)

Community Use

12) **Community Use Plan** in general conformity with Community Use and Access Agreement (between the Council and the applicant) executed on 8th February 2017, comprising:

- a) Objectives
- b) Maintenance of Community Use and Community Access
- c) Temporary Closure
- d) Marketing and Promotion
- e) Community Use and Access Steering Group

13) **Community Use Operations Plan** in general conformity with the relevant elements of the agreement between the applicant and the operator.

Hotel Use

- 14) **Leasehold Ownership** of Hotel Rooms precluded.
- 15) **Hotel Occupancy** restricted to 30 Days, subject to Local Authority review based on a business case in the future if required.

Employment

- 16) **Ultrafast Infrastructure and Connections**
- 17) **Re-location assistance** to existing business occupiers

Skills and Training

- 18) Participation in the **Haringey Employment & Recruitment Partnership (HERP)** to use local labour during the construction process.

Carbon Management

- 19) An updated Energy Plan and a developer financial contribution of **£211,221** addressing the **unachieved carbon reduction targets**, to be paid upon the implementation of the planning permission. Subject to a review mechanism if the energy efficiency can be improved through the detailed design phase.

Development Phasing

- 20) A full phasing strategy, proposing the following phases of works:
 - 1) Phase 1: Block A & B, Public Realm (excluding Town Hall Square), Town Hall Enabling Works (Including Hazardous Materials Removal, Soft Strip, Survey Works, Demolition of Existing Clinic Building), Utilities Connections and Sub Station relocation;
 - 2) Phase 2: Shell & Core Works to the Town Hall;
 - 3) Phase 3: Fit Out to the Town Hall;
 - 4) Phase 4: Broadway Annexe and Town Hall Square

The Plan shall propose the following phasing:

- a) Phase 1 works shall be completed FOLLOWING the implementation of the planning permission but PRIOR to the occupation of the 81 units representing approximately 60% of the market units;
- b) Phase 2 works shall be completed FOLLOWING the implementation of the planning permission, but PRIOR to the occupation of the 108 units representing approximately 80% of the market units;
- c) Phase 3 works shall be completed FOLLOWING the implementation of the planning permission, but PRIOR to residential occupation of the 122 units representing approximately 90% of the market units. The Plan shall propose the operation of the hotel at Phase 3 and 50% hotel room availability;

- d) Phase 4 works shall be completed PRIOR to residential occupation of the final 10% of the market new build residential units

SECTION 278 HEADS OF TERMS:

- 1) Section 1 - Footway reconstruction of north-western footway in front of Library on Haringey Park (£25,110)
- 2) Section 2 - Footway reconstruction of north-western footway between No. 13 Haringey Park and Bourne Road (£25,318)
- 3) Section 3 - Footway reconstruction of north-western footway between Hatherley Gardens and Crouch Hill (£9,839)
- 4) Section 4 - Carriageway surfacing of Hatherley Gardens and introduction of raised junctions at junctions of Haringey Park / Hatherley Gardens and Haringey Park / Ivy Gardens (£50,095)
- 5) Section 5 - Introduction of raised junction at Weston Park / The Broadway and Weston Road / Northern access to site. Footway and carriageway surfacing (£20,163)
- 6) Section 6 - Repaving of footway and introduction of raised kerb to improve access to bus (£31,207)

Total S278 Works Contribution: £161,731

- v) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning permission be refused for the following reasons:
- i. *In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms 3) an Affordable Housing Acquisition Agreement 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. 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 Policy SA48.*
 - ii. *In the absence of a legal agreement securing local employment training opportunities, and ultrafast infrastructure connections, the proposal would fail to facilitate training and employment opportunities for the local population and the business needs of commercial users. The scheme would fail to contribute to the social and economic regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9, Policy DM48 and SA48.*
 - 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 travel plan monitoring, and car club provision and parking control measures 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 SA48.

- iv. *In the absence of a legal agreement securing financial contributions for capacity upgrades to local bus services and quality improvements to the local bus shelter, the proposal would give rise to unsustainable modes of travel, overspill parking impacts and a poor quality public realm. 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 SA48.*
 - v. *In the absence of the legal agreement securing an Open Space Management Plan and Community Use Plan the proposal would fail to secure publicly accessible community uses and open space, and compromise the Council's vision for the Hornsey Town Hall. As such, the proposal would be contrary to London Plan policies 7.5, 7.9, Policy SP12, Policy DM20 and Policy SA48.*
 - vi. *In the absence of the legal agreement precluding leasehold ownership of hotel rooms and securing a 30-day occupancy restriction, the proposal would allow for the future loss of London's visitor accommodation and undermine the vitality of the Crouch End District Centre. As such, the proposal would be contrary to London Plan Policy 4.5, Policy SP10, DM41 and DM53.*
 - vii. *In the absence of a legal agreement securing a carbon offset payment and an energy plan the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy 5.2 and Strategic Policy SP4, and emerging DPD Policies DM 21, DM22 and SA48.*
 - viii. *In the absence of a legal agreement securing a phasing plan for the restoration of the Town Hall, the proposal would fail to secure the future of an 'as risk' heritage asset and undermine its significance. As such, the proposal is contrary to London Plan Policy 7.8 and 7.9, Policy SP12, DM9 and SA48.*
- 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 (1) above to secure the obligations specified therein.

136. UPDATE ON MAJOR PROPOSALS

Councillor Beacham referred to the large number of applications with unsigned s106 agreements, and asked for the cause of these delays. Emma Williamson explained that there were a number of reasons for the delays – some developers did not own the sites; some applications were working through the agreements, and were close to resolution; and some developers for smaller applications delayed signed agreements until there was certainty that the works would go ahead.

RESOLVED that the report be noted.

137. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

138. NEW ITEMS OF URGENT BUSINESS

None.

139. DATE OF NEXT MEETING

18 December 2017.

CHAIR: Councillor Toni Mallett

Signed by Chair

Date

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 18TH DECEMBER, 2017, 7.00 -
8.25 pm**

PRESENT:

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

140. FILMING AT MEETINGS

Noted.

141. PLANNING PROTOCOL

Noted.

142. APOLOGIES

Apologies for absence were received from Councillor J Mann.

143. URGENT BUSINESS

None.

144. DECLARATIONS OF INTEREST

None.

145. WESTBURY COURT, 435 LORDSHIP LANE, N22 5DH

The Planning Officer and representatives for the applicant gave a short presentation on early plans for the scheme.

The Committee noted the following response to their comments and questions:

- A public consultation had been arranged, with 6000 leaflets distributed – 16 members of the public attended. Four people had attended the Development Management Forum, and negotiations had been generally supportive.
- The building would be six storeys high, with the top two floors stepped back from the front of the building.
- Part of the site was PTAL 3 & 4, and it was intended that the development would have 10% parking – for wheelchair and family units.

Councillor Bevan requested that officers include information on play space, ceiling height, layout of kitchen / diners and sound insulation standards in the application report to the Committee.

The Chair thanked all for attending.

146. SW PLOT HALE VILLAGE FERRY LANE LONDON N17 LONDON

The Committee considered an application for a mixed use development ranging from 11 to 33 storeys comprising 1,588sqm commercial space (flexible A1/A3/A4/B1/D1 uses), 279 residential units including affordable housing, together with roof garden and associated landscaping, the provision of basement car parking, bicycle spaces, associated plant including building maintenance unit and internal refuse storage at Plot SW, Hale Village.

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:

- There would be 12 parking spaces for standard units (251) and 24 accessible parking spaces. There would be overspill parking across the overall development.
- The site had been identified for development of a tall building, and the building had been designed to be in-keeping with the rest of the masterplan.
- It was anticipated that there would be more family units in other sites within the masterplan site – this building had been identified as more appropriate for one and two bed properties.
- It was decided that it would not be appropriate to have balconies on the northern and eastern elevation, and so internal amenity space would be provided for those properties. There would not be any projecting balconies on the higher floors, these would all be recessed.

The Chair moved that the application be granted, and following a vote it was

RESOLVED

- i) That the Committee resolve to GRANT the application, taking account of the information set out in the Environmental Statement, and that the Head of Development Management is given delegated authority to issue the planning permission subject to the conditions and informatives set out in the Appendices of this report, subject to the prior completion of a Legal Agreement to secure the obligations set out in the Heads of Terms below and subject to referral to the Mayor for London.
- ii) That the section 106 legal agreement referred to in resolution (i) above is to be completed no later than 31st 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

- iii) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- iv) That delegated authority be granted to the Assistant Director of Planning / Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

CONDITIONS

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

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby permitted shall be carried out in material compliance with the following approved plans and specifications:

GWT-HBA-00-XX-DR-A-PL-0000, 0001, 0002, 0005, 0101; GWT-HBA-00-ZZ-DR-A-PL-0003, 0004, 0102, 0104, 0105, 0107, 0200, 0201, 0202, 0203, 0204, 0205, 0300, 0301; GWT-HBA-00-B1-DR-A-PL-0100, GWT-HBA-00-11-DR-A-PL-0103, GWT-HBA-00-33-DR-A-PL-0106 (all drawings Rev. P1); 000(90)L0001, 000(90)L0021, 000(91)L0001, 000(94)0001.

Supporting documents also approved:

Design and Access Statement June 2017, Design and Access Statement Addendum August 2017, Energy Strategy Version 6.0 September 2017, Overheating Study Version 3.0 August 2017, Car Parking Management Plan September 2017, Delivery and Servicing Management Plan June 2017, Framework Construction Logistics Plan June 2017, Framework Travel Plan June 2017, Piling Method Statement Revision 2 June 2017, Environmental Statement Volume 1 June 2017, Environmental Statement Non-Technical Summary June 2017, Archaeology and Heritage Desk Base Assessment June 2017, Planning Statement June 2017, Noise and Vibration Report 1.0 June 2017, Statement of Community Involvement June 2017, Transport Assessment June 2017, Ground Condition Desktop Study June 2017, Waste Management Plan June 2017, Affordable Housing Viability Assessment June 2017, Engineering Services Stage 2 Design report Revision 03 July 2017, Fire Safety Strategy June 2017.

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

3. The commercial units within the ground floor of the proposed development shall be used only for the following purposes falling within the use classes of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing in advance by the Local Planning Authority. Changes to the proposed uses shall only be permissible if supported by appropriate marketing evidence to demonstrate the uses indicated below are not viable.
- Western unit – activities within Use Classes A1, A3 or A4 only;
 - North eastern unit – activities within Use Classes A1, A3, A4 or B1(a) only;
 - South eastern unit – activities within Use Classes A1, A3, A4, B1(a) or D1 only.

Any B1(a) use within the north eastern unit must provide an active frontage by way of a street-fronting reception and/or café element.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

4. The commercial units at ground floor level of the development hereby approved shall be open only between 0800h and 2400h on any day of the week, other than for uses within Use Class B1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended) which may operate over 24 hours.

Reason: In order to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

5. Prior to the commencement of works to the superstructure of the development hereby approved details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate and a full-scale example bay construction, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example external panelling at a minimum, combined with a schedule of the exact product references for other materials. The proposed cladding shall have a minimum Euroclass rating of Class A2 (non-combustible). Fire resistance/safety documentation shall be submitted with the cladding material sample.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

6. All the residential units will be built to Part M(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (28 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, 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 Local Plan 2017 Policy SP2 and London Plan Policy 3.8.

7. No activities within Use Classes A3 or A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 or A4 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.

Reason: To safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

8. 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 indicated on approved drawing ref. 'RIDGE 28.6.17'.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

9. Save for the implementation of the approved public realm landscaping scheme (HGY/2009/1105), prior to the commencement of works to the relevant part of the development, full details of both hard and soft landscape works for the public realm areas and sky garden shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

- a) proposed finished levels or contours;
- b) means of enclosure;
- c) car parking layouts;
- d) other vehicle and pedestrian access and circulation areas;
- e) hard surfacing materials;
- f) minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- g) proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); and
- h) measures to mitigate the impacts of wind within the development.

Soft landscape works shall include:

- i) planting plans;
- j) written specifications (including written specifications (including cultivation and other operations associated with plant and grass establishment);
- k) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- l) implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- m) those existing trees to be retained;
- n) those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- o) those new trees and shrubs to be planted together with a schedule of species;
- p) green/podium roof details including details on substrate depth;
- q) communal 'sky garden' planting.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

10. Prior to the first occupation of the development hereby approved the applicant shall submit to the Local Planning Authority for its written approval a detailed Wind Mitigation Strategy that demonstrates long-term or permanent installations, as appropriate, within the site and surroundings to minimise wind disturbance to areas of public realm. In particular, the strategy shall ensure that all proposed entrances and public seating areas will not be affected by 'unacceptable' wind speeds (in accordance with the Lawson Comfort Criteria), unless otherwise agreed by the Local Planning Authority. The Strategy shall be implemented in accordance with the approved plans and retained as such thereafter.

Reason: To ensure that all new development can be used safely, easily and with dignity by all in accordance with Policy DM2 of the Development Management Development Plan Document 2017.

11. Prior to first occupation of the development hereby approved details of all permanent external lighting to building facades, street furniture and public realm features, including the relevant elements of the wind mitigation strategy, shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

12. A - Prior to commencement of development a Wintering and Migratory Bird Survey shall be carried out in accordance with the approved Preliminary

Ecological Appraisal and details shall be submitted to and approved by the Local Planning Authority;

B - If works commence in the nesting bird season (March-September inclusive) a check for nesting birds shall be carried out by a nominated person no more than 24 hours before commencement, and the works shall proceed in line with the recommendations of the approved Preliminary Ecological Appraisal;

C - Prior to the commencement of works to the superstructure of the development hereby approved, enhancements for biodiversity shall be submitted to and agreed in writing by the Local Planning Authority, and any such enhancements are to be retained thereafter (enhancements shall include, at a minimum, integration of bird and bat boxes into the overall development structure, and a flora rich habitat for invertebrates and birds at podium roof level).

Reason: In accordance with Paragraph 118 of the National Planning Policy Framework, London Plan Policy 7.19 and Policy DM19 of the Development Management Development Plan Document.

13. Prior to the commencement of works to the superstructure of the development hereby approved, a feasibility study into the provision of winter gardens within the proposed tower shall be submitted to and approved in writing by the Local Planning Authority. The agreed strategy shall be implemented and permanently retained thereafter.

Reason: To provide sufficient private amenity for occupiers of the proposed flats in accordance with the Mayor's Housing SPG.

14. Prior to the commencement of works to the superstructure of the development hereby approved, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:

- The identification within the site of separated general waste and recycling areas;
- The provision of 47 x 1100L Euro bins for refuse, 28 x 1100L Euro bins for recycling, 20 x 140L Food waste bins and 279 x Food waste kitchen caddies to units as appropriate.

Once approved the facilities shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy 5.17 of the London Plan 2016.

15. Internal Noise Levels within Residential Units shall not exceed the following maximum noise levels (in accordance with BS8233:2014):

Time	Area	Maximum	Noise
------	------	---------	-------

		Level
Daytime Noise (7am – 11pm)	Living rooms and Bedrooms	35dB(A)
	Dining Room/ Area	40dB(A)
Night Time Noise (11pm - 7am)	Bedrooms	30dB(A)

No individual noise events shall exceed 45dB LAmax (measured with F time weighting) in bedrooms with windows closed between 2300hrs and 0700hrs.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

16. Sound insulation between the commercial premises on the ground floor and residential units first floor shall be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority prior to commencement of the building works for the fit-out of the commercial units.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

17. Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level (LA90 15mins) when appropriate measurements are taken 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

18. Prior to the commencement of works to the superstructure of the development hereby approved, a strategy of further noise and vibration mitigation measures that demonstrate none of the residential units will exceed the 'low' ground-borne noise criterion (35-39 LAmax(s)), as identified by the Noise and Vibration Assessment, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved report and the mitigation retained as such thereafter.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

19. No piling shall take place until an amended 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.

20. Prior to any works commencing to the superstructure of the development hereby approved, the results of a CCTV survey of the existing drainage system within the Hale Village site shall be submitted to the Local Planning Authority for its written approval. The survey shall demonstrate that the drainage system has been erected in accordance with drawing no. 612756/30217 Rev. P1 and the Below Ground Drainage Maintenance & Management Regime ref. L16007 Rev. 0 dated September 2017, and if any variations are noted then works shall take place to complete the system in accordance with those previously approved plans, and to the satisfaction of the Local Planning Authority, within three months of details being approved.

Reason: In order to ensure that suitable site drainage is available in order to comply with Policy DM29 of the Development Management DPD 2017.

21. Prior to the commencement of works to the superstructure of the development hereby approved details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the building hereby approved shall achieve full 'Secured by Design' Accreditation. Once approved the development shall only be carried out in accordance with the approved details.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of buildings and their occupants, and to comply with London Plan 2016 Policy 7.3 and Local Plan 2017 Policy SP11.

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: A) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; B) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the

condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In accordance with Section 12 of the National Planning Policy Framework and the London Plan 2016 Policy 7.8 emphasise that the conservation of archaeological interest is a material consideration in the planning process.

23. The development hereby permitted shall not be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in writing by the Local Planning Authority which accommodate the proposed location of the Crossrail 2 structures including temporary works.

Reason: To enable the safe operation of future railway infrastructure and in accordance with Policy 6.2 of the London Plan 2016.

24. Prior to the commencement of works to the superstructure of the development hereby approved written confirmation from Network Rail that Asset Protection Agreements for each relevant stage of the construction process are in place shall be submitted to and agreed in writing by the Local Planning Authority. Where Network Rail deem that railway operations and/or their or adjoining land would be adversely affected appropriate mitigation arrangements must be made with Network Rail and agreed in writing with the Local Planning Authority's approval prior to their installation, and retained as approved thereafter.

Reason: To enable the safe operation of the railway and the protection of Network Rail's land and interests.

25. Prior to occupation of the development hereby approved, 50% of car parking shall be provided with electric vehicle charging infrastructure, with a further 50% allocated for passive provision.

Reason: To encourage the uptake of electric vehicles consistent with Policy 6.13 of the London Plan 2016, Policies SP0 and SP4 of the Haringey Local Plan 2017, and the recommendations of the Mayor's Sustainable Design and Construction SPG.

26. Prior to the first occupation of the development hereby approved a Revised Cycle Parking Layout shall be submitted to and approved in writing by the Local Planning Authority, supported by a detailed Cycle Parking Strategy to include the following information:

- How the design of the cycle parking has been improved in line with TfL's comments dated 4th August 2017;
- How minimum standards for non-residential cycle parking are being met in accordance with London Plan Policy 6.9; and

- Clarify cycle routes through the site in accordance with London Plan Policy 6.9.

The recommendations and requirements of the London Cycle Design Standards document should be followed. The approved plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 and 6.9 of the London Plan.

27. Prior to the commencement of the development hereby approved a detailed Construction Logistics Plan (CLP) shall be submitted for the Local Planning Authority's written approval. The CLP should provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Ferry Lane and other surrounding roads around the site is minimised. Construction vehicle movements shall be planned and coordinated to avoid the AM and PM peak periods.

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

28. The development hereby approved shall not be occupied until plans have been submitted to the Local Planning Authority for its written approval demonstrating the location of at least one car club parking space within the Hale Village site. The car club parking space(s) shall be installed as agreed and retained as such thereafter, in perpetuity.

Reason: To provide appropriate sustainable transport initiatives in accordance with Policy DM32 of the Development Management Development Plan Document 2017.

29. Details of the NOx filter units to be installed to all flats between first and 11th floor inclusive, together with details of the mechanical ventilation and the annual maintenance programme for both, shall be submitted to the Local Planning Authority for its written approval prior to installation.

Reason: To protect the amenity of future occupiers of the development in accordance with Policy DM23 of the Development Management Development Plan Document 2017.

30. Before development commences other than for investigative work further ground gas monitoring shall be undertaken. Using the results of the additional ground gas monitoring and the information provided within the contaminated land report summary (WYG, June 2017), the site conceptual model and risk assessment shall be updated, if required, and submitted to the Local Planning Authority together with a remediation Method Statement detailing the remediation requirements. Using the information obtained from the site investigation and also detailing any post-remedial monitoring the remediation method statement shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

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

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

31. 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 Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To comply with Policy 7.14 of the London Plan 2016.

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

B - 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.

33. A Suite of Measures to Address Overheating Risk in the future shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works to the superstructure of the approved development. The following measures shall be considered in detail and referred to the Suite of Measures:

- reduction in the size of windows;
- installation of design integrated solutions (such as Brise soleil, cross ventilation, or sunken windows);
- provision of documentation to residents that describes effective cooling techniques for individual residential units.

Measures agreed shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To comply with Policy 5.9 of the London Plan 2016.

34. Details and location of the parking spaces equipped with Active Electric Vehicle Charging Points (EVCP's) shall be submitted within a Strategy for the written approval of the Local Planning Authority prior to first occupation of the development hereby approved. The details shall include:
- Location of active charge points covering all new parking spaces and provision;
 - Detailed specification of charging equipment;
 - Operation/management strategy.

Once these details are approved the Council shall be notified if the applicant alters any of the measures and standards set out in the approved Strategy. Any alterations should be presented with justification and new standards for approval by the Council.

Reason: To comply with London Plan Policy 6.13.

35. Prior to occupation of the development hereby approved a public realm management plan describing how the public areas approved as part of this application will be maintained and controlled shall be submitted to the Local Planning Authority for its written approval. The approved management plan shall thereafter be followed in perpetuity.

Reason: In accordance with Policy DM3(B) of the Development Management Policies Development Plan Document 2017/

INFORMATIVES

1. Informative: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Informative: Based on the information given on the plans, the Mayoral CIL charge will be £1,260,231.21 (28,374sqm x £35 x 1.269) and the Haringey CIL charge will be £435,433.92 (26,681sqm x £15 x 1.088).
3. Informative: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
4. Informative: The new development will require numbering. The applicant should contact Haringey 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.

5. Informative: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
6. Informative: In aiming to satisfy the condition the applicant should seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
7. 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.
8. Informative: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
9. 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.
10. Informative: The applicants are encouraged to engage with Crossrail 2 in respect of the foundation design for the proposals in the course of preparing detailed design and method statements and can be contacted at crossrail2@tfl.gov.uk
11. Informative: The applicants must engage and work with Transport for London in respect of providing an adequate connection to Tottenham Hale station through the erection of a pedestrian foot bridge from the proposed public square.
12. Informative: A separate application will be required for either the installation of a new shopfront of the display of any illuminated signs.

13. Informative: Planning permission has been granted without prejudice to the need to obtain advertisement consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
14. 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 Highway Authority.
15. 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.
16. Informative: For the avoidance of doubt any reference to 'superstructure' in the above planning conditions refers to 'the part of a building or structure above its foundations'.

SECTION 106 HEADS OF TERMS:

- 1) Affordable Housing
 - No less than 44 affordable housing units (all shared ownership tenure). All affordable units in the development are to be lower-cost shared ownership aimed at those households earning less than £60,000 a year;
 - Off-site affordable housing contribution of £150,000.
 - Early and late stage viability reviews to be undertaken. Uplift funds where available are to be provided towards off-site affordable housing provision;
 - Marketing of the lower-cost shared ownership homes, to persons who live or are employed in Haringey.
- 2) Car Club Contributions
 - Car club membership for three years for up to two residents per dwelling;
 - Provide £50 credit for each membership registration, or £150 voucher to contribute to the cost of a bicycle;
- 3) Considerate Contractors Scheme
- 4) Local Labour and Training
 - Employment skills plan to ensure local labour provisions and not less than 20% of those employed are residents of LB Haringey;
 - 25% of the LB Haringey residents employed shall be full-time apprenticeships;
 - End User Skills Training financial contribution of £38,112 towards LB Haringey's Employment and Recruitment Partnership's activities;
- 5) Travel Plans; Residential and Commercial
 - Submission of Travel Plans, including:

- i. Residential travel plan, or amend the previously submitted Hale Village Masterplan residential travel plan and submit for assessment;
 - ii. Commercial travel plan for each separate use, or amend the previously submitted Hale Village Masterplan and submit for assessment;
 - iii. Provide a monitoring contribution of £3,000 per each new or revised travel plan, payable on commencement;
 - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council;
 - To comply with the Travel Plan during the lifetime of the development.
- 6) Parking Control Measures
- Occupiers of the development are not eligible for on-street car parking permits relating to existing or proposed future Controlled Parking Zones in the Borough.
- 7) Car Parking Management Plan
- Submission of a document that demonstrates the following:
 - i. 24 wheelchair accessible parking spaces shall be provided;
 - ii. No more than 20 of the 24 spaces shall be sold and they must be allocated to a wheelchair dwellings (part M(3));
 - iii. The remaining 4 shall be available for rent for the wheelchair accessible units if required;
 - iv. Parking spaces for non-wheelchair user dwellings shall also be allocated to individual units at a maximum rate of one per unit;
 - v. Additional accessible parking spaces for the residential (4 spaces) and commercial units (1 space) shall be made available within the Hale Village Masterplan car parking area.
- 8) Public Realm Improvements
- Works to the pedestrian realm in the locality in accordance with the aims and objectives of the Hale Village Masterplan, including:
 - i. Allow public access free and without restriction to the footpaths and squares provided as part of this development;
 - ii. Maintain the development of public realm areas in accordance with standards to be agreed with the Council;
- 9) District Heating Network Connection
- The applicant shall connect to the existing Hale Village District Heating Network;
 - The development shall be connected to the Network and shall be in a position to provide heat to all units prior to first occupation of the approved development;
 - All space heating and hot water requirements of the development shall be supplied via the link to the Network;
 - The connection system will be signed up to and comply with the Heat Trust Standard to ensure customer protection.
- 10) Carbon Offsetting

- To carry out the Development in accordance with the approved Energy Strategy;
- Within six months of the Completion Date to submit to the Council an Energy Strategy Review for its written approval. Should the identified targets in the Energy Strategy not be met a further offsetting contribution may be required;
- Offset contribution at the cost of £1,800 per tonne of carbon (£93,292), payable on commencement.

11) Retention of Architects

- The existing architect will be retained in an Architectural Quality Control Role to supervise the work of an executive architect whose role is to ensure a high quality overall design;
- This role shall be undertaken in a collaborative spirit to ensure the design develops in a manner consistent with the original design intent of the Planning Application.

12) Monitoring Fee

- Pay the monitoring fee contribution – 5% of the total contributions (£9,425.15).

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

1. The proposed development in the absence of a legal agreement securing the provision of affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 'Housing' of the Council's Local Plan March 2017 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
2. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.
3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and a parking management plan by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures, connection to a future district energy network and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan 2016 Policy 5.2 and Local Plan 2017 Policy SP4.
 5. The proposed development, in the absence of a legal agreement securing public realm enhancements the proposal would give rise to an illegible public realm of poor townscape character, whilst the lack of involvement of the original architects in the detailed construction design of the development would have a negative impact on the design quality of the completed building, adversely affecting the character and appearance of the area. As such, the proposal would be contrary to London Plan policies 7.1, 7.2, 7.4 and 7.5, Local Plan 2017 Policy SP11, Policies DM1, DM3 and DM19 of the Development Management Development Plan Document and TH8 of the Tottenham Area Action Plan.
 6. The proposed development, in the absence of a legal agreement securing confirmation of the service delivery standards contract to the proposed residents and also confirmation that the requirements of the Section 106 legal agreement and planning conditions of planning application ref. HGY/2006/1177 have or will be met would have a detrimental impact on neighbouring amenity, character and appearance of the development and the local area, and local ecology and biodiversity. As such, the proposal would be contrary to London Plan policies 7.4, 7.5 and 7.19, Local Plan Policies SP11 and SP13 and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document.
- 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 (1) above to secure the obligations specified therein.

147. NEW ITEMS OF URGENT BUSINESS

None.

148. DATE OF NEXT MEETING

15 January 2018.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

This page is intentionally left blank

Planning Sub Committee 12 February 2018

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/3117

Ward: Noel Park

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London N8 & N22

Proposal: Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following: 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

Outline Permission is sought for 103,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A5; and up to 2,500sqm Class D1/D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centres; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332sqm Class B1 Business Use/Class A1-A4 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.

Applicant: St William Homes LLP

Ownership: Private; London Borough of Haringey; National Grid

Case Officer Contact: James Farrar/John McRory

Date received: 06/11/2017

Drawing number of plans: 439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414; 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100; 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Accommodation Schedule; Accommodation Schedule Summary; Affordable Housing Statement (October 2017); Arboricultural Impact Assessment and Method Statement (October 2017); Commercial Floorspace Assessment (October 2017); Cultural Strategy (October 2017); Daylight & Sunlight Statement (October 2017); Energy Statement (January 2018); Operational Waste & Recycling Management Strategy (October 2017); Planning Statement (October 2017); Planning Policy Statement (October 2017); Preliminary Ecological Appraisal & Phase 2 Protected Species Report (October 2017); Statement of Community Involvement (October 2017); Sustainability Statement (October 2017).

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application. It includes an Environmental Impact Assessment.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026 (with Alterations 2017), within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22, and the Wood Green Area Action Plan. The site now also includes SA24 (NW of Clarendon Square).
- Outline Planning Permission was granted by Planning Sub-Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This extant planning permission comprises a lawful development baseline at the site. This baseline is a material consideration that must be considered in the determination of this Planning Application.
- 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 an area of Intensification identified in the London Plan and the Wood Green Area Action Plan both of which envisage significant change.
- The minimum overall affordable housing proposal of 32.5% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable. The overall quantum and mix of affordable housing is a significant improvement on the extant permission.
- The height of the northern taller (outline) elements is appropriate within the context of the planning policy framework and is supported in the context of the step change in the urban context envisaged in the Wood Green Area Action Plan. A limited amount of flexibility is appropriate in the evolving urban context of this part of Wood Green when combined with the design controls recommended, including the Design Code.
- Taking into account the wider approach to employment provision across the regeneration area, 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 and vibrant neighbourhood.

- The scheme will make a significant new contribution to the quality of the public realm and open space provision in an area of deficiency all of which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to neighbours and future occupiers of the units are acceptable.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT PLANNING PERMISSION subject to referral to the Mayor of London and that the Head of Development Management or Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/04/2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions – Summary

- A – Conditions relating to the detailed element only
- B – Conditions relating to the outline element only
- C – Common conditions (phase-related where necessary)

A – Conditions relating to the detailed element only

1. COMPLIANCE (Detailed) – Commencement

B – Conditions relating to the outline element only

2. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
3. COMPLIANCE (Outline) - Time limits for Reserved Matters
4. COMPLIANCE (Outline) - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)

C – Site-wide conditions (phase-related)

5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Quantum of Development
7. COMPLIANCE – CIL Phasing
8. COMPLIANCE – Land Use (Business and Commercial Space)
9. COMPLIANCE – Land Use (Retail)
10. COMPLIANCE – Noise
11. COMPLIANCE – Residential Mix
12. COMPLIANCE - Environmental Statement
13. COMPLIANCE - Development in Conformity with Energy Statement
14. COMPLIANCE – Hybrid Application Area
15. COMPLIANCE – Architect Retention
16. COMPLIANCE - Land Contamination
17. COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)
18. COMPLIANCE – Accessibility
19. COMPLIANCE - Compliance with London Housing Design Standards
20. COMPLIANCE - Individual Satellite dishes or television antennas precluded
21. COMPLIANCE - Commercial Premises – Access
22. COMPLIANCE - Hours of Operation – A3 & A4 Uses
23. COMPLIANCE – Electric Vehicle Charging Points
24. COMPLIANCE - Environment Agency – Planting
25. COMPLIANCE - Network Rail – Demolition
26. COMPLIANCE - Network Rail – Construction
27. PRE COMMENCEMENT – Updated Air Quality Assessment
28. PRE COMMENCEMENT - Phasing strategy & details
29. PRE COMMENCEMENT – Meanwhile and Interim Uses
30. PRE COMMENCEMENT - Confirmation of Site Levels
31. PRE COMMENCEMENT - Drainage Strategy (Thames Water)
32. PRE-COMMENCEMENT – Water supply (Thames Water)
33. PRE-COMMENCEMENT - Construction Environmental Management Plan
34. PRE-COMMENCEMENT – Electricity Sub Station
35. PRE COMMENCEMENT - Waste Management Scheme
36. PRE COMMENCEMENT - Updated Construction Logistics Plan
37. PRE COMMENCEMENT - Piling method statement
38. PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement
39. PRE COMMENCEMENT – Details of Flues
40. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy

41. PRIOR TO ABOVE GROUND WORKS – Fibre Broadband strategy
42. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
43. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
44. PRIOR TO ABOVE GROUND WORKS - Sustainability Standards – Non-residential
45. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
46. PRIOR TO ABOVE GROUND WORKS - Secured by Design
47. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)
48. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
49. PRIOR TO OCCUPATION – Commercial and Workspace Strategy
50. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
51. PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials
52. PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting
53. PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan
54. PRIOR TO OCCUPATION – Soft landscaping and play space
55. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
56. PRIOR TO OCCUPATION – Lighting strategy
57. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
58. PRIOR TO OCCUPATION – Delivery and Servicing Strategy

Section 106 Heads of Terms:

1. Affordable Housing

- No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent: 51.7% shared ownership by habitable rooms.
- Affordable Housing Plan to be submitted to include a phasing plan showing how no less than 32.5% site wide would be achieved.
- Occupation restriction per phase (market housing) until affordable units delivered would need to be agreed in line with an agreed phasing plan.
- Housing mix as follows, unless otherwise agreed:

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable Rooms
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms)

SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

All affordable rented units in the development will be nominated units with targeted rents as follows:

- I. up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
 - II. up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
 - III. social/target rent for three-beds.
- All shared ownership affordable units in the development are to be aimed at those households with average household incomes up to £55k and £75k for the one and two bed homes All shared ownership units to remain affordable until and unless affordable occupiers staircase to 100% outright ownership
 - Time Limited marketing the scheme, for a period of two months, to persons who live or are employed in Haringey.

Review mechanism

- 'Pre-Implementation Review' to be attached to the detail component. This will require implementation to occur within 18 months of the date of the hybrid planning permission.
- 'Pre-Implementation Review' to be attached to the first phase only of the outline component. St William agree to a timescale of 3 years from approval of first reserved matters to implement the outline component, and will commit to submitting the first reserved matters application within 5 years of the date of the hybrid planning permission. The first reserved matters application may be for the whole, or part of, the outline component.

- Uplift funds to be used for on-site provision in the first instance capped at 40% affordable by habitable room with a tenure split of 60% affordable rent: 40% shared ownership.
- Any 'Pre-Implementation Review' would:
 - include a review of the land value
 - review the undelivered phases only

2. Energy Centre

- The development does not pay carbon offset payment but provides a land interest (100-year lease at peppercorn rent) and build the LBH Energy Centre box.
- Provisions for the construction of a 900m2 LBH Energy Centre box to be leased to LBH at nil cost for a 100year term in order for LBH to install and maintain an Energy Centre that will serve the wider Wood Green Heating Network.
- St William to provide the 900m2 LBH Energy Centre box to a 'shell and core' standard (specification to be agreed)
- Notices from St William to LBH on completion / handover of constructed LBH Energy Centre box. Period of notice to be agreed.
- St William will undertake a DEN Feasibility Study that will assess the DEN performance against agreed performance and management KPI's (to be agreed). Should all agreed KPI's be met then St William will connect the Site into the LBH Energy Centre.
- The LBH Energy Centre box will be served by a below ground dedicated service route to the site boundary, to an agreed specification, to enable future utility connections to be made.
- Prior to the fit out and commissioning of the LBH Energy Centre, all space heating and hot water requirements of completed phases within the Site will be served by the Temporary Energy Plant.
- Upon connection to LBH Energy Centre any existing temporary energy centres will be decommissioned.
- The connection system will be designed to comply with CIBSE Code of Best Practice.

3. Highways & Transport

- Car-free Development - ensure that the residential units are defined as "car free" and therefore 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. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.
- Travel Plan (Residential) - within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and

review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan 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 annually for a minimum period of 5 years.
 - 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 the provision of 2 car club bays and two cars with, one years' free membership for all residents.
 - d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
 - e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
 - f) The applicants are required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan initiatives.
- A Work Place travel plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.
 - a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
 - b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.
 - c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
 - d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, one years' free membership for all commercial units.
 - e) The developer is required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan
- Walking and cycling - financial contribution of £405,280 (four hundred and five thousand two hundred and eighty pounds) towards a package of measures to improve walking and cycling conditions including the following key routes:
 - a) Penstock Foot path
 - b) Hornsey Park Road
 - c) Mayes Road
 - d) Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.

- Control Parking Zone consultation CPZ - contribute a sum of £42,000 (fourth two thousand pounds) towards the design and consultation on the implementing parking management measures to the south 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.
 - 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 (plan to be attached), which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. Cost estimate is based on current highways rates of the permanent highways scheme.
 - Temporary or interim measures - details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate.
 - Parking Management Plan - provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities subject to a cap of 102 spaces for the 444 affordable homes (24.4% (affordable in extant consent) of the 419 residential spaces):
 - a) Parking for the disabled residential units to total 10% of the total number of units proposed.
 - b) A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
 - c) The affordable housing viability assumes 44 car parking spaces allocated to affordable only. Should the registered provider not wish to take the car parking spaces to reduce service charge they may offer the spaces to St William at nil cost.
 - Bus Route Contribution - the applicant will be required to enhance the existing bus route contribution to £750,000 (Seven Hundred and fifty thousand pounds) to secure the level of bus service required.
 - Bus Route feasibility study - pay a sum of £30,000 (thirty thousand pounds) towards the bus diversion feasibility study into providing two new bus routes to service the development.
4. Considerate Contractors Scheme – evidence to be provided.

5. Local Labour and Training

- Prior to implementation an Employment skills plan will be required to be submitted outlining how St William aim to achieve the target local labour provisions of not less than 20% of those employed during construction being residents of LB Haringey;
- St William to use reasonable endeavors to target LB Haringey residents for uptake of 25% of full time apprenticeships;
- End User Skills Training financial contribution of £150,000 (One Hundred and Fifty Thousand pounds) towards LB Haringey's Employment and Recruitment Partnership's activities.

6. Other developer Obligations

- Reasonable endeavours for developer to organise and run Residents and Business Liaison Group on a quarterly basis
- Reasonable endeavours to implement Cultural Strategy (October 2017); prior to commencement on Outline scheme, submit for written approval an updated Cultural Strategy.

7. Council Obligations

- Future highways adoption plan / stopping up plan resulting from realignment of Mary Neuner Road

8. Public Realm

- The development proposal will provide public access 24 hours a day (to public square, public park)– requirement for the developer to enter into a public access agreement which safeguards the public access, the agreement which is for the life of the development must include, maintenance of footways, lighting, public furniture, public art, and CCTV.
- Maintain and manage the development of public realm areas in accordance with standards to be agreed with the Council.

9. Moselle River

- Reasonable endeavours to work in partnership with EA, LB Haringey and other partners to de-culvert the Moselle in the future
- Test the water quality of the River Moselle (testing specification to be agreed) prior to commencement of development abutting the River Moselle, and every 5 years until 5 years after practical completion of the development using the following sequence;
 - (1) Should the water quality meet the bathing standard then St William will submit for approval by the Council a feasibility every 5 years assessment for de-culverting the Moselle;
 - (2) Should the feasibility assessment be approved, then a vote will be given to on-site residents;
 - (3) If more than 75% vote in favour of the de-culverting proposals, and all necessary consents are obtained, and if the funding is available (at no cost to St William), then the scheme will be implemented

(4) St William will undertake the works.

10. Monitoring Fee

- Pay the monitoring fee contribution (to be agreed).

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 (2.2) above, the planning permission be refused for the following reasons:

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

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

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

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

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

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

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

CONTENTS

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and images

Appendix 3A: Quality Review Panel Report – 22 February 2017

Appendix 3B: Quality Review Panel Report – 20 July 2017

Appendix 3C: Quality Review Panel Report – 17 January 2018

Appendix 4: DM Forum Notes

Appendix 5: GLA Stage 1 Response

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 Permission is sought for a Hybrid planning permission (part Outline, part Detailed) for Site Preparation Works (Site Preparation Works: Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads), and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works.
- 3.1.2 Specifically, Outline Permission is sought for the demolition of Olympia Trading Estate and Western Road buildings and structures, and 103,150sqm Class C3 Residential; 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A4; and up to 2,500sqm Class D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. The vehicular access into the Basement Car Park from Mary Neuner Road and Western Road is submitted in detail.

- 3.1.3 Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.

Environmental Statement

- 3.1.4 The applicant submitted a scoping opinion (reference HGY/2015/1113) but not a screening opinion and the Council is satisfied that the submitted (EIA) covers all necessary matters. The physical form and impacts of the development have been assessed by way of an Environmental Impact Assessment.

3.2 Background and Planning History

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

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

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

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

Variation of conditions to existing planning permission HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate

roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.

- 3.2.4 This planning application was approved in April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allowed remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.
- 3.2.5 A further revised planning application (S73) (ref. HGY/2016/0026) was submitted in 2016 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:

Variation of Condition 1 (Reserved Matters), Condition 2 (Time Limit), (Condition 3 (plans and specifications), Condition 6 (Maximum Building Heights), Condition 10 (Landscaping Details), Condition, 11 (Landscaping) Condition 26 (CCTV and Security Lighting), Condition 27 (External Lighting Strategy), Condition 28 (Surface Water Drainage), Condition 29 (Water Supply Impact Study), Condition 30 (Waste Storage and Recycling), Condition 31 (BREEAM), Condition 34 (Parking Provision), Condition 35 (Electric Vehicles), Condition 36 (Cycle Parking), Condition 37 (Travel Plan and Car Club), Condition 40 (Shopfronts), Condition 41 (Signage), Condition 55 (Network Rail), Condition 59 (Satellite Aerials), Condition 62 (Ventilation) and Condition 66 (Energy), deletion of Condition 67 (Code for Sustainable Homes) and additional informative regarding the Site Preparation Works as a 'phase' of development attached to planning permission HGY/2013/2455 to: permit the relocation of some gas infrastructure known as a Pressure Reduction Station (PRS) to a different part of the Site; to allow the submission of certain details to follow the approval of reserved matters for a particular phase of development, rather than being submitted at the same time as the reserved matters for that phase; and to add clarity to the planning permission.

In a further recent review of the Design Code, the panel made the following comments:

The outline planning application for the northern part of the Haringey Heartlands is highly ambitious in the scale and density proposed for this mixed-use quarter, and the Quality Review Panel believes that the success of the development will very much depend on the detailed design quality of the individual buildings, their relationship to each other and to the spaces that they enclose, as well as on the careful integration and management of the mix of uses proposed. In this context, the Quality Review Panel welcomes the production of a Design Code covering this part of the site, and it believes that it outlines a well-considered set of design ideas to guide the detailed development of the site. The emphasis that this document places on high quality and creative design will be essential to

successfully deliver the quantum of development proposed. As the panel noted at the review of the revised illustrative masterplan in July 2017, the proposals are a significant improvement upon the previous (consented) masterplan. Scope remains, however, to improve the clarity of: allowable floor-area ratios within individual plots; three-dimensional modelling within the 'minimum height' zone; and microclimate requirements. Subject to resolution of concerns regarding zone floor area ratios, a co-ordinated phasing strategy, and architectural design overview of subsequent phases, the panel offers support for the Design Code and related documents.

- 3.2.6 This planning application was approved on 23 May 2016 subject to a section 106 legal agreement. This permission allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.
- 3.2.7 A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved by Committee in July 2016.
- 3.2.8 Following this, an application was submitted for revised reserved matters for Block C7 (ref. HGY/2017/0821). This reserved matters application sought to secure revised details relating to external appearance, layout, scale and landscaping to Block C7. The reason that revised reserved matters were submitted for Building C7 only, is that Building C7 has been identified as the first building to be brought forward at the site, and the applicant wished to ensure that Building C7 reflects the design quality of this masterplan and therefore submitted new reserved matters for the building to reflect this approach. This application was approved by Committee on 8 May 2017.
- 3.2.9 A separate S192 (Certificate of Lawfulness) application (ref. HGY/2016/0543) for the demolition of the gas holders on the application site was approved on 31 March 2016.
- 3.2.10 A number of other non-material amendment (S96A) applications have been submitted and approved to alter the wording of conditions to allow the submission of details to occur as part of each phase.

3.3 Site and Surroundings

- 3.3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by

National Grid Property and the Greater London Authority. The site is currently characterised by cleared or derelict land on the southern portion which is currently undergoing remediation, and a group of commercial buildings along Coburg and Western Roads to the north of the site.

- 3.3.4 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and the further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the south is Clarendon Road which contains a number of light industrial and office uses.
- 3.3.5 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.
- 3.3.6 The site has a Public Transport Accessibility Rating (PTAL) of four and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

4.0 CONSULTATION RESPONSE

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme was presented to the **Haringey Quality Review Panel** on 22 February 2017 and again on 20 July 2017. Most recently the Design Code was reviewed by the Quality Review Panel on 17 January 2018.
- 4.3 The minutes of the meeting are set out in Appendixes 3A, 3B and 3C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 4.4 A **Development Management Forum** was held on 29 June 2017.
- 4.5 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:
- Height
 - Overdevelopment
 - Housing type / tenancy / ownership
 - Design and layout

- Noise
- Parking
- Conflict between public and private space
- De-culverting the Moselle Brook
- Density

4.6 The scheme was presented to the Planning Sub-Committee as a **Pre-Application Briefing** on 31 July 2017. In response to questions and comments from the Committee, the applicant stated that:

- The new plans included more homes, employment and open spaces than the consented scheme.
- The GP surgery had been removed from the plans, due to a neighbouring site including it in their scheme, and it was anticipated that the other site would be completed first.
- It was anticipated that the ownership of the pocket parks would fall to the residents and be maintained and management by the site's estate management team, and the cost of this would be covered in the service charges.

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

Internal:

1) Design

A range of design issues are addressed in the Design Officer's comments including how the current proposal has responded to the Quality Review Panel's comments. In summary, the Design Officer concludes the scheme should be a significant addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of The Borough.

2) Transport

On assessing this application, officers have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority raises no objection to this application.

3) Conservation

From a conservation point of view, it is considered that the proposal by virtue of its scale would cause some harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area), Wood Green Common, Hillfield Avenue and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the less than substantial harm caused.

4) Carbon Management

The measures set out are acceptable for energy efficiency measures. Following discussions, a range of issues relating to the Be Clean stage are raised relating to the legal agreement and adequately securing the District Energy Network as well as meeting other policy requirements, such as Carbon Offsetting. The full comments are addressed in the main body of the report. A number of planning conditions are requested to address issues relating to living roofs, overheating, electric charging and BREAM standards. These are included in the list of proposed conditions.

5) Environmental Health

Following discussions with officers a range of stringent planning conditions are recommended to address issues relating to Air Quality, Contaminated Land and other pollution matters. All the recommended conditions are included in this report.

6) Waste Management

Some detailed issues raised, but the application has been given a RAG traffic light status of AMBER for waste storage and collection. This proposed application will require adequate storage provision for refuse and recycling storage for a once weekly collection. Compacting waste may pose some operational issues which will need to be discussed further with the waste team.

The site will require the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. 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.

7) Housing

The proposals should accord with the LBH Housing Strategy and affordable rent as a percentage of market should comply with the target rents in the Appendix of the strategy.

8) Drainage

The drainage officer has reviewed the documents in relation to the drainage details and can confirm the LLFA approve the strategy in principle. All the proposed areas appear to be approximate measures at present, the Council requires updated measures on this proposed development including cover levels at the next stage. The officer is satisfied with the choice of SuDS proposed and believe the applicant has made the most of the area available, the proposed maintenance of the SuDS for

the lifetime of the development should ensure they function correctly throughout their lifetime.

9) Tree Officer

In summary, the officer is happy to support this scheme, but requires additional information, which can be provided as part of planning conditions.

External:

10) GLA

See Appendix.

11) TfL

See Appendix.

12) Environment Agency

The Environment Agency has held pre-application discussions with the applicant and to achieve the vision for this development; while also maximising environmental opportunities. The EA considers planning permission could be granted subject to a range of planning conditions being imposed.

13) Natural England

No comments received.

14) 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.

15) Designing Out Crime Officer

A number of planning conditions are recommended but the officer confirms involvement in design discussions with the applicant team.

16) National Rail

No comments received.

19) National Grid

No comments received.

20) Alexandra Park and Palace Trust

See Appendix.

21) Archaeology

Recommend no archaeological requirement.

22) UK Power Networks

The applicant has contacted UK Power Networks in relation to relocating the substation and UK Power Networks highlight the importance of this being actioned as part of this development. No objection to the Application based on a mutually agreeable relocation being confirmed.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Over 2500 Neighbouring properties
- Two Resident Associations
- 12 site notices were erected close to the site

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

No of individual responses:

Objecting: 29

Supporting: 1

Others: 0

5.3 The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust
- Haringey Cycling Campaign
- Fountain Area Residents' Association

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

- Objection to proposed building heights
 - Proposed heights are excessive.
 - Out of keeping and prominent along the skyline
 - Intimidating backdrop for people living in two-storey houses
 - Adverse impact on Alexandra Park
- Failure to provide view of Alexandra Palace or open up views from the surrounding area
- Impact on residential amenity
 - Loss of privacy and overlooking of gardens
 - Loss of daylight and sunlight and overshadowing
 - Traffic, dust and noise during construction phase
- Increased transport and parking pressures
 - Local stations, train services and buses will no be able to cope

- Increased traffic on local streets
- Proposed car parking is excessive
- Car parking pressures on local streets
- Support for proposed N/S and E/W pedestrian cycle routes, but
 - Poorly located cycle parking
 - Concerns at findings of Cycling Level of Service Audit (CLOS)
- Ability of local public services to cope
 - GP surgeries, nurseries, schools etc.
 - Inadequate assessment
- Adverse impact on Alexandra Park
 - Increase wear and tear and pressure on wildlife
 - Increased dog walking on the sports field
 - Need improvement to Peacock Tunnel and lower section of the Park
 - Proposed heights would make the Park feel more enclosed
- Inadequate affordable housing offer
 - Proposed amount and tenure mix is not policy compliant
 - Uncertainty as to whether 'social' or 'affordable' rent is proposed
 - Proposals will inflate prices/rents nearby
- Poor quality 'micro' flats
- Excessive density
- Moselle Brook should be de-culverted
- Poor public realm/building design
 - Out of character with area
 - Uncertainty about proposed materials
 - Buildings too close to boundaries
 - Inadequate open space
 - Damage community cohesion of area
- Loss of Chocolate Factory & Unrealistic cultural strategy
- Negative effect on Wood Green Town Centre (further underutilised space)
- Proposals will increase anti-social behaviour (creation of secluded places)
- General negative environmental effects (increased noise, poorer air quality/pollution and litter)
- Failure to meet zero carbon obligation
- Loss of business from the site
- Adverse impact on business next to the site
- Negative impact on development potential of adjoining land

5.5 The following issues raised are not material planning considerations:

- Street cleaning
- Local crime
- Street lighting
- Property ownership
- Loss of Victorian properties (relates to Wood Green AAP, not this site)

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Masterplanning, tall buildings, design & conservation
3. Land use mix
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and viability
6. Residential mix and quality of accommodation
7. Density
8. Heritage and conservation
9. Designing out Crime
10. Accessibility
11. Transportation
12. Sustainability
13. Waste
14. Land contamination
15. Wind and Micro-Climate
16. Drainage
17. Blue Ribbon Network and the Moselle Brook
18. Air quality
19. Ecology and trees
20. Planning obligations

6.1 Principle of the development

- 6.1.1 The principle of this development is established by the outline planning permission granted in 2012 (and variations approved in 2014 and 2016) which approved the land use principles and parameters of this development.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 1291 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Councils' Site Allocations DPD (July 2017) and Wood Green AAP (2018) Preferred Option.

The draft London Plan

- 6.1.3 The draft London Plan was launched for consultation on 1 December and comments can be submitted up to 2 March. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight

in planning decisions until at least next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area and therefore identified for significant growth at a strategic level.

Planning policy framework

- 6.1.4 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.5 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.
- 6.1.6 The site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the draft London Plan as an Opportunity Area.
- 6.1.7 The site is designated as SA22 in the Site Allocations DPD which was adopted in July 2017. The DPD then sets out the following 'Site Requirements':
 - *Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation. Development proposals will be required to be accompanied by a*

site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation in line with Policy DM55.

- *The development of town centre type uses will be supported around the new open space, but these will be expected to demonstrate how they collectively complement the retail offer in Wood Green through a Retail Impact Assessment*
- *There will be a requirement for an element of employment floorspace to be provided through the scheme.*
- *Provide an optimized north south link through the site improving the link to Alexandra Palace Station.*
- *Optimize a new east-west pedestrian and cycling route from Wood Green to Penstock tunnel.*
- *Establish Clarendon Square as a destination that complements Wood Green Metropolitan Centre.*
- *Straighten the existing kinks in Clarendon Rd/ Mary Neuner Way*
- *Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.*
- *Any new planning application promoting an increased scale and density of development, beyond that already provided for by planning permission HGY/2009/0503, will be required to demonstrate that the proposal would not compromise the deliverability of development of the adjoining sites.*

6.1.10 The DPD also sets out the following ‘Development Guidelines’:

- *A high quality new public realm will be created which creates spaces for new residents to relax, meet and interact.*
- *Development should respect the amenity of properties on the west side of Hornsey Park Rd.*
- *New entrances to the site should be provided from Hornsey Park Rd.*
- *This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council’s latest decentralised energy masterplan regarding how to connect, and the site’s potential role in delivering a network within the local area.*

6.1.11 The Wood Green Area Action Plan (AAP) is a key planning document required to help govern and shape the future regeneration of the Wood Green (including Haringey Heartlands) area. The Council undertook consultation on a preferred option draft of the AAP in February 2017. On 16 January 2018 the Council resolved to endorse the revised Preferred Option AAP for consultation and also resolved to revoke the Haringey Heartlands Development Framework (2005), which is now out of date. The Wood Green AAP Site Allocation WG SA 23 Clarendon Road incorporates Local Plan Site Allocations DPD SA22 and SA24.

6.1.12 The proposed site allocation includes provision for 1,465 net residential units, 6,105sqm employment floorspace and 6,105sqm town centre use and states:

“Creation of comprehensive mixed use development, including new employment, residential, and, a new urban square with ancillary retail centre uses, a decentralised energy hub, community uses, and establishing new north-south and east-west connections through the area.”

6.1 Masterplanning, tall buildings, design and conservation

- 6.2.1 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.
- 6.2.2 As discussed in section 6.1, the site allocation for this site sets out a range of ‘Development Guidelines’ notably the requirement for a site wide masterplan showing how the land included does not compromise coordinated development on other land parcels together with the requirement to provide a high quality public realm. For the reasons discussed below the proposal is considered to respond to the guidelines for the design and layout of the scheme set out in the Site Allocations DPD.
- 6.2.3 A masterplan-led approach is required as part of a wider set of urban design and regeneration principles. The Quality Review Panel has reviewed the application proposals 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.

The Revised Masterplan

- 6.2.4 This proposal is for a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed planning application and for the remaining northern half of their site to be in outline, and to which the Design Code relates.
- 6.2.5 The general layout of the proposals remains a residential-led mixed use development of flatted blocks rising in height east to west and north to south, with non-residential uses on some ground and occasionally first floors, with employment and retail focussed towards the northern part of the site. The proposals increase the residential unit numbers and employment floorspace to

reflect anticipated increased public transport accessibility and the assessment in the Urban Characterisation Study as of “central” character. Just as importantly, the form and layout of blocks is significantly broken up compared to the existing approvals, to create a greater variety of individual buildings with spaces of different characters between.

- 6.2.6 Officers are strongly supportive of this overall approach to the wider masterplan, particularly welcoming the less monolithic blocks, and the opportunities to create greater character and interesting public and private spaces between buildings. The more fragmented block forms and increased vertical emphasis is a significant improvement, subject to detailed design.
- 6.2.7 Officers welcome the likelihood that residential quality and amenity will be improved, with significantly fewer single aspect flats, a good distribution of ground and first floor maisonettes with their own front doors and/or private gardens as well as ground floor non-residential uses creating active frontages. Other positive aspects include the compatibility with (and protection of) the existing housing adjacent and the creation of a network of interesting, pedestrian friendly spaces that will not be car-dominated. The revised masterplan responds to the significant QRP concerns raised regarding the previous reserved matters scheme.
- 6.2.8 The applicants propose an interesting system of elevational treatments, proportions and material choices that seek to give a unity to the facades around the spaces rather than to the blocks themselves, which I consider could be very successful. In addition, the distribution of community, retail and employment uses has a great deal of logic and appeal, and the proposed public and private open spaces are promising.

The Design Code

- 6.2.9 This Design Code relates to part of a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed planning application and for the remaining northern half of the site to be in outline. The Design Code relates to the Outline element only. It provides clear guidance on the intended scale and character of the individual buildings and spaces between them in the masterplan area (“The Northern Quarter”), and should ensure continuity and compatibility with the southern part of the site submitted for detailed approval.
- 6.2.10 The code defines key distinct character areas within the Northern Quarter that support richer and more varied mix of uses, including more workspace and retail, and a busier, more vibrant area than the more residential southern quarter. It also contains more and higher tall buildings and less ground level amenity space, and

will therefore depend more on successful coordination and complimentary design between neighbouring blocks both within the site and to its neighbours.

6.2.11 The code enshrines the fundamental compositional principle of the development, made up of a “collage” of L-shaped blocks defining varied spaces, and the code goes on to mandate a legible, permeable public realm, composition of blocks to avoid creating a “wall of buildings”, response to the spaces they front and distinctive, contrasting tops to higher buildings. Specific code provisions ensure employment and town centre functions will sit comfortably with residential upper floors, defining a distinct base or podium and communal roof gardens. The code then describes the principles of façade articulation as detailed in the Southern Quarter; with primary, secondary and tertiary facades relating to the spaces they enclose, with special treatments of corners, recessed balconies etc. Finally, the code details how each individual block, each façade within those blocks and each space between them should be interpreted within the framework of rules and hierarchies described, with a series of colour coded drawings of each block.

6.2.12 The Code also describes the agreed site-wide (and it is intended by the Council, Heartlands-wide) streetscape and public realm design proposals, including an agreed palette of materials encompassing public spaces to be adopted by the council and those to be retained and managed by the developer, so that they flow seamlessly from one to the other and form a robust, durable and attractive public realm. Officers have had detailed discussions with the applicants to ensure this streetscape guidance would be acceptable on other streets and public spaces within the wider Heartlands area.

6.2.13 The Design Code will have greater weight than the Illustrative Masterplan, but less weight than the Parameter Plans in ensuring reserved matters applications conform to this outline approval (if granted). Officers have worked closely with the developers, their architects and landscape architects, to develop this Design Code and are hopeful that it should ensure maintenance of high quality design in future stages of this development, where the current planning application is only for outline approval. An additional condition requiring retention of the current architects and design team in an oversight role, or approval by the Council of any changes, is included to ensure continued design quality.

Parameter Plans, Form, Height Bulk & Massing of the Outline part of the Application

6.2.15 The hybrid application is in outline for the “Northern Quarter”, defined by Parameter Plans, supported by the Design Code and Illustrative Scheme. The Parameter Plans only show the vaguest possible detail of buildable envelope applied for. The Northern Quarter is divided into abstract development plots, covering the whole site rather than describing block forms; they therefore ignore intended spaces between buildings, apart from the primary north-south circulation spine and main commercial square towards the northern end of the

site. Symbols show intended approximate locations of gaps between blocks along the eastern boundary along the Moselle Walk, but otherwise the Parameter Plans do not define block forms; this is left to the Design Code and Illustrative Masterplan.

- 6.2.16 The development plots are shown as projected up to maximum and minimum developable envelope. The maxima are for each plot; the applicants clearly state that their intention is that not all plots should be built to these maxima and controls on the plot ratios are now embedded in the revised Development Specification which is a stronger control than the Design Code and is supported. This avoids a situation in which parameters are built out entirely to their maximum and that the ambition for variety is maintained.
- 6.2.19 The principle of tall buildings has been established through the evolution of now adopted documents in the Local Plan Strategic Policies and Development Management Policies, supported by our Urban Characterisation Study that specifically identified a suitable tall building location to the western end of Coburg Road to complement the existing tall building location at Wood Green Tube and potential in the centre of Wood Green and at Turnpike Lane, to define the limits of and gateways to the metropolitan centre. The location is also more suitable as they would have little impact on existing neighbouring housing or sensitive green space; whilst it may be visible (discussed below), overlooking, overshadowing and microclimate effects would be confined to the immediate vicinity, which is only composed of non-residential sites. Whilst development including residential that would be affected is planned for some of those neighbouring sites, and indeed this site, they can be designed to accommodate the proposed taller buildings.

Detailed Scheme, Height, Bulk & Massing of the Outline part of the Application

- 6.2.22 The hybrid application is a full or detailed application for the “Southern Quarter”, that is everything south of and including the park over the culverted Moselle, as well as Block C. Although it should be noted that the similarity of Block C to the previous approved scheme has enabled it to be started as a minor amendment to that previous approval. Full details of these blocks and the spaces between them is applied for. The detailed scheme for this southern quarter broadly carries over into the illustrative scheme for the northern quarter, but with some increases in density, height and amount of non-residential uses.
- 6.2.23 The basic concept of urban form is to be a series of interlocking, generally L-shaped blocks. These interlock with each other, creating varied courtyard like spaces between the blocks, of a scale in width similar to a typical urban street, and relate across the main streets of the proposals in similar ways as they relate across these courts. A primary north-south street and crossing that a primary east-west park space defines the key public spaces, and these interlocking, usually L-shaped blocks address these streets and parks. Nevertheless, they

also begin to define secondary public courts in the spaces between the blocks adjacent to the street, as well as private courtyard gardens deeper into and generally offset from the more public secondary spaces or “pocket parks as they are referred to.

- 6.2.24 In the northern quarter, where the site depth is greater and context brings additional streets up to the edge of the site, the parameter plans define and the illustrative scheme shows an additional east-west street. This crosses the north-south street at a new public square, as well as street fronting relationships to streets bordering the site, especially Coburg Road to the north, treated as a major frontage. A further public park, with controlled access, would follow the course of the culverted Moselle along the eastern boundary, but blocks along its edge would not front this. The illustrative scheme shows fewer additional public pocket parks, as the greater intensity of activity and non-residential ground floor use means more of the ground level is treated as a continuously built up podium interspersed with courtyards, and the interlocking L-shaped blocks pattern manifests as a podium of even higher block pattern.
- 6.2.25 Height of the proposal generally rises from low rise, 2, 3 and 4 storey where it is closest to the existing terraced houses of Hornsey Park Road to the east, particularly the south-east, gradually to 6 to 8 storeys along the southern part of the main north-south street and higher along the railway edge to the west. Height also rises from south to north across the site, from within the detailed scheme to the outline scheme. Hence within the detailed southern quarter, the buildings on the south side of the park rise to 8 to 11 storeys, and on the north side, Block C, in detail but in many aspects of character more similar to the northern quarter, rises to 16 floors. In the northern quarter the parameter plans only permit and the illustrative scheme show heights of up to 6 floors along the Moselle Park, rising to 8-10 on the south side of the square and up to 18 storeys along the northern edge, with the possibility, if lower heights elsewhere, of up to 20.
- 6.2.26 Excessive bulk is avoided in the modelling of the proposed blocks as a series of distinct vertical elements, with varying heights, so that although a block may be up to so many storeys, it will always only be to that maximum height for a small part of its footprint.
- 6.2.27 The proposals avoid having a massing that would look oppressive to existing neighbouring residents, uses of the public spaces within the proposals and residents of the development due to the broken form of the proposed blocks. The appearance of the proposals from neighbouring existing back gardens will therefore be of a series of distinct blocks with substantial gaps between, such that its impression can reasonably be expected to be of less impact than the existing approval, which would be for a series of more continuous blocks.

Streetscape Character

- 6.2.28 Officers have worked with the design team to avoid a “fractured” urban form of intersecting blocks with incidental spaces between. Officers are confident that the sophisticated detailed urban design of the public realm of this proposal would completely avoid that. Blocks are designed to give priority to the spaces they enclose rather than the block itself, such that elevational treatments relate to each other around a space. Furthermore, spaces are designed to make it clear what their purpose and public accessibility should be, with strong, full height hedge boundaries, with locked gates, between public and private courtyards. The public “pocket park” courtyards also reinforce the street, they always sit on one side of the street with a corresponding building façade aligned with the street edge on the opposite side of the street, so that the street experience will be of a building edge to at least one side at all times, with generally a pocket park opposite.
- 6.2.29 The “pocket park” courtyards are also given distinctive thresholds with the street, and act as residential entrance courts to the main communal residential entrances. Although elevational treatment of blocks is carried across the street, so that a façade on one side of the street relates to the three facades of the pocket park opposite, the street has a continuous identity and linear hard and soft landscaping, except for the banding of alternating surface colours to relate to the alternating pocket parks. Further street animation is secured in the location of front doors to ground floor flats and maisonettes off the street; these are generally up a few steps, with level access via the communal entrance. Although the QRP expressed doubts that the pocket parks would be distinctive enough (back in July), officers are confident that the architectural expression and differences between individual courts have been refined since such that they will be a stand-out distinctive and attractive feature of the proposed development.
- 6.2.30 The main public park is treated as an east-west public space, open continuous and a part of the public realm, with its crossing of the street treated as a special place. The park is also animated with residential front doors to ground floor flats and maisonettes, and more importantly with public ground floor uses, generally community uses, opening off the park.
- 6.2.31 The proposals also establish a network of more private courts, gardens and paths, behind controlled access gates that will only be accessible to residents and for maintenance. This contributes to private amenity space, especially in the northern quarter.
- 6.2.32 In the southern quarter, this also makes a significant contribution to cycle access and parking. The proposals include significant amounts of underground parking, taking vehicles (and also most refuse storage) away from disturbing the streets and spaces of the site. In the southern quarter this is a semi-basement, in the northern quarter this is a full basement under most of the site, and accommodates most cycle storage as well, apart from small amounts of visitor

cycling by entrances. This is an inevitable consequence of the higher density of the northern quarter. However, in the southern quarter only some cycle storage is in the basement; most can be accommodated “at grade” closer to and visible from some residents flats in cycle stores tucked between the back of blocks and the site boundaries. These will be accessed from a loop of “back alleys”, gated and also providing access for maintenance and a separation between flats, their gardens and the existing neighbours. Although the QRP expressed doubts about this arrangement, officers agree that as part of a variety of provision options (along with longer term basement and beside-entrance visitor cycle parking), this represents a good provision of cycle storage and a convenient “back alley” route that incorporates convincing security provisions.

Elevational Treatment and Fenestration

- 6.2.33 A brick based architectural materials palette is used throughout, but with variations based on a sophisticated composition. This is as a series of contrasting elevational treatments that relate to the corresponding facades that enclose a single space, and contrast with the other facades that form a block. As part of this, a particular colour brick will be combined with a particular fenestration pattern and detailing of window reveals, brick panels, pilasters, cornices etc. and also balcony design around a space. Particular elevational treatments are repeated across the site, but distant and not visible from each other, so reminders of other parts of the development will occasionally appear elsewhere. This will make a significant contribution to giving each individual courtyard, and therefore residents’ homes, distinctiveness and individuality, within a consistent language across the development.
- 6.2.34 Balconies in particular contribute to elevational composition; generally recessed balconies are used, with projecting balconies only sparingly to support elevational composition; corner recessed balconies especially, with a brick pier or column in its corner prioritising one elevation over the other in support of the elevational composition, emphasising to which space each elevation addresses. Balustrades are generally open metal, chosen to support the generally vertical fenestration, but designed to inhibit angled views and therefor provide residents with privacy and some screening, except from rarer direct, straight-on views.
- 6.2.35 The elevational systems are further refined. A hierarchy of most significant, intermediate and least significant elevations is established by reducing the amount of embellishment, of patterning in the brickwork, depending on the significance of the elevation. Main elevations facing the street, significant spaces, containing communal entrances are made the most significant, and flanks, least viewed courtyard elevations. Those onto private courtyards and backing onto a boundary, as the lowest hierarchy and plainest elevation, include fenestration and sufficient embellishment to make it recognisably of that family.

- 6.2.36 More refinement comes from gradation of floors in the elevational treatment, which also often recognises gradation of function and layout. Bases of buildings, either just the ground floor (generally in lower rise buildings) or both ground and first (generally taller) are given different fenestration and brickwork patterning, with larger, often double height windows, and a distinct “cornice” (of modern, minimalist interpretation; often formed from brick banding), to visually separate the base from the main bulk, the “middle”, of the elevational composition. This is an accepted and recommended elevational composition technique that gives a greater sense of human scale, with the ground level closest to the pedestrian, relatable to, and more appropriately designed. It also frequently responds to functional realities, with different, non-residential uses generally located on ground floors, and even where all residential, there are generally at least some ground and first floor maisonettes.
- 6.2.37 Tops of the taller buildings are also given distinctive, contrasting elevational treatment, also often in response to different function. Tops of blocks cut away gradually as individual elements are stopped at lower floors, to create a variety of private and private communal roof terraces, and the highest parts of the higher blocks are generally laid out with further larger two storey maisonettes, benefiting again from larger roof terraces and expressed in larger, often double height window openings. In some of the highest blocks (especially in the outline northern quarter), there is a material shift to a lighter brick. The purpose and effect of this is to lighten the tops of the taller buildings, as well as to produce more satisfying elevational composition.
- 6.2.38 The fenestration patterns that vary in response to distinctive courtyard identities are nevertheless to be characterised by generally a strongly vertical emphasis. This has been repeatedly shown to give the most elegant elevations, responding to human scale and the shape of the human body, and established by precedent such that it is one of the defining features of the “London Vernacular”. The architects have also thought deeply about how window shape and size best creates well illuminated and at the same time functional rooms, especially that whilst vertically proportioned windows can give the greatest light penetration into deep rooms, more horizontally proportioned windows provide better light distribution to wider rooms and greater flexibility in furniture layout. Therefore, the various fenestration patterns are to be supplemented with patterned brickwork in different patterns appropriate for the elevational composition used (in that courtyard) to create vertical proportions where a more horizontal window is appropriate and to further embellish elevations in accordance with the hierarchy principle described above.
- 6.2.39 The elevational treatment and materials palette of predominantly brick with contrasting feature bricks picks up also on local precedent and the local vernacular of Wood Green and its surroundings. Particular examples include the Noel Park estate with its expressed gables, chevron patterns and bands / patterning with blue and green glazed bricks, and the Campsbourne Cottages

estate with its bands of projecting and canted bricks. The palette also picks up on the predominance of red bricks in this area, with occasional contrasting buffs and browns to gables, flanks and rears. This is to be welcomed as establishing local connections, as well as welcoming the use of brick for its durability and flexibility.

Daylight, Sunlight and Privacy / Overlooking Within the Development

- 6.2.51 The applicants have provided Daylight, Sunlight and Overshadowing Reports on their proposed development, prepared in accordance with council policy following “The BRE Guide” mentioned above.
- 6.2.52 The applicants’ report assesses a sample of the habitable rooms within the proposed development, including living rooms, living-dining-kitchens, separate dining-kitchens, bedrooms and studio flats. The sample covers a range of room types and likely day and sunlight levels across the site, but with a bias towards the rooms likely to suffer from the poorest natural light levels, without assessing *all* of the plan conditions likely to be problematic. Officers are satisfied that the applicants have highlighted those most likely to be affected rather than only the most favourable.
- 6.2.53 It has assessed both the detailed proposals for the Southern Quarter and the Illustrative Scheme proposals for the outline Northern Quarter, with a similar number of rooms assessed in each. Probably a slightly larger proportion of rooms have been assessed in the southern quarter as the northern quarter contains higher rise buildings. It does not add anything to assess multiple floors when similarly laid out lower floors have been shown to achieve acceptable levels.
- 6.2.54 Officers consider that a reasonably high proportion of rooms assessed in the southern quarter (84%) achieve acceptable daylight levels, and an acceptable 77% within the outline Northern Quarter. Officers are less concerned about the daylight levels achieved in the outline scheme as there remains an opportunity to modify the design, with options as simple as enlarging windows, to achieve acceptable levels in more rooms. There may still be opportunities to improve daylighting to the southern quarter in detailed design too. The sample is a representative sample, and especially in the northern quarter where buildings are generally higher, a larger proportion of rooms will receive better daylight but have not been tested.
- 6.2.55 The difficulty of achieving good sunlight levels to more built-up urban sites to meet the recommendations of a BRE Guide primarily based on a lower density, outer suburban housing model is recognised. Both the BRE Guide itself and the GLA Housing SPG acknowledge that standards should not be applied rigidly, with the Housing SPG going on:

“2.3.47 BRE guidelines¹⁴⁷ on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London”.

6.2.56 A further mitigation for the relative lack of sunlight to living rooms in this proposed development can come from the plentiful access to well sunlit external amenity space in close proximity to dwellings in this development. There is a generous range of different external amenity space. All flats and maisonettes have access to; a private garden or balcony, one or (usually) more than one private communal garden or roof terrace shared just with other flats within their own block, generous doorstep threshold “pocket parks”, a number of varied public outdoor amenity spaces such as the proposed park, Moselle walk and public square and close proximity to existing public parks, especially Alexandra Palace Park just west of the site.

6.2.57 The applicants have also assessed all the public, private communal and private amenity spaces within the proposed development for sunlight access. Sunlight levels have been assessed and contours of 2-hour access drawn for each space at the spring solstice and summer equinox. The BRE Guide recommends that *“at least half of the amenity areas...should receive at least 2 hours of sunlight on 21st March”* (the spring equinox). The applicants propose that residents are more likely to appreciate sunlight in the summer months, which the summer solstice plans show. An impressive 92% of all the different amenity spaces receive at least 2 hours sun at the summer solstice, and a good performance of 65% of all amenity spaces achieve the BRE Guide recommended 2 hours at the equinox.

6.2.58 In particular the sunlight study shows that in proposed new park across the centre of the site 82% would receive direct sunlight for 2 hours at the spring equinox, 97.8% at the summer solstice. It is true that the area immediately in front of blocks A4 and B4 are the points that would not receive sunlight, but these are intended as footways not sitting out space and the landscaping and planting pattern can accommodate this. Otherwise, this space has exemplary sunlight access. This answers a strong concern expressed by the QRP.

6.2.59 It is instructive to note which spaces are less sunny at the equinox, and those few that get less sun at the solstice. These appear to be mostly lower level rooftop gardens within the Northern Quarter, where presumably when they are not being overshadowed by a taller building immediately adjacent, another near neighbour’s shadow intrudes. As residents generally have access to a variety of different private communal spaces, especially roof gardens in the northern

quarter, it should be possible to provide appropriate landscaping to make these spaces different and interesting in their own right, if changes in reserved matters cannot bring more sunlight into them. Notably the levels of sunlight reaching sensitive spaces such as the public square, despite being surrounded by taller buildings, is an acceptable 55% at the equinox and 99% at the summer solstice.

Residential Accommodation Standards within the Proposal, including Aspect

- 6.2.65 One of the driving forces behind this revised masterplan and site layout is to improve the quality of residential accommodation. All flats in the approved scheme met minimum room and flat sizes set by the Nationally Described Space Standards and London Plan, and in this new proposal, that remains the case. But there has been an emphasis on further improving the functionality of the flat layouts and providing better quality, with better daylight and more flats with dual aspect.

- 6.2.66 The interlocking L-shaped block plans proposed allow the proposals to significantly increase the proportion of Dual Aspect flats from 23% in the previously permitted scheme to 60% in this proposal, which is a substantial improvement and to be welcomed. However, it is an inevitable consequence of the L-shaped block layout and additive, collaged block composition, leading to deeper plan lower floors, that there are some North Facing Single Aspect flats in the proposals. These only amount to 6.3% of the total number of flats in the whole proposal (including the Illustrative Scheme), but include 8.6% of the detailed Southern Quarter, as they are concentrated on lower floors.

- 6.2.67 Ground and first floor maisonettes are used extensively along the main street. These have a number of benefits; they add to the number of family sized units in the development, making for a better mix, they add to the definition of a distinct base aiding the architectural expression, and they aid in privacy to residents closest to the street, avoiding or reducing the need for ground floor bedrooms facing the street. The QRP suggested that they could be better located onto the private courtyard gardens; this would allow children, in what are more likely to be inhabited by families with children, to access safe outdoor playspace on their doorstep. However, they still can do this via the internal block circulation, and the additional advantages listed above outweigh, to me, this slight disadvantage.

Quality Review Panel

- 6.2.68 The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was altered and amended. The summary of the second masterplan review are shown below:

The Quality Review Panel welcomes the quality of the ideas being applied to the Clarendon Gas Works site, and the design ambition that is apparent. It believes that the revised masterplan represents a significant improvement on the previously consented scheme. In broad terms, the panel supports the proposals for the southern part of the site, where a detailed planning application is proposed, although some concerns remain about the negative impact of blocks A4 and B4 on the open space to the north. It offers some detailed comments on both the architecture and landscape of this section of the scheme, to inform design development. However, whilst supporting the overall ambition for a high density mixed use development, the panel continues to think that the increased quantum of development proposed for the northern section of the site, where an outline application is to be submitted, presents a significant design challenge. The panel remains concerned that the scale and massing of this part of the scheme compromises the quality of the public realm, and it therefore repeats its previous recommendation that further work be carried out to test the impact of taller elements of the scheme on the local microclimate, and on the character of this part of the development. A model of the proposed development, set in its wider context, would be a helpful tool to test different massing options and to assess whether a reduction in floor space will be necessary to make the proposal acceptable.'

With regard to the most recent presentation of the Design Code to the QRP, more specific comments from the QRP are detailed below, along with the applicant's response to these points:

Summary

The outline planning application for the northern part of the Haringey Heartlands is highly ambitious in the scale and density proposed for this mixed-use quarter, and the Quality Review Panel believes that the success of the development will very much depend on the detailed design quality of the individual buildings, their relationship to each other and to the spaces that they enclose, as well as on the careful integration and management of the mix of uses proposed. In this context, the Quality Review Panel welcomes the production of a Design Code covering this part of the site, and it believes that it outlines a well-considered set of design ideas to guide the detailed development of the site. The emphasis that this document places on high quality and creative design will be essential to successfully deliver the quantum of development proposed. As the panel noted at the review of the revised illustrative masterplan in July 2017, the proposals are a significant improvement upon the previous (consented) masterplan. Scope remains, however, to improve the clarity of: allowable floor-area ratios within individual plots; three-dimensional

modelling within the 'minimum height' zone; and microclimate requirements.

Subject to resolution of concerns regarding zone floor area ratios, a co-ordinated phasing strategy, and architectural design overview of subsequent phases, the panel offers support for the Design Code and related documents. Further details on the panel's views are included below. It was unable to consider the full scope of the Code in detail due to time limitations within the review; consequently, panel comments are focused at a more strategic (rather than detailed) level.

QRP Comment	Applicant's Response
<p>Massing and development density The panel notes that Parameter Plan 5 establishes the heights and frontages within the application site; however, there is no corresponding limit or guideline / range for floor area or plot ratio on each plot, to govern how the total accommodation will be distributed across the site, although the need for this is stated in paragraph 2.3.10 of the Code.</p>	<p>The applicant responds that with regard to these specific comments, it is agreed that maximum development capacity for each development zone will be defined in the Development Specification based upon a percentage of the development volume. This is 65% for Zone D and 70% for all other zones. Phasing will be dealt with by way of condition, not the Design Code or s.106.</p>
<p>It would therefore like to see a tighter definition of the accommodation achievable or anticipated on each plot in the Development Specification to formalise the appropriate distribution of accommodation between early and later phases. This will help to avoid potential inflation of total development quantum in the future.</p>	<p>As above.</p>
<p>Landscape and public realm The panel was not able to comment in detail on the landscape and public realm elements of the code – but these seem to promise a high quality environment.</p>	<p>Further details will be required for the Outline Component of the Scheme.</p>
<p>The panel highlights that there were a number of outstanding comments from the review of the illustrative masterplan in July 2017, including: servicing arrangements, the interface between</p>	<p>These matters are addressed in the revised Design Code.</p>

residential and employment uses, and the nature of the east-west pedestrian / cycle route.	
As the streets are quite narrow, there will be a need to carefully coordinate elements such as electricity, water, storage, street furniture etc. to avoid cluttering and obstruction.	Noted. This refers to public spaces in the north (outline) element and these matters will be subject to detailed design.
For example, lamp posts in narrow streets should be avoided where possible, so the design of street lighting should be carefully considered (and integrated) at an early stage.	This has been addressed in the revised Design Code.
If a market is proposed within the main public space, then provision of services and ancillary space for storage should be addressed.	This has been addressed in the revised Design Code.
<p><i>Microclimate</i></p> <p>The panel would strongly encourage higher aspirations within the Design Code (and related documents) for the standards of daylight and sunlight expected within the key spaces. For instance, the minimum requirement for two hours of sunlight at 21st March over 50% of the main public square, set out in para 2.3.9 of the Code, seems low for such an important space. In general, reliance on achieving minimum BRE standards would be unacceptable for a development of this quality.</p>	The illustrative masterplan has been assessed against the 50% BRE overshadowing requirement, and many of the public spaces exceed the 50% requirement. The sunlight and daylight will also be assessed again at reserved matters stage.
In addition, the east-west pedestrian / cycle route appears to have a very narrow and deep street section that faces onto the prevailing wind direction, which could result in tunnel-effect wind problems.	The wind assessment and micro-climate has been independently assessed by the Council's consultant and no concerns were raised in this regard but mitigation measures will be further considered at detailed stage.
The panel notes that measures to counteract wind issues have been included in the code document (offsets and plinths within the facades), and that an indicative model has had wind tunnel tests. However, it suggests that consideration (and mitigation) of wind issues needs to be an ongoing priority as the detailed design of each block	As above.

commences.	
<p><i>Strategic delivery, management and forward planning</i></p> <p>There is an urgent need for a three-dimensional model of the AAP area to be produced, so that the overall density can be clearly established and envisioned by the Council.</p>	This forms part of the wider AAP process which has assessed the wider impacts.
<p>Strategic co-ordination of phasing within the overall Clarendon Gas Works site will be required to ensure that quality and design standards are not compromised between phases, and across plots and development parcels. The panel notes that, as there is a shared basement within the northern section of the site, this may necessitate these phases coming forward together.</p>	
<p>The panel stresses the need for co-ordinated management and servicing across the different sites. It suggests that a single managing body should have control of the management across the whole Clarendon Gas Works development, and that this should be formally established within the process.</p>	A management and maintenance strategy is required via planning condition.
<p>The panel feels that it is critically important for the design team to have continued involvement, after planning consent has been achieved, to ensure quality and consistency at the detailed design and construction stages.</p>	A planning condition to retain the existing architect is proposed.
<p>It would like to see retention of the current architects as 'executive architects' to have an overview role in the development, whilst enabling a diversity of approach in some of the individual plots through the inclusion of other architectural practices.</p>	As above.
<p><i>Next Steps</i></p> <p>The panel support approval of the Design Code (and related documents) subject to reassurance that:</p> <ul style="list-style-type: none"> • Indicative zone floor area ratios / limits for individual plots will be included 	

<p>within the Development Specification.</p> <ul style="list-style-type: none"> • A detailed phasing plan showing how / when the different Reserved Matters applications will come forward is established within a Section 106 Agreement. • Provision for architectural design overview of the overall scheme by Panter Hudspith Architects is established within a Section 106 Agreement. 	
--	--

Tall buildings, views, townscape and heritage

- 6.2.6 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'.
- 6.2.7 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.
- 6.2.8 The Local Plan Strategic Policy (2016) notes at paragraph 6.1.16 that there is potential for tall buildings in Wood Green because it is close to a major transport interchange, has been designated as an area for Intensification and has existing adopted masterplan frameworks. Also, the Wood Green AAP allocates the site for two potential landmark buildings along Coburg Road within the Outline component of the proposal.
- 6.2.9 Historic England Advice Note 4 supersedes the document 'Guidance on Tall Buildings' produced by English Heritage and CABI in 2007 (as referenced in Policy DM6). DM6 states that tall buildings should also represent a landmark building which by its distinctiveness must:
- Be a way finder or marker, drawing attention to locations of civic importance, major public transport interchanges, and areas of high visitation;
 - Be elegant and well proportioned, and visually interesting when viewed from any distance or direction; and

iii. Positively engage with the street environment.

- Consider the impact on ecology and microclimate; and
- Be consistent with the Council's Tall Buildings and Views Supplementary Planning Document.
- Tall buildings within close proximity to each other should:
 - a Avoid a canyon effect;
 - b Consider the cumulative climatic impact of the buildings;
 - c Avoid coalescence between individual buildings; and
 - d Demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for the area.
- All proposals for taller or tall buildings must be accompanied by an urban design analysis which assesses the proposal in relation to the surrounding context. This should include the submission of a digital 3D model to assist in the understanding of the design concept and impacts of the development.

6.2.10 Any development within Site Allocation SA22 and SA24 must also appreciate View 21 of Alexandra Palace from Downhills Park Road which forms one of the Borough's Locally Significant Views and Vistas as defined by Policy DM5. The impact of the development on this view, and others locally important views is assessed within the EIA Volume 2 Townscape, Built Heritage and Visual Impact Assessment. The assessment concludes the completed development would not create any perceivable change to the setting of listed buildings or other designated heritage assets within the vicinity of the site.

6.2.11 The applicant has submitted a detailed Design and Access Statement, Design Code, Cultural Strategy and Environmental Impact Assessment (including Townscape Visual Impact Assessment) along with other planning documents. The Conservation Officer has been involved in the pre-application discussions with the applicants.

6.2.12 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 27 representative views were selected and agreed with LBH officers. These include those of Haringey's Local Views (as defined in the DM DPD) within which the proposals would be visible, sensitive locations such as public open space from which it could be visible and local streets approaching the site. These views were agreed in consultation with officers and are Verified Views prepared in accordance with the Landscape Institute "Guide for Landscape and Visual Impact Assessment" (GLVIA). 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.

Assessment of Significance

- 6.3.1 There are no designated above ground built heritage assets on the Site. It is not located in a conservation area and does not contain any listed structures, however, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace, Hillfield and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.

- 6.3.2 It is intended that all surviving buildings on the site are demolished. The former Clarendon Gas Works, Olympia Trading Estate and industrial units along Western Road, has been cleared of all gas work features, including the two large gas holders, although commercial buildings remain on Coburg and Western Roads. To the north of the site, the Chocolate Factory is also a development site. It includes a locally listed five-storey Art Deco-styled curved industrial building; an ivy-clad two-storey building, designed by Terry Farrell Partnership in 1979, and other brick buildings.

- 6.3.3 Within the site, 63 – 77 Coburg Road, is a group of purpose-designed, two-storey light industrial, brick buildings, with curved details and considered fenestration. The railway embankment runs along the entire western edge of the site and provides a continuous albeit inactive edge.

- 6.3.4 In townscape terms, the site sits within an area dominated by the railway and industrial uses. The building typology is that of large to medium scale low rise industrial buildings, offering very little permeability and no street frontage. The site is adjacent to the established early Victorian residential areas of Wood Green and Hornsey with retail cores along their respective High Roads. The immediate surrounding urban form is also strongly dominated by Alexandra Palace and the topography around it, with most streets rising away from the site, and towards the ridge of the Palace, allowing views of the site along from neighbouring streets such as Hillfield Avenue.

- 6.3.5 Overall, the site has an 'abandoned' industrial character with several industrial buildings still in use. The 44-metre-tall gasometers that used to exist on the site dominated the skyline of the surrounding area and were a reminder of the site's history. Although these have been disused, the fragmented remnants of its previous use along with the remaining current and disused industrial buildings gives a story of the area's past and of Wood Green's history and development.

Development proposal:

- 6.3.6 The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor's London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area, that of a 'town centre' and 'civic hub' typology with key 'marker' buildings located close to transport nodes.
- 6.3.7 The proposed development will be partially visible in the far distance, between the roof lines of the Downhill Park Road terraces and the treed bank of Alexandra Park. The illustrative elements show how blocks G and H might be realised. The significant aspect of this view is the profile of Alexandra Palace on the skyline and the wireframes show the lower blocks are visible in front of the main elevation but the key elements of Alexandra Palace, including the distinctive skyline, two domes and mast are maintained.
- 6.3.8 As part of the proposals are currently in outline form it is only possible to form a view on the silhouette, with detailed elevational treatment and materials reserved for future consideration. Illustrative material shows the potential for a high quality outcome through effective articulation of windows, balconies and recessed windows running the vertical length of buildings. The articulation of the detailed element of the scheme also gives considerable confidence that a high quality scheme can be achieved. A number of planning conditions and planning obligations are recommended to secure further attention to design and details and a high quality outcome.
- 6.3.9 Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).
- 6.3.10 Part of the significance of the Alexandra Palace is derived from its 'hill top' location. The development will partly block some long distance views of the Palace, for example from Freedom Road, adjacent to Broadwater Farm Community Centre and from Watermead Way Railway Bridge. The development would also be visible from the Palace and the Park when looking towards Wood Green.
- 6.3.11 Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area. The blocks would also be prominently visible from the top of Hillfield Avenue and the New River Conservation Areas. These areas

are primarily domestic and residential, characterised by two to three storey Victorian or later terraces with some new development up to 7 storeys along the New River. As such the proposed development, by virtue of its scale is considered to cause some harm to these heritage assets, qualified as less than substantial under the NPPF.

Assessment of harm against mitigation and benefits

6.3.12 Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm. The assessment also needs to be considered against the baseline scheme which, by virtue of its design, would also have an adverse impact on views. The proposed scheme compares favourably with the extant permission.

6.3.13 In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be hugely positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.

6.3.14 Additionally, the Design Code as part of the outline submission, gives detailed parameters on positioning, openings to allow more permeability, height, scale, massing and materiality of the blocks along with movement patterns. This would be key to ensure that the development remains of high quality and delivers on the townscape benefits that would be essential to outweigh the less than substantial harm.

6.3.15 To further mitigate the adverse impact on the industrial heritage of the site, the applicant has submitted a Cultural Strategy that highlights possible ways of documenting and interpreting the cultural and industrial history of the area. Once implemented, the proposals contained within this strategy would further help in the understanding and appreciation of the area, outweighing the harm caused. It is proposed to secure these measures as part of the specification for reserved matters to demonstrate how these have been incorporated into the detailed design.

6.3.16 From a conservation point of view, it is considered that the proposal by virtue of its scale would cause some harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area), Wood Green

Common, Hillfield Avenue and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the less than substantial harm caused. In addition, the proposals contained in the Cultural Strategy would also help to mitigate the harm caused. Planning conditions are proposed to secure the measures within the Cultural Strategy (October 2017) within reserved matters and any meanwhile uses. There is also a requirement to update the Cultural Strategy at a later date.

- 6.3.17 Overall, there is policy support for taller buildings in this location at the local and regional level. The AAP has also identified this site as suitable for a tall building and notes the potential to act as a way finding structure to Wood Green. Sitting in the context of a well resolved masterplan, the tall buildings proposed represent an appropriate and positive addition to Wood Green and are supported in this location.

Overall comments

- 6.3.18 This is a challenging proposal, but a hugely important site within Haringey and one that will be important to London as a whole. The proposals are seeking to create a high density residential neighbourhood, especially by the standards of a suburban district like Wood Green, albeit one with inner London characteristics, excellent public transport connections and a vibrant Metropolitan Centre. It is also a proposal that seeks to create a vibrant, urban environment, with a significant amount of employment, as well as shops, eating and drinking places, entertainment, community facilities, recreation spaces etc.; all the accoutrements of a holistic, sustainable community.
- 6.3.19 It is also a proposal with a bold and challenging architectural approach, that seeks to embrace the “New London Vernacular” brick based, block pattern architectural approach of recent years but go beyond that to create neighbourhoods with greater variety and interest than many overtly formulaic developments of complete city blocks, forming boring streets with courtyard landscaped spaces hidden away behind, enclosed and echoing.
- 6.3.20 Officers are confident that it responds to the difficult challenges of this development, in a distinctive, appealing and successful manner. QRP concerns raised have been responded to or shown not to be of concern and the elevational composition, quality of public spaces and detailing, secured in the detailed scheme or through the clear and unambiguous rules in the Design Code, is likely to achieve a feeling of human scale in and around even the highest buildings. The Day and Sunlight Assessments and Wind Microclimate Assessment show the tall buildings and block patterns will create comfortable and successful public spaces. The quality of accommodation is judged to be high, with a large number of dual aspect homes and particularly good quality external private amenity spaces.

6.3.21 This scheme should be a significant addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of the borough.

6.4 Land Use Mix

6.4.1 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.

6.4.2 Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space as well as supporting local employment and regeneration aims. Site allocation falls within a defined Regeneration Area (RA) which is the most flexible of the policies whereas Site Allocation SA22 lies within a Local Employment area (Wood Green Regeneration Area) and therefore is subject to a different policy test to Site SA22. Policy SP8 restricts mixed-use redevelopment of employment land to Local Employment Area – Regeneration Areas. Furthermore, the London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations. The full breakdown of employment floorspace and the number of jobs is shown below in the context of the extant permission.

Status	Building	Existing commercial floorspace (GEA)	FTE Employment Numbers
<i>Existing floorspace on site</i>			
Existing	Olympia Trading Estate	5,850sqm	120 FTE
	Western Road (Class B1a and Sui Generis)	2,266sqm	39 FTE
Total		8,116sqm	159 FTE
<i>The consented scheme</i>			
	Olympia Trading Estate New build commercial	5,850sqm 700sqm (B1)	58 (office)

Western Road (not part of consented scheme)	Western Road (Class B1a and Sui Generis)	2,266sqm	
Total		6,550sqm	
<i>The planning application (Class B)</i>			
Proposed	Class B1	7,500sqm to include re-provision of Western Road floorspace (2,044sqm) with scope to increase through mezzanine levels	630
Total		Minimum +2,994sqm more than the consented scheme	630 – excluding A3 and D1 jobs and 159 relocated jobs

6.4.3 The proposals demonstrate a significant improvement in the site's suitability for continued employment and business use, consistent with wider regeneration aims, having regard to:

- The quality, type and number of jobs provided, including an increase in employment densities where appropriate and the potential to introduce mezzanine levels;
- Flexibility of design to enable adaptability to different business uses over the lifetime of development - this includes flexibility to accommodate a four storey office development along Coburg Road (within Buildings G and H);
- The potential for a range of different types of commercial floorspace including maker/creative forms of employment fronting Western Road; workspace and office space fronting onto public spaces; and, the potential for traditional headquarters Class B1(a) office floorspace;
- Environmental quality of the site and the introduction of commercial courtyard spaces within which companies can co-work.

6.4.4 Following discussions with the applicant the applicant has agreed to a minimum level of employment floorspace. At least 1,500m² GEA of B1(c) floorspace is therefore secured via planning condition.

6.4.5 The proposals clearly demonstrate a significant improvement in the quality, type and flexibility of employment space provided. Whilst subject to market demand and future detailed design, 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 this part of Wood Green, consistent with the Council's employment policies.

Balance of commercial uses

- 6.4.6 Policy SP8 and Site Allocation 23 (2018 AAP) provides flexibility for those uses appropriate in a mixed use development, such as small scale 'walk-to' retail, community and residential uses. However, regard must be had to London Plan town centre and retail policies, so not to encourage retail development outside of town centres. The proposals include provision for between 1,500m² - 3,950m² A1-A4 uses (of which no more than 2,500m² of Class A1 Retail).
- 6.4.7 Taking these factors into consideration, including the overall policy objective of creating a mixed use area, officers recommend the retail use is restricted to a maximum of 2,500sq.m. of Class A1-A4 use overall. In addition, as part of the planning conditions, the applicant will be required to review and update the commercial strategy prior to the occupation of any units, to give due consideration to the wider commercial offer. 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 new neighbourhood in Wood Green.
- 6.4.8 Specific provision is made for D1 community use including up to 417sqm D1 day nursery and up to 2,500sqm D2 leisure floorspace. The detailed component of the planning application includes the provision of a Class D1 Day Nursery for children of 417sqm. This will be located within the ground floor of Building B4 facing onto the Community Park. It will benefit from an outdoor, secure play area along its western flank which will enjoy sunshine. Of the total community floorspace a proportion could include a medical centre.
- 6.4.9 Considered in the light of wider emerging proposals and subject to the recommended restrictions on retail use, the land use and employment provision is supported. 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.

6.5 Impact on adjoining occupiers

- 6.5.1 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. This is reflected in Policy DM1 of the Development Management DPD 2017. In addition, the Site Allocations Documents also states

that ‘development should respect the amenity of properties on the west side of Hornsey Park Road’.

6.5.2 Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires 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:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;*
- b. 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 residents of the development...”*

6.5.3 The applicant has provided a Daylight Sunlight and Overshadowing Assessment (Anstey Horne dated 25 October 2017 and Quod Chapter 11 Environmental Statement, Volume 1) prepared in accordance with Council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011). The daylight, sunlight and overshadowing assessment has been carried out for maximum building height parameters for the Outline component, as well as the illustrative scheme which shows one way in which the Outline Component could be built out. The development has been designed to minimise effects, the potential effects on properties from losses of daylight would be minor adverse at worst, based on the maximum building heights.

6.5.4 The assessment examines the effect of their proposed development on the neighbouring houses on numbers 59 through to 171, odd, Hornsey Park Road, which back onto the site to the east and overlap a short way to the south and a longer distance to the north. It also assesses the impact on the nearest residential accommodation on Mayes Road and Coburg Road, a moderate distance to the north east of their proposed development.

6.5.5 The application does not assess the impact on non-residential buildings. Many employment uses have a reasonable expectation of daylight, as is mentioned in the supporting text to our Development Management DPD policy DM1. However, the location is accepted as a Growth area and Area of Intensification in adopted Local plan documents, so those existing employment uses cannot have a reasonable expectation to be insulated from change and intensification. Existing residents, on the other hand, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.

- 6.5.6 Two neighbouring sites (Land at the Chocolate Factory and Parma House, 5 Clarendon Road; HGY/2017/3020 and Land off Brook Road and Mayes Road; HGY/2017/2886) submitted planning applications a couple of weeks before this application. However, officers do not consider those applications were sufficiently far ahead of this application, nor can either be described even yet as resolved applications, so it would have been unreasonable for those proposals to be assessed.
- 6.5.7 The part that borders the likely neighbouring sites, is in outline. Therefore, reserved matters proposals for this application, as well as whatever is proposed for neighbouring sites, can still adapt to accommodate neighbours as their proposals come forward. The outline proposals, design code and illustrative scheme for this site allow sufficient flexibility, to accommodate a variety of similarly scaled proposals for similar uses on neighbouring sites.
- 6.5.8 These proposals accommodate a widening of Coburg Road into a boulevard. Neighbouring sites on the north side are also required to similarly widen the road. This will allow for increased daylight and sunlight penetration as well as a broader, more proportionate scale to this street, who's western end is identified in the Council's tall buildings assessment (in DM DPD DM7) as a site suitable for greater height.
- 6.5.9 The applicants' assessment considers the detailed proposals for the southern quarter with both the illustrative scheme and the full maximum build out of the parameter plans. The assessment finds that the Vertical Sky Component (VSC) to a number of windows to habitable rooms in neighbouring dwellings would drop below the BRE Guide recommended level (27%) to a noticeable degree (>20%), but not a majority of neighbouring windows. Neighbouring houses are closest to the application site against the southern quarter, where the application is in detail, and backing onto this most houses have one or two noticeably affected windows, although not generally much above the BRE Guide assessment of a minimum noticeable loss. It should also be noted that the 27% VSC recommended guideline is based on a low-density suburban housing model and in an urban environment. It is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. The applicants also assess Daylight Distribution in the neighbouring dwellings, and find that some rooms lose noticeable amounts of daylight by this method, but generally different rooms (often in different houses) to those that would lose noticeable VSC. Again, the loss is not usually much above the minimum noticeable.
- 6.5.10 North of the proposed park, the neighbouring existing houses on Hornsey Park Road are further from the application site boundary and have long back gardens. Here they back on to the Northern Quarter, in outline in this application, and the applicants have assessed the effect of both their "Illustrative Scheme" and a theoretical (but impossible) maximal build-out of the Parameter Plans. If the

latter, although impossible, were built, there would be significant loss of daylight to houses in Hornsey Park Road, as well as to flats in Umoja House and above the public house at 83 Mayes Road, despite it being a considerable distance away from the site. However, very few noticeable losses of VSC would occur, at substantially lower levels of loss, with the more realistic Illustrative Scheme. The effect on Daylight Distribution north of the proposed park is *only* noticeable with a maximal build-out of the Parameter Plans.

- 6.5.11 A number of neighbouring dwellings in Hornsey Park Road, but none elsewhere, have living rooms that face within 90° of due south that would lose some sunlight due to this development. This factor seems unaffected by whether the proposal is the Illustrative Scheme or maximal build-out of the Parameter Plans. This probably illustrates that the neighbouring windows are extremely susceptible to loss of sunlight from virtually any development on the application site, due to them being very close to facing due east across what is currently a clear site. By contrast, the loss of sunlight to neighbouring private outdoor amenity spaces (generally back gardens) is not significant, except in a few instances of the unrealistic implementation of the maximal build-out of the Parameter Plans.

- 6.5.12 This site also benefits from an existing planning permission, which would also cause some loss of both daylight and sunlight to existing neighbouring dwellings. This permission could be implemented at any time and would also have an impact on daylight and especially sunlight to neighbouring dwellings. There were also until recently two huge gasholders on the site, which when full, up until the 1980s, would have obscured significant amounts of daylight and especially afternoon sunlight to neighbours.

- 6.5.13 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.

- 6.5.14 When considering the detailed and the outline applications daylight results together this shows that 80% of the rooms tested meet or exceed the BRE guidelines. Officers agree with the 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 when considered in the context of relevant planning guidance and when compared with to the existing permissions and previous industrial buildings on the site.

- 6.5.15 The nature of the site along with the design of the proposal minimises the potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces. The Design and Access Statement shows how the massing has been reduced along sensitive eastern boundary. This includes orientating the development to minimise overlooking and loss of privacy.
- 6.5.16 Noise pollution policies resist developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.5.17 With regard to noise, a Noise and Vibration assessment was submitted with the application to assess both the effects of the development in terms of noise and vibration on off-site receptors and noise levels at the development site itself. The assessment considered the effects of noise and vibration during the demolition and construction works as well the effects following completion and operation of the development. The report concludes that subject to appropriate conditions there would be a negligible effect on the neighbouring residential properties. Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development and to ensure that any noise from fixed building services does not exceed noise ratings for existing and new dwellings. Hours of construction are controlled by other legislation.
- 6.5.18 The proposal would not harm the amenities of neighbours and is in general accordance with Strategic Policy DM1 and London Plan 2015 Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

6.6 Affordable housing and viability

- 6.6.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.6.2 Similarly, The London Plan Policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".

6.6.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%. The affordable provision in the detailed phase has been increased to 32.5%. The outline phase is also 32.5%. The updated summary accommodation schedules are set out below.

<u>Site Wide</u>	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	173	0	0	173
One-bed	431	87	22	540
Two-bed	626	181	59	866
Three-bed	39	0	69	108
Four-bed	1	0	26	27
Total	1270	268	176	1714
Hab Room	3074	766	715	4555
32.5% (hab room)				

Site-wide affordable housing

<u>Detailed</u>	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	68	0	0	68
One-bed	156	16	21	193
Two-bed	221	25	34	280
Three-bed	22	0	45	67
Four-bed	1	0	7	8
Total	468	41	107	616
Hab Room	1136	116	430	1682
32.5% (hab room)				

Detailed scheme affordable housing

<u>Outline</u>	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	105	0	0	105
One-bed	275	71	1	347
Two-bed	405	156	25	586
Three-bed	17	0	24	41
Four-bed	0	0	19	19
Total	802	227	69	1,098
Hab Room	1938	650	285	2,873
32.5% (hab room)				

Outline scheme affordable housing

6.6.4 The proposed mix of tenures in the entire scheme is 1270 units for private sale, 268 Intermediate units, and 176 for affordable rent, for a total of 444 affordable units. This equates to 32.5% on a habitable room basis. The proportion of affordable housing is significantly higher (35% of the uplift) than under the outline consent. This allowed for between 14% and 24.4% of the units as affordable (on a habitable room basis), which equated to between 118 and 208 units. Of the 440 affordable units 109 of these would be 1-bed, 240 2-bed, 69 3-bed, and 26 4-bed. As such, the proposed tenure and bedroom mix is significantly better than that approved at outline stage, and provides a 48.3% affordable rent: 51.7% shared ownership by habitable rooms. Whilst this split is not in line with Haringey's policy of 60% affordable/social rented and 40% intermediate accommodation given that the overall affordable housing provision is a significant improvement over the extant permission and that the level of affordable offered is significant above what is viable this is acceptable in this instance. The full breakdown is shown below.

Proposed Affordable Housing Mix

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable Rooms
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms)
SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

LBH Housing Strategy – housing mix requirements

	1-bed	2-bed	3-bed	4-bed
--	-------	-------	-------	-------

LBH Housing Strategy (Intermediate)	30%	60%	10%	0
LBH Housing Strategy (Affordable Rented)	11%	45%	33%	11%

- 6.5.5 The unit size mix of the intermediate affordable offer is broadly in line with the Council's Housing Strategy, the lack of 3 bed intermediate units is acceptable in this instance. The section 106 agreement will secure that the one bed units are available to households on incomes up to £55,000 and the two beds up to £75,000.
- 6.5.6 The unit size mix of the affordable/social rented units is weighted towards 3 and 4 bed units which is strongly supported in this instance.
- 6.5.7 The affordability of the low cost rented units has been agreed with the applicant and the Council, and accords with the requirements of Haringey's Development Management DPD and Housing Strategy, Policy H7 of the draft London Plan, the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report:
- up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
 - up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
 - social/target rent for three-beds.

Viability

- 6.5.8 The Mayor's 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.
- 6.5.9 As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that the scheme can viably support 8% affordable housing.
- 6.5.10 As part of a further assessment process and interrogation of the revised offer BNPP also undertook a high level appraisal to establish the quantum of affordable housing that the applicant is providing over and above what is viable. The offer of 32.5% put forward by the applicant therefore represents a significant

betterment of 24.5%; however, this is on the basis that no late stage viability review would be required. The principle of a late stage review, in order to capture potential future growth in sales values, is a strategic priority that underpins the Mayor's approach to viability and the delivery of an increased level of affordable housing. As such, the absence of a late stage review must be appropriately mitigated by an affordable offer significantly above that supported by viability, and is only acceptable by exception.

6.5.11 On this basis, the growth-based affordable housing contribution of 32.5% is significantly above the 8% provision that has been independently verified as the maximum reasonable amount, and has effectively secured and front-loaded potential growth. This approach ensures that a larger proportion of on-site affordable housing would be delivered by the scheme from the outset.

6.5.12 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made on the detailed application site within two years of the permission being granted, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. Pre-implementation review mechanisms have been agreed between the applicant and GLA/Council officers which require the viability assessment to be revisited at an early stage should no substantial progress be made within eighteen months i.e. no submission of reserved matters within eighteen months. A further review is required if no reasonable progress is made in building out the scheme. 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.

6.5.13 It should be noted that the extant scheme included an affordable housing provision of 24.4% by habitable rooms. The applicant has offered an affordable housing provision of 35% by habitable rooms on the increased quantum of development for the proposed scheme. This resulted in a total affordable housing provision of 27.1% (proposed in the application submission) by habitable rooms across the total site. During the course of further negotiations, the affordable housing offer increased to 32.5% on the basis of habitable rooms.

6.5.14 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. Having considered the information submitted by the applicants, the Council's independent consultant, and the revised minimum 32.5% baseline offer by habitable rooms, 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 Haringey Council's local policies, which

require the maximum reasonable amount of affordable housing to be delivered on sites, subject to viability. In conclusion, given the acceptance of significant growth assumptions at the decision making stage, in order to front-load substantial additional affordable housing delivery, the absence of a late stage review is acceptable in this case; subject to securing affordable rent levels and shared ownership affordability, and all required planning obligations.

6.5 Quality of accommodation & amenity space

- 6.5.1 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG.
- 6.5.2 All the proposed units meet the Housing SPG standards with 10% (106) across the site being wheelchair adaptable. By employing a series of interlocking footprints these forms helped to create and enclose private communal courtyards around which the residents could congregate. When compared to the consented masterplan the use of interlocking buildings enables the new proposals to introduce a greater number of buildings while reducing footprints. This has resulted in a significant improvement in the overall quality of accommodation including an increase in the percentage of homes which benefit from dual aspect and a reduction in the amount of internal circulation space which also minimises the number of units per floor. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

Amenity and play space

- 6.5.3 The development is supported by a range of public, private, communal amenity spaces and public realm provided at grade, roof terraces and balconies. The total amenity space provision across the site is disaggregated below:

Total amenity space provision m2 (see images in appendix)

Type	Area m²
Private (Demised) Balcony and Terrace	13,386
Private Communal Garden / Courtyard	4,524
Rooftop Play space	610
Public Residential Courtyards	2,258
Public Square	1,032
Community Park and Moselle Walk	4,948
New Public Realm (excluding the above)	7,535
Total	34,293

- 6.5.4 The residential amenity spaces are split between public communal and private communal spaces, with each given characteristics that complement the buildings forming their enclosure. The configuration and grouping of the buildings that enclose these amenity spaces has ensured that these spaces become a focal point, with the added benefit of creating a tangible sense of community amongst residents. Along the eastern boundary, privacy for both existing residents of Hornsey Park Road and new residents within the scheme will be created by a new fence and bio-diverse corridor of planting. The western boundary will enjoy an enhanced green outlook as a result of the wooded railway embankment. This additional fauna will help shelter these amenity spaces from excessive noise from the railway line. These courtyards have had a full daylight and sunlight assessment with a supporting report submitted alongside this application. This has ensured that all private amenity spaces exceed BRE guidelines.
- 6.5.5 The southern section of the site is partially covered by an area of open space deficiency so new publically accessible open space is required. The masterplan shows the addition of a Community Park which would fall within the definition of a Local Park under the terms of GLA Guidance and would be available to all new residents. Nearby Alexandra Park would fulfil the role of a Metropolitan Park (within 1.2km of dwellings). Overall, adequate provision is made for open space, consistent with local and strategic plan policies. The scheme design provides the potential for high quality green infrastructure to enhance the site amenity and contribute to the open space needs of residents in an area of identified deficiency.
- 6.5.6 In terms of private amenity space, the development generates the requirements set out below. These requirements are more than adequately met by the provision of private balconies alone which exceeds the requirement by 3,740sqm.

Private amenity space requirements

Units	No.	Requirement m ² / unit	Requirement m ²
Man	161	5m ²	805
1 bed	526	5m ²	2630
2 bed	864	6m ²	5184
3 bed	140	7m ²	980
4 bed	6	8m ²	48
Total	1,697		9647m²

- 6.5.7 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.

- 6.5.8 Children's playspace will be provided within the large communal landscaped amenity areas across the wider site, and will be a mixture of formal, incidental and natural play spaces, both public and private. The total requirement and provision proposed is shown below.

Play space requirements

Type Proposed	Area m ²	Requirements m ²
Under 5	2,000	1,690
5-11	860	1,120
12+	Off-Site	740
Total	3,880	3,570

- 6.5.9 It is proposed that the majority of the play provision for the children aged up to eleven years old can be provided within the sites of this hybrid planning application. The under five years play provision will be provided at 'doorstep level' and are intended to be multi-functional. Therefore, the appropriate space provision for young children has been established for each building and accommodated in the proposals. Older children will also have access to opportunities for play and sports/recreation in Alexandra Park. 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.
- 6.5.5 The Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms. Steps in the façade have been introduced to minimise the number of north-facing single aspect homes within the detailed application to 8.8%. This is reduced further site wide to 6.3% and is a considerable improvement on the extant permission resulting in an increase from 23% to over 60% dual-aspect units and is strongly supported.
- 6.5.6 The daylight/sunlight assessment submitted with the application show that the block will achieve a good level of adherence to the daylight and sunlight guidelines and provide a good level of amenity for future occupiers. The results show an improvement upon the performance in the extant permission and the original reserved matters consent.
- 6.5.7 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.
- 6.5.8 The development will provide 10% wheelchair accessible homes of varying unit sizes which will meet the requirement in planning policy. This will be secured via planning condition. The development will also provide 1:1 accessible parking spaces which will only be available for purchase by residents within those units.

The detailed layouts of units in the outline element will be secured via reserved matters and a minimum 10% provision will be secured by planning condition.

- 6.5.9 Level access to the buildings will be provided throughout to the main residential entrance doors. 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.
- 6.5.10 The development has 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 Design Code, which will be secured by planning condition.
- 6.5.11 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.
- 6.5.12 Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.6 Density

- 6.6.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.6.2 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.
- 6.6.3 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 'central' setting where the density matrix sets a guideline of 650 -1100 habitable rooms per hectare with a PTAL of 4-6. The density of the development equates to a maximum of 1000 habitable rooms per hectare based on the illustrative masterplan. If the employment floorspace is

discounted from this equation the density rises to 1071. This is at the upper end of the indicative range but local factors, including the quality of the scheme, its high accessibility and proximity to metropolitan open spaces support the proposed density.

- 6.6.4 It should be noted that density is only one consideration of the acceptability of a proposal. Given the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.8 Designing out Crime

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

6.10 Transportation

- 6.10.2 The site formerly referred to as Haringey Heartland is bounded by Coburg Road in the north and the railway lines to the east, Haringey Park Road to the east and Turnpike Lane to the south. The applicant has existing planning permission for the redevelopment of the site to provide up to 1080 residential units, 700sqm of office space, 700sqm of retail space, 550 sqm of restaurant 500sqm of community leisure use D1/D2, 251 car parking spaces, cycle parking and associated infrastructure works.
- 6.10.3 The application is a Hybrid application for: 1714 residential units, 750 sqm of B1 business, up to 3,950 sqm of retail, 417sqm of D1 day nursery and up to 2,500 of D2 leisure, 425 off street car parking space, 3065 cycle parking spaces and associated infrastructure. The application has been assessed in line with the Council Local Plan Strategic Policies SP1 Managing Growth, SP4 Working towards a low carbon Haringey and SP7 Transport, The Councils Development Management DMPD Policy DM32 and the London Plan Policies 6.1 to 6.15. It is also to be noted that the assessment will include cumulative impacts of two other planning application within close proximity of the site (Iceland HGY/2017/2886) and (chocolate factory HGY/2017/3020); we will be considering the cumulative impacts of all three applications on the local highways network.

6.10.4 The development is located in an area with public transport accessibility level, which varies from PTAL 4 –6 across the site; the site is within reasonable walking distances of Wood Green, Turnpike Lane, Alexandra Palace Station and Hornsey Rail Station. The site is bounded by the railway lines to the west, the area surrounding the site to the east of the railway lines is covered by the Wood Green Inner Control Parking Zone, which operates seven days a week between the hours of 8am-10pm and the Wood Green Outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 pm.

Existing Conditions

6.10.6 The applicant's transport consultant "Vectos" has conducted existing condition survey of the area surrounding the site as part of the Transport Assessment (TA), which included:

1. Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station, Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.
2. Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.
3. The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces

(residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. We have therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.

4. The TA has reviewed the last 5 years' personal injury collision data, with in the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be note that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line or additional crossing points are required.

Trip Generation and Modal Split

- 6.10.8 The applicant is proposing 1714 residential units, using sites from the TRICS database the applicant has forecasted that the proposed development would generate a total of 941 in/out person's trips during the am peak period and 834 in/out person's trip during the Pm peak period. The applicant has forecasted the modal split based on the 2011 census data method of travel to work for the Noel Park Ward. Based on the census data, 82% of the residential trips generated by the site will be by sustainable modes of transport with car passenger and car drive trips accounting for only 18% mode share.
- 6.10.9 The office element, based on 7,500 square metres, using similar site from the TRICS database will generate 287 in/out person trips during the am peak period and 283 in/out trips during the PM peak period. As no dedicated car parking spaces will be provided for the B1 element of the proposal the Transport Assessment has re-balanced the car drive mode share of 30% and has increased the bus and underground mode share. Whilst re-balancing of the mode splits is supported, having a "zero" car drive mode share is not realistic as there is a surplus of long stay car parking available within easy walking distance of the development. Officers expect to see a car driver mode share of between 10-15%. The zero percent car share is therefore acceptable as a travel plan target, secured by the S.106 agreement.
- 6.10.10 The applicant proposes a maximum of 1,500sqm of A1 and 1,500sqm of A2-A4 floorspace. The majority of the trips generated by these uses will be by foot and will serve mainly local needs hence, these uses are not assessed as part of the total site trip generation.
- 6.10.11 The development will include a nursery of some 417sqm and will generate a total of 14 in/out trips during the am Peak periods and 16 in/out trips during the pm peak periods. The table below shows the gross trip generation of the site.

Existing and Proposed Underground trip at each station

Station Movements	Weekday AM peak 8:00-9:00			Weekday PM peak 17:00-18:00		
	Passengers		Change	Passengers		Change
	Existing	Development		Existing	Development	
Wood Green						
Arrival	2809	263	9.4%	1382	139	10.1%
Departure	939	91	9.7%	2377	178	7.5%
Turnpike Lane						
Arrival	2669	91	3.4%	841	48	5.7%
Departure	439	31	7.1%	2190	110	2.8%

6.10.4 Impact on Local Highways Network

6.10.5 The development proposal would generate a total of 192 two way vehicular trips during the am peak period and 161 vehicular trips during the pm peak period, it is to be noted that the majority of the vehicular trips are from the consented scheme, with the new application accounting for 50 two-way vehicular trips during the am peak and a 66 two way vehicular trips during the pm peak period, the impact of the additional traffic on the local highways network was assessed using, ARCADY, PICADY and LINSIG. The following junctions were assessed:

Junction No Road names:

1. B139 Hornsey park Road/ Clarendon Road/ Turnpike Lane
2. Station Road/ Park Avenue Roundabout
3. Station Road/Mayes Road Minim-Roundabout
4. B151 Mayes Road/ Western Road Mini-roundabout

6.10.6 The assessment indicates that the signalised Junctions No 1 (B139 Hornsey park Road/ Clarendon Road/ Turnpike Lane) is currently operating at capacity on some arms in the base situation. The degree of saturation will increase in future situation with the degree of saturation in the pm peak increasing from 89.5% on Hornsey Park Road right to 91.7%. It should be noted that this arm is currently operating at 93.3% during the am peak periods. Although there is an increase in the degree of saturation in the pm, the junction will operate within normal parameters.

6.10.7 The additional development traffic will not have any adverse impact on junction 2-4 which all have a modest increase in the RFC and an increase in queuing of 1 PCU. Officers conclude the increase in the traffic generated by the development proposal will not have any adverse impact on the highways network when compared to the approved scheme.

Cycle and Pedestrian access

6.10.9 The site is within some 80 metres of the 'Penstock Footpath' pedestrian/cycle route which provides essential east/ west traffic free connectivity via Cross Lane and ultimately onto Hornsey High Street. While the western section of this footpath is newly developed, the eastern section requires upgrading including adequate lighting and CCTV this has been identified by the PERS audit. There are also two cycle routes proposed on Western Road leading to the Borough boundary with Enfield via Station Road, Alexandra Palace station and Bounds Green and the second route that runs to the east of the Borough via Wood Green High Road, Downhill Park and Tottenham High Road. There is also a lack of dedicated north/ south cycle infrastructure to facilitate cycle journey to and from central London. In order to ensure that the applicant can achieve the proposed modal split target the applicant is required to make a financial contribution towards improving the physical infrastructure of the cycle routes by way of a section 106 agreement.

6.10.10 The applicant has conducted a PERS audit of the key local walking routes to assist persons accessing the site. Officers have reviewed the PERS audit conclude that a number of the key walking routes will require improvement including resurfacing, CCTV signage and enhance lighting improvements. The applicant will be required to make a financial contribute by way of a S.106 agreement towards a package of measures to improve walking condition on the following key walking routes:

1. Penstock Foot path
2. Haringey Park Road
3. Mayes Road
4. Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.

6.10.11 The total contribution towards walking and cycling measures has been estimated at £405,280 (four hundred and five thousand two hundred and eighty pounds).

Parking

6.10.13 Based on the car parking survey conducted as part of the TA the area surrounding the site has not been identified as suffering from high car parking pressure, the site is located within the Wood Green Outer CPZ operating from Monday to Saturday between 0800hrs and 1830hrs, which provides adequate on-street car parking control. The applicant is proposing to provide a total of 425 off street car parking spaces which breaks down as follows:

- Block A1-A4 51 car parking spaces including 34 disabled car parking spaces
- Block B1-B4 72 car parking space including 28 car parking space
- Block C1 282 car parking spaces including 104 disabled car parking spaces.

This equates to 0.25 car parking spaces per unit, which will allow for approximately 10% (163) wheelchair accessible car parking spaces. Officers judge the car parking provision proposed to be acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. The site has good public transport accessibility level in line with the Council's Local Plan Policy SP7: Transport which promotes 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
- c) A controlled parking zone exists or will be provided prior to occupation of the development.

6.10.14 This development proposal will be dedicated as a car free/ car-capped development. The Council will prohibit the issuing of car parking permits to future occupiers of the residential element of this development in any current or future control parking zone and residents will be eligible for visitors parking permits.

6.10.15 It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site which are currently not covered by a control parking zone and are within easy walking distance of the site. The applicant will be required to pay a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas. The contribution has been estimated at £42,000 (Forty-Two thousand pound). This will be secured by way of the S.106 agreement.

6.10.16 The applicant is required to submit a parking management plan for approval before the development is occupied. This is also secured by way of S.106 obligation. The parking management plan must be monitored in line with the residential travel plan.

6.10.17 The applicant is not proposing to provide any off street car parking bays for the other land uses, some short stay car parking will be provided as part of the realignment of Mary Neuner Road. It is to be noted that the London Plan requires the commercial element of the development to be provided with at least one accessible car parking bay designated for blue badge holder even if the on general parking is not provided. We have considered that as the applicant is proposing to provide a total of 425 off street car parking space a small proportion of the car parking space can be reallocated for the use of the B1/ commercial aspect of the development byway of a car parking management plan. The parking management plan must allocate the off street car parking space based on the following priority:

1. Parking for the disable residential units 10% of the total number of units proposed (163-169)- wheel chair accessible car parking spaces)
2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
3. Family sized units 3+ bed units
4. Two bed 4 four person units
5. Two bed units
6. One bed units and studios.

6.10.18 The applicant proposes a total of 2,727 long stay and 56 short stay cycle parking space for the residential aspect of the development. A planning condition attached is recommended to ensure the cycle parking provision for the residential aspect of the development is provided in line with the 2016 London Plan, which requires: 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit and 1 short stay cycle parking space per 40 units. The design, layout and implementation of the cycle parking spaces must also comply with the 2016 London Cycle Design Standard (LCDS).

6.10.19 The applicant proposes a total of 136 long stay and 146 short stay cycle parking spaces for the commercial aspect of the development; the commercial cycle parking provision is in line with the London Plan. The design and layout and implementation of the cycle parking spaces to comply with the 2016 London Cycle Design Standard (LCDS).

Access to the Development

6.10.20 The development proposal will increase the permeability across the site providing good east west walking and cycle connectivity, pedestrian and cycle access to the site can be achieved from the new public park onto Hornsey Park Road, Brook Road, Coburg Road, Western Road and Mary Neuner Road. The pedestrian access points and the interface with Mary Neuner Road has been the subject of detailed consultation with the Council's transportation planning and highways team and are considered acceptable. Given that sections of the development will be open to non- residents and will provide public access 24 hours a day, the owner will be required to enter into a public access agreement which safeguards the public access. The agreement is for the life of the development and will include: maintenance of footways, lighting, public furniture, public art, and CCTV. This is included in the proposed heads of terms.

6.10.21 The development proposal will have a number of vehicular accesses to service the car parks which are located in Blocks A1-A4, B1-B4, C1 several new vehicular bell mouth accesses will have to be constructed along Mary Neuner Road to facilitate the new access points. The proposed new access point and

the preliminary design for the realignment and landscaping of Mary Neuner Road has been subjected to independent Stage 1 Road Safety Audit. The safety auditors GM Traffic Consultants did not raise any significant issue with the Mary Neuner Road accesses and Mary Neuner re-alignment which cannot be addressed as part of the detailed design that will be completed as part of the S.278 works. The applicant is required to dedicate a 3 metre strip of land via a S.72 agreement for the widening of the footway ways and the creation of the inset car parking bays.

- 6.10.22 The owner will be required to enter into a S. 278 agreement to enable the Council to deliver the S.278 works for Mary Neuner Road, Brook Road and Coburg Road). Given the nature of the development and construction duration a temporary highways scheme may be required. The S.278 contribution will be index linked and reviewed annually.

Delivery and Servicing of the development

- 6.10.23 The applicant has submitted a draft servicing and delivery plan, the majority of the servicing of the development will take place in dedicated loading bays on Mary Neuner Road. Servicing of the Northern Quarter will take place via internal access roads which will have out of hours servicing via controlled access. The owner will be required to submit an updated servicing and delivery plan including a refuse management plan approved by the Council's waste management team to ensure that collection requirements are satisfied. The deliver and servicing plan must also include facilities for the delivery of parcels for residents such as drop boxes and concierge service. The delivery and servicing plan must be submitted for approval no less than 3 months before the development is occupied.

Construction Management Plan

- 6.10.24 The development proposal will generate a significant amount of construction traffic over a number of years; the applicant will be required to submit a revised Construction Management and Logistics Plan to be reviewed annually or with each phase of the development proposal. The Construction Management Plan is to be secured by S.106 agreement.

Travel Plan

- 6.10.25 The applicant has proposed the following travel plan measures which will aid in achieving the proposed modal split target that will result in fewer vehicular trips generated by the site and reduce the congestion on the Highways network.

Travel Plan Measures:

1. Appointment of a Travel Plan Coordinator.

2. Provision of Travel Pack including pre-loaded Oyster Card.
3. Provision of Travel Awareness Initiatives such as Personalised Travel Plan for new household, cycle training, community website, free or discounted cycle equipment and community travel events.
4. Provision of public transport information
5. Liaison on public transport improvements
6. Introduction of a car club (number of spaces and scheme to be agreed as part of the travel plan)
7. Provision of cycle stands that are able to take larger bicycle.

6.10.26 Officers have assessed this application in full and conclude that, subject to the S.106 obligations and planning conditions discussed in this report, the application is acceptable in transportation and highways terms.

6.11 Energy and Sustainability

6.11.1 Chapter 5 of the London Plan sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.

Energy

6.11.3 The planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.

6.11.4 Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

6.11.6 Following dialogue with London Borough of Haringey, the submitted Energy Strategy has been revised so that the two Energy Centres will be provided in the Outline Component. The Development Specification Table 3.1 has been revised to reflect the requirement to provide both a 400m² and 900m² Energy Centre in the northern part of the site. The owner will construct the 900m² energy centre box for LB Haringey and the proposed heads of terms include provisions to secure this and to decommission DEN1 once DEN2 becomes operational.

6.11.7 The originally proposed 400m² Energy Centre South will no longer be required in this location and is replaced with a reduced temporary energy plant room (albeit total area of the basement will remain). The Development Specification and Drawing P/SQ/B01 Southern Quarter - Level B01 Plans have been revised to reflect this change.

6.11.8 Before commencement on site, the Council will need to approve the technical specification and pipe work routes for both energy centres in the northern element as part of reserved matters. The owner will also be required to submit, for approval, a Feasibility Study for DEN2. The Council will also need to approve the operational practices on the development and confirm that the network is designed to CIBSE best practice. The heads of terms secure requirements for the Feasibility Study for DEN2 and for the terms of the lease at peppercorn rate. The provision of land for the district energy network in lieu of carbon offset payments is only acceptable on the basis DEN2 proceeds and provides suitable space for the wider District Energy Network to be delivered. The cost of the energy hub and the benefits of the lease is estimated to be £2.9M. The applicant has agreed to a long lease to the Council at 100 years and so the total amount is likely to exceed the carbon offsetting figure such that no offsetting fee is required as part of this development.

6.11.9 Further information was requested by the GLA on overheating, worksheet calculations, the site heat network, combined heat and power, and the potential of on-site renewable technologies. Based on the energy assessment and further information submitted, compared to a 2013 Building Regulations compliant development, an on-site reduction equivalent to an overall saving of 37% of CO₂ per year in regulated emissions is expected for the domestic element; and 32% for the non-domestic element. Whilst the absence any renewable technologies is disappointing it must be considered in the overall balance of the ability to deliver a wider District Energy Network as part of the northern element. Taking into account these wider benefits and the overall reduction in carbon through energy efficiency (Be Clean stage) the application is judged to be acceptable in energy and sustainability terms.

Sustainability

6.11.10 The submitted detailed scheme has confirmed that all new non-domestic units will achieve a BREEAM Very Good outcome. This is secured via planning condition.

6.11.11 The modelling for the detailed phase (only five units, and the worst case corridor) demonstrates a level of overheating against the TM59 and CIBSE criteria. These five residential units that are likely to present a high risk of overheating have been selected based on the below design characteristics:

- Upper floor units not benefiting from external shading;
- Single aspect rooms;
- Units with glazing facing south, east and west that are particularly susceptible to summertime solar gains;
- Units located in different orientations and floor levels.

6.11.12 The applicant did not model future weather patterns that are expected in the policy. Further design responses to address the overheating risk should be incorporated into the scheme and a planning condition is recommended to address this for the outline element of the scheme.

6.11.14 A planning condition is recommended to secure the delivery of all new parking spaces are ready to be fitted with active recharging infrastructure to accord with London Plan Policy 6.13.

6.11.15 Living roofs are proposed, but these are not clearly identified nor are there any details on their design. A planning condition requiring the applicant to submit details on the location and the design of the living roofs is also recommended.

6.12 Waste

6.12.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' require development proposals to make adequate provision for waste and recycling storage and collection.

6.12.2 In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

6.12.3 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials is recommended to secure adequate facilities and meet the Councils operational requirements.

6.13 Land contamination

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

6.13.2 The full application site (outline (Northern part) and detailed (southern part)) is for mixed use comprising of 1,714 residential units up to 19 floors high / 109m AOD in height and 425 parking spaces of which 170 are for disabled use, a nursery, cafes and retail, a gym and light commercial use. It is noted that the application proposes that Coburg road is closed completely to vehicles and is fully pedestrianised.

6.13.3 At the current time of consideration of this planning application, there are outstanding contaminated land concerns with regard to the whole gas works site.

6.13.4 The current state of the entire site is that it has been remediated to National Grid's own Commercial state, known as Open-Storage end-use, which is not suitable for the proposed residential end-use. The acid tar pits to the west of the site, adjacent the railway land, identified contaminated hotspots in the made ground and 2No. of the gas holders have had the associated contaminated material removed. The third gas holder on the site has not been fully remediated. It is this holder that remains outstanding. It is some 10m deep with asbestos containing material (ACM); which is likely to be waste from buildings previously demolished on site. Some of the ACM has been removed and a concrete cap has been put in place, however a considerable amount of ACM remains in situ. This gas holder will be below proposed residential Block B3 and surrounding proposed amenity / open space land.

6.13.5 The main concern is the proposed piling works which are required for the block and the risk to human health from these piling works. Appendix 12 of the Environmental statement concerns the Land Assessment. The last paragraph of Page 22 states:

'However, there is a requirement for additional site wide intrusive investigation works to be completed in order to quantify potential risks to residential human health receptors likely to be present during the demolition / construction phases and future users (residents) upon completion of the development works. Further intrusive site investigation would determine the presence, location and concentrations of any existing unacceptable solid and/or groundwater contamination and confirm the extent of any remedial works required.'

6.13.6 An outline remedial strategy is then proposed *'in order to address potential contamination at the Site to ensure the site is suitable for use under a residential end use. The strategy is subject to refinement in line with the requirements of CLR11 following completion of further Site Investigation and consultation with the Environment Agency and LBH.'*

6.13.7 A range of planning conditions are recommended to be applied to both the Outline Permission application and the Detailed Permission application to address these matters and make the application acceptable in planning terms. No piling will be permitted until a method statement has been submitted and approved in writing by the Local Planning Authority.

6.14 Wind and Micro-climate

6.14.1 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.

- 6.14.2 The hybrid 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 proposals 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).
- 6.14.3 The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario with pedestrian level wind conditions being safe for all users and the effects on pedestrian safety from the development would be negligible. Overall, the conditions are typical for a development of the proposed scale. There may be opportunities to enhance conditions, to maximise the potential for outdoor sitting, through detailed design of parapets, dividing screens and planting (on larger terraces). However, this will need to be considered against other design constraints during the detailed design stage.
- 6.14.4 The applicants' consultants have assessed the effect of the proposals on wind, looking for places where there might be downdraft caused by wind hitting buildings (particularly tall or wide buildings) and being forced down to ground, or funnelled between buildings, creating uncomfortable outdoor environments. Wind levels have been assessed in a wind tunnel test of a model of the proposal (see environmental wind section), within its context, both with and without an estimation of future development on neighbouring sites, according to expected wind levels at different times of the year, in accordance with industry best practice. Wind levels found are categorised according to the "Lawson Criteria for Pedestrian Comfort and Safety".
- 6.14.5 The assessment found most of the public realm around and within the proposed development and all of the lower level external private amenity spaces would fall into Lawson Criteria C4 (comfortable for Long Term Sitting) or C3 (comfortable for Short Term Sitting or St) most seasons. There is just one point that would be C2 (comfortable for Standing and Strolling) in winter and spring; at the very north-east corner of the site at the junction of Coburg Road and Silsoe Place. There are two points that would be C2 (comfortable for Standing and Strolling) in winter only; at the very north western corner of the site, junction of Coburg Road and Western Road, and at the mid-point of the narrow east-west street between the Main Square and Western Road.

- 6.14.6 Two of these locations are not ones where it is expected people will want to sit or stand, but will expect to walk. Notably most of the Main Square and most other outdoor amenity spaces are mostly in C4 most or all of the year, so would be suitable for outdoor seating and therefore as use for café tables, markets etc. The space at the corner of Coburg Western Road is intended as a sitting out space for a public house, and it will be necessary to introduce some mitigation measures to reduce the wind effects here.. These can be introduced at Reserved Matters stage.
- 6.14.7 This is a much better microclimate performance than many other higher rise projects including Apex House, Tottenham, where Lawson Criteria indicated places which would be unsafe for walking by less able people, and have had to introduce extensive mitigation measures. This satisfies concerns from the point of view of the suitability of the site for tall buildings from a microclimate point of view, and also the QRP concerns.
- 6.14.8 The microclimate assessment also considered balconies and accessible external roof terraces, in each case on the highest levels of the relevant buildings. It found that all such private amenity spaces fell in C3 or C4.
- 6.14.9 A number of clarifications and corrections have been provided by the applicant. The reports conclude additional trees to those existing or proposed as part of the illustrative design are not considered necessary at this stage but that additional testing to verify the effect of these trees could be considered. This is in response to an independent review which concluded that the chosen methodology is suitable, and the expected wind conditions are in line with what would typically be expected for this type of development in this location. Further wind tunnel testing will be carried out at the detailed design phase. Further clarification was sought and provided in respect of how the worst-case areas were determined for the instrumentation of the model and whether all un-instrumented terraces are suitable for intended usage. Where seating is proposed on terraces which have standing wind conditions, further mitigation may be required and this can be dealt with via planning condition.

6.15 Drainage & Blue Ribbon Network

- 6.15.1 London Plan (2011) 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.
- 6.15.2 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.

- 6.15.3 The potential for impacts of the proposed development on water resources and flood risk have been identified and the application 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).
- 6.15.4 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.
- 6.15.5 There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the site and the New River, to the west and south of the site, which is an entirely artificial watercourse. This was supported by a flood risk assessment. Conditions imposed on the outline planning permission (as varied) requires a full SUDS scheme for the site, together with a number of other requirements to satisfy Thames Water and Environment Agency requirements in terms of foul and surface water, and water supplies. The Environment Agency requested confirmation that the building sits outside of the required 8 metre easement of the Moselle Culvert, and the applicant has submitted a plan demonstrating this.
- 6.15.6 London Plan Policy 7.28 'Restoration of the Blue Ribbon Network' and draft London Plan SI17 'Protecting London's waterways' supports opening up culverted rivers. The Moselle Brook runs in a culvert through the middle of the site. The FRA demonstrates that the invert of the culvert structure is 3 metres below ground level, which would make opening the river challenging to design, and would involve a substantial land take. Furthermore, the water quality within the Moselle Brook is likely to be problematic and would have a negative impact on any surrounding public realm. Therefore, it is accepted that it is impractical to open the culvert at this point in time although provisions are in place through the legal agreement to reassess this regularly against agreed water standards.
- 6.14.1 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 objections. Subject to the imposition of

the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.16 Air quality

- 6.16.1 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 emerging Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.
- 6.16.2 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.
- 6.16.3 The Council's Environmental Officer has assessed the application. 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.
- 6.16.4 The development site is adjacent a main road of air pollution concern, Mayes Road / Hornsey Park Road; a major route in Haringey for which both monitoring and modelling indicate exceedances of the Government's air quality objectives for nitrogen dioxide (NO₂). The whole of the borough of Haringey is a designated Air Quality Management Area (AQMA) and is committed to being a 'Cleaner Air Borough', working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. Whilst the proposed development will introduce new exposure adjacent this main road through Haringey, the proposed residential units are located away from the Mayes Road and Hornsey Park Road. The Masterplan for the site reveals the pedestrianisation of Coburg Road, realignment of Mary Neuner Road to allow vehicular access to the basement car-parks and Clarendon road / Western Road will be a main road through the development site. A Gas Pressure Reduction System (Gas PRS) and Electrical sub-station are located to the East of the development site. It is proposed to relocate the Gas PRS elsewhere on the site, although no further detail on this is provided.

6.16.5 There are two Energy centres proposed for the site, both in the Outline element of the site. It is further noted that the Temporary Energy centre '*may / could*' be decommissioned in the future, if future connection to the desired Wood Green DEN occurs. This will be secured via the S.106 planning agreement.

6.16.6 An Air Quality Assessment & Air Quality Neutral Assessment (Appendix 9 – Environmental Statement) has been submitted along with the planning application to assess the air pollution impact of the proposed development. The main air polluting operations associated with the entire site include 1,697 car parking spaces and associated traffic movements, site wide gas boilers and CHP across the proposed Energy Centres. In addition, TfL have requested that two bus routes (230 and 67) are extended into the site, along with a bus turning area and a minimum of 4 bus stands.

6.16.7 Diffusion tube monitoring has been carried out to the perimeter of the development site. The results indicate that the Government's nitrogen dioxide (NO₂) objective is exceeded at the Hornsey Park Road location and the Mayes Road location.

6.16.8 The London Plan, Policy 7.14 states that new development should:

- minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans
- promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;
- be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).
- Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.

6.16.9 The Air Quality Assessment submitted is for the detailed element of the proposed development only; being the southern part of the site. Other concerns with the AQ assessment for the detailed and outline application include:

- Choice of model used
- Street canyons were not included in any of the modelled scenarios as the buildings are considered not to be tall (section 9.2.18); many of the taller

blocks are located in the Northern part of the site; however, modelling was undertaken for the detailed application (the southern part of the site) only.

6.16.10 ADMS Urban is considered a more appropriate model to use to more accurately model the AQ impact of entire proposed development and will be required as part of a revised Air Quality Assessment.

6.16.11 There is no consideration of the collective AQ impacts / emissions from adjacent developments including:

- Coronation Sidings and Western Road Depot,
- Bittern Place development site and
- Iceland Site development site

The Air Quality Assessment has included 4No. stack heights of 3m above the roof height of block A4. Block A4 is the proposed location of the temporary energy centre. The larger energy centres proposed for the north of the development site will form part of the detailed reserved matters applications and will be subject to further Feasibility Studies. The Energy assessment indicates that the stack heights will be *'2m above roof height of the tallest building.'*

6.16.13 Planning conditions are proposed to ensure the air quality impacts of the entire gas works development site, including nearby junctions, developments - including site wide gas boilers and CHP are updated and re-modelled using ADMS- Urban at the detailed stage. The results should include an indication of source apportionment and detail the re-circulating flow around the proposed tower blocks and air quality pollution impacts of the street canyons. Consideration must also be given to the emerging London Plan and specific air quality policies.

6.16.14 Following discussions regarding the above, a range of planning conditions are recommended to make the scheme acceptable in air quality terms. A range of construction mitigation measures would also be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions, including but not limited to routine dust monitoring, an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring and close liaison with surrounding sensitive properties). The CEMP will be secured via a condition and the development implemented in accordance with the approved details. Additionally, the site contractors will be required to be registered with the Considerate Constructors Scheme.

6.17 Noise

6.17.1 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.

- 6.17.2 A Noise Assessment has been carried out by Watermans (October 2017) which assesses the suitability of the site for residential development together with the likely significant noise and vibration effects on sensitive receptors associated with the development. The site is situated in an urban location adjoining the road and rail network with transportation noise being the dominant source, which is reflected in the comparatively high noise levels measured across the site.
- 6.17.2 Calculations indicate that the western, northern and southern façades of the buildings closest to the rail line (Buildings A1 to A4, and C1 within the Detailed Component and Development Zone F and J of the Outline Component), are predicted to be exposed to the highest noise levels and will require a glazing package providing in the region of 37 dB Rw+Ctr sound insulation at the worst affected facades to satisfactorily control the ingress of external environmental noise within residential room spaces (with reference to BS 8233:2014 and WHO, 1999).
- 6.17.3 Modelling results indicate that the ground level noise climate across the site would, in the most part, be less than 55 dB, providing external amenity spaces within the criteria outlined in ProPG, BS8233 and WHO guidelines. External spaces directly adjacent to and in closest proximity to the railway line west of the site are predicted to experience noise levels in the range of 55 – 60 dB. Only the external amenity spaces facing west towards the railway line are affected by elevated noise levels and officers are of the view that, in line with guidance, a compromise between elevated noise levels and the convenience of living adjacent to the city transport links and making efficient use of land resources to ensure development needs can be met, is warranted.
- 6.17.4 In setting the plant noise emission limits regard has been given to the results of the baseline noise survey and the noise requirements of the Council seeking to ensure the acoustic acceptability of plant that may be introduced as part of the Development.
- 6.17.5 Based on the above principles and the likely distance separation between plant and existing and future sensitive receptors, it is recommended that noise from fixed building services plant is designed to a level 10 dB below the existing background noise level at a position 1m from the façade of the nearest sensitive receptors and a planning condition is proposed to secure the recommended noise levels in the Environmental Statement.

- 6.17.6 Overall, the hybrid application would result in effects of a similar magnitude and significance to those identified within the Consented Scheme and through the imposition of planning conditions is acceptable in noise terms.

6.18 Ecology and trees

- 6.18.1 The Nature Conservation and Trees Officer has reviewed the application material and judges the scheme to be of good quality. Further information is required, which can be provided as part of planning conditions.
- 6.18.2 The trees specified for removal to facilitate this scheme are of low quality and value and should not be an impediment to development. The trees of moderate value (T16 and T28-T37) are to be retained. A Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) must be provided to specify what measures are to be implemented to ensure T16 and T28-T37 are adequately protected. The AMS must also detail any works that may impact on the Root Protection Areas (RPA) of these trees and what mitigation measures will be put in place.
- 6.18.3 A large number of new trees are proposed to be planted and these will help to mitigate the loss of existing trees, specified for removal. The specification for 'Street Trees' in the design guide is to industry best practice. Some concerns were raised regarding the choice of species and to give consideration to planting a diverse tree population to enhance ecological resilience to pests and diseases and the effects of climate change. More native species should be considered to increase local biodiversity. Further details of the landscaping will be required as part of the reserved matters for the outline scheme. For this scheme, a range of different sized trees planted ranging from extra heavy standards (14-16cm/16-18cm/18-20cm stem girth) to semi-mature specimens (20-25cm/25-30cm stem girth), appropriate to their location. There must also be a five-year aftercare plan for all newly planted trees to ensure they become independent in the landscape and this will be secured via planning condition.

6.19 Culture

- 6.19.1 The applicant has developed a Culture Strategy (October 2017) which provides an overview of the history of the site and existing context with proposals for the growth of arts and culture within the development in order to help achieve the vision for the creation of a sustainable community. The strategy seeks to use culture and the arts as a means to engage both existing and new communities and strengthen sense of place. This includes proposals covering local history, greening the industrial landscape, supporting creative activities and generating social opportunities. It is recommended proposals contained within the Strategy are updated on a regular basis to take into account wider regeneration proposals and this is secured via planning condition.

6.20 Planning obligations and CIL

6.20.1 The development is a 'Phased Development' for CIL purposes. This means that the planning permission (when granted) will explicitly allow the development to be implemented in phases (consistent with the definition in Regulation 2 of the CIL regulations) and that consequently each phase of the development is a separate Chargeable Development (CIL Regulation 9). It is anticipated that such phases may comprise: demolition and site preparation works and developments of buildings/plots. In order to address this a planning condition is proposed requiring the applicant to submit for each phase the relevant accompanying information prior to commencement so that the CIL amount can be calculated.

6.20 Conclusion

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

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22 and now includes SA24(NW of Clarendon Square). These site allocations are also incorporated into the emerging 2018 Wood Green Area Action Plan Site Allocation WG SA 23.
- Outline Planning Permission was granted by Planning Sub-Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This extant planning permission comprises a lawful development baseline at the site. This baseline is a material consideration that must be considered in the determination of this Planning Application.
- 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 an area of Intensification

identified in the London Plan and the Wood Green Area Action Plan all of which envisage significant change.

- The minimum overall affordable housing proposal of 32.5% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need particularly with 3 and 4 bed affordable rented units being at target/social rent, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable. The overall quantum and mix of affordable housing is a significant improvement on the extant permission.
- The height of the northern taller (outline) elements is appropriate within the context of the planning policy framework and in the context of the step change in the urban context envisaged in the Area Action Plan. A limited amount of flexibility is appropriate in the evolving urban context of this part of Wood Green when combined with the design controls recommended, including the Design Code.
- Taking into account the wider approach to employment provision across the regeneration area, 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 and vibrant neighbourhood.
- The transport and highways impacts are judged to be acceptable in the context of the planning conditions and proposed legal agreement.
- The scheme will make a significant new contribution to the quality of the public realm and open space provision in an area of deficiency all of which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.

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

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to referral to the Mayor of London, conditions and subject to sec. 106 Legal Agreement.

Applicant's drawing No.(s): Drawing number of plans: 439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414; 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100; 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Accommodation Schedule; Accommodation Schedule Summary; Affordable Housing Statement (October 2017); Arboricultural Impact Assessment and Method Statement (October 2017); Commercial Floorspace Assessment (October 2017); Cultural Strategy (October 2017); Daylight & Sunlight Statement (October 2017); Energy Statement (January 2018); Operational Waste & Recycling Management Strategy (October 2017); Planning Statement (October 2017); Planning Policy Statement (October 2017); Preliminary Ecological Appraisal & Phase 2 Protected Species Report (October 2017); Statement of Community Involvement (October 2017); Sustainability Statement (October 2017).

Subject to the following condition(s)

The following conditions have been applied to this consent and these conditions must be complied with:

A – Conditions relating to the detailed element only

1.	<p>COMPLIANCE – Commencement (detailed)</p> <p>The detailed element of 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.</p> <p>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.</p>
----	---

B – Conditions relating to the outline element only

2.	<p>Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)</p> <p>This permission 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:</p> <ul style="list-style-type: none"> (a) appearance; (b) landscaping; (c) layout; and (d) scale (e) access <p>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 as a single application for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.</p> <p>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 are not approved.</p> <p>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.</p>
3.	<p>COMPLIANCE - Time limits for Reserved Matters (Outline)</p> <p>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 five years from the date of this permission, and the development hereby</p>

	<p>authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:</p> <ul style="list-style-type: none"> 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. <p>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.</p>
4.	<p>COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)</p> <p>Each application for the approval of Reserved Matters submitted pursuant to condition shall contain such information set out below as is relevant to the application and shall be consistent with the information approved for the relevant phase pursuant to Condition (Phasing Strategy).</p> <ul style="list-style-type: none"> • A statement (including accompanying design material) to demonstrate compliance with the parameter plans, Development Specification and mandatory requirements in the approved Design Code (January 2018). The statement will also clearly set out how the application fits with a wider strategy for the submission for all reserved matters in securing a coordinated and coherent approach to phased development. • A report demonstrating how the measures identified in the approved Culture Strategy (October 2017) have been incorporated into the detailed design, including how the cultural and industrial history of the area has been interpreted in the proposals; • A report must be submitted that outlines that the environmental information already submitted to the LPA is adequate to assess the environmental effects of the application and inform decision making; or, • Provides further information, in accordance with regulation 22(1) of the 2011 EIA Regs, to assess the environmental effects of the application and inform decision making. <p>Access</p> <ul style="list-style-type: none"> 1) Detailed plans and drawings including such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. 2) A report and plans detailing layout including parking areas, servicing areas and plant areas; and 3) A report and plans detailing any necessary temporary layout and landscaping associated with boundary treatment and condition;

	<p>Layout</p> <ol style="list-style-type: none"> 1) An updated commercial layout plan detailing commercial uses across the development, taking into account the wider commercial provision across the regeneration area and showing how a minimum of 1,500sqm of Class B1(c) will be provided. <p>Landscaping</p> <ol style="list-style-type: none"> 1) Details of any play equipment proposed for the child play spaces; 2) How a coordinated approach to elements such as electricity, water, storage, street furniture will be achieved to avoid cluttering 3) If a public market is proposed within the main public square, how it will provide services and ancillary space for storage 4) Any landscaping mitigation measures required to mitigate potential wind tunnel effects 5) Notwithstanding the Design Code details of soft landscape works shall include: <ul style="list-style-type: none"> • planting plans (for amenity areas); • a full schedule of species of new trees and shrubs proposed to be planted; • written specifications (including cultivation and other operations) associated with plant and grass establishment; • schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and • an implementation programme detailing the timing of delivery. <p>Appearance</p> <ol style="list-style-type: none"> 1) Details of rooftop and roofscape in accordance with Design Code (January 2018); 2) Details of the wind mitigation measures, including any screening or other measures around balconies or communal amenity areas and how the design of blocks responds to micro-climate issues. <p>Reason: To ensure the development is consistent with London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and emerging 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.</p>
5.	<p>COMPLIANCE - Development in Accordance with Approved Drawings and Documents</p> <p>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</p>

amendment.

a) The following plans:

439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414;
 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100;
 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

b) The following documents:

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Cultural Strategy (October 2017).

Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.

6.	<p>COMPLIANCE - Quantum of Development</p> <p>The development hereby permitted shall comply with the following amounts:</p> <table border="1" data-bbox="358 300 1338 974"> <tr> <th data-bbox="358 300 673 342">Building</th><th data-bbox="673 300 1338 342"></th></tr> <tr> <td data-bbox="358 342 673 415">Class C3 residential</td><td data-bbox="673 342 1338 415">Maximum 163,300m² GEA (and no less than 1714 homes)</td></tr> <tr> <td data-bbox="358 415 673 489">Class B1 Employment</td><td data-bbox="673 415 1338 489">7,500m² (of which no less than 1,500m² of Class B1(c))</td></tr> <tr> <td data-bbox="358 489 673 594">Total A1-A5 Use</td><td data-bbox="673 489 1338 594">1,500m² - 3,950m² (of which no more than 2,500m² of Class A1 Retail)</td></tr> <tr> <td data-bbox="358 594 673 667">Class D1 Day Nursery</td><td data-bbox="673 594 1338 667">Up to 417sqm (GEA)</td></tr> <tr> <td data-bbox="358 667 673 783">Class D2 Leisure</td><td data-bbox="673 667 1338 783">Up to 2,500m² (includes 251m² Class D2 Performance Space) which could include a medical centre.</td></tr> <tr> <td data-bbox="358 783 673 825">Basement</td><td data-bbox="673 783 1338 825">22,750sqm (GIA)</td></tr> <tr> <td data-bbox="358 825 673 898">Energy Centre North (Outline)</td><td data-bbox="673 825 1338 898">Two Energy Centre's sized at 400m² and 900m² (GIA) to be provided in the north.</td></tr> <tr> <td data-bbox="358 898 673 974">Temporary energy centre (detailed)</td><td data-bbox="673 898 1338 974">200m² (GIA)</td></tr> </table> <p>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.</p>	Building		Class C3 residential	Maximum 163,300m ² GEA (and no less than 1714 homes)	Class B1 Employment	7,500m ² (of which no less than 1,500m ² of Class B1(c))	Total A1-A5 Use	1,500m ² - 3,950m ² (of which no more than 2,500m ² of Class A1 Retail)	Class D1 Day Nursery	Up to 417sqm (GEA)	Class D2 Leisure	Up to 2,500m ² (includes 251m ² Class D2 Performance Space) which could include a medical centre.	Basement	22,750sqm (GIA)	Energy Centre North (Outline)	Two Energy Centre's sized at 400m ² and 900m ² (GIA) to be provided in the north.	Temporary energy centre (detailed)	200m ² (GIA)
Building																			
Class C3 residential	Maximum 163,300m ² GEA (and no less than 1714 homes)																		
Class B1 Employment	7,500m ² (of which no less than 1,500m ² of Class B1(c))																		
Total A1-A5 Use	1,500m ² - 3,950m ² (of which no more than 2,500m ² of Class A1 Retail)																		
Class D1 Day Nursery	Up to 417sqm (GEA)																		
Class D2 Leisure	Up to 2,500m ² (includes 251m ² Class D2 Performance Space) which could include a medical centre.																		
Basement	22,750sqm (GIA)																		
Energy Centre North (Outline)	Two Energy Centre's sized at 400m ² and 900m ² (GIA) to be provided in the north.																		
Temporary energy centre (detailed)	200m ² (GIA)																		
7.	<p>COMPLIANCE – CIL PHASING</p> <p>Prior to the commencement of works on the relevant part of the development hereby approved, details of an indicative phasing plan, including projections for the commencement and completion, as they relate to that part of the development shall be submitted to the Local Planning Authority, either within the Reserved Matters applications (if specifically referenced within that submission) or under separate cover.</p> <p>Reason: to allow the local planning authority to understand the projected phasing of the development and to define the extent of a CIL phase for the purposes of the CIL Regulations 2010 as amended.</p>																		
8.	<p>COMPLIANCE – LAND USE (Business and Commercial Space)</p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) a minimum of 1,500sq.m(c) floor space hereby permitted shall be provided. and for no other purpose or any use permitted by the above order unless otherwise agreed by the Local Planning Authority.</p> <p>Reason: In order to secure the Council's economic and place making</p>																		

	objectives in pursuance of Local Plan policies SP11.																									
9.	<p>COMPLIANCE – LAND USE (Retail - Outline)</p> <p>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 exceed 2,500sqm in the case of Class A1 use. No floorspace is permitted in respect of Class A5 use hereby permitted or any use permitted by the above order.</p> <p>Reason: To ensure retail uses remain ancillary in accordance with Policy SA18 (AAP).</p>																									
10.	<p>COMPLIANCE – Development in accordance with Noise and Vibration Report</p> <p>The development shall be completed in accordance with the approved Noise and Vibration Report (Chapter 10 ES, Watermans dated October 2017), and the noise and vibration limits contained therein, unless otherwise approved by the local planning authority. Noise from fixed building services plant shall comply with the levels shown below and be designed to a level no less than 10 dB below the existing background noise level at a position 1m from the façade of the nearest sensitive receptors (i.e. Plant LAeq,T = LA90,T -10dB).</p> <table><tr><th>Location</th><th>Period</th><th>Representative LA90,5min</th><th>Plant Noise Emission Limit (LAeq,T)¹⁺²</th></tr><tr><td rowspan="2">SR – A & B</td><td>Daytime (07:00 and 23:00)</td><td>52</td><td>42</td></tr><tr><td>Night-time (23:00 and 07:00)</td><td>38</td><td>35</td></tr><tr><td rowspan="2">SR – C</td><td>Daytime (07:00 and 23:00)</td><td>46</td><td>36</td></tr><tr><td>Night-time (23:00 and 07:00)</td><td>38</td><td>35</td></tr><tr><td rowspan="2">SR – D & E</td><td>Daytime (07:00 and 23:00)</td><td>52</td><td>42</td></tr><tr><td>Night-time (23:00 and 07:00)</td><td>38</td><td>35</td></tr></table> <p>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.</p> <p>Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).</p>	Location	Period	Representative LA90,5min	Plant Noise Emission Limit (LAeq,T) ¹⁺²	SR – A & B	Daytime (07:00 and 23:00)	52	42	Night-time (23:00 and 07:00)	38	35	SR – C	Daytime (07:00 and 23:00)	46	36	Night-time (23:00 and 07:00)	38	35	SR – D & E	Daytime (07:00 and 23:00)	52	42	Night-time (23:00 and 07:00)	38	35
Location	Period	Representative LA90,5min	Plant Noise Emission Limit (LAeq,T) ¹⁺²																							
SR – A & B	Daytime (07:00 and 23:00)	52	42																							
	Night-time (23:00 and 07:00)	38	35																							
SR – C	Daytime (07:00 and 23:00)	46	36																							
	Night-time (23:00 and 07:00)	38	35																							
SR – D & E	Daytime (07:00 and 23:00)	52	42																							
	Night-time (23:00 and 07:00)	38	35																							
11.	<p>COMPLIANCE – RESIDENTIAL MIX</p> <p>The development hereby permitted shall comply with the following residential mix:</p>																									

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of total habitable rooms)
SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of total habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of total habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)
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.							
12.	COMPLIANCE - Environmental Statement All submissions of details pursuant to the planning permission hereby approved shall be in substantial accordance with the 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.						
13.	COMPLIANCE - Development in Conformity with Energy Statement Unless otherwise agreed by the Local Planning Authority, the development hereby approved shall be constructed and delivered to the U-values set out in the document Energy Statement prepared by Hodkinson 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).						
14.	COMPLIANCE – Hybrid Application Area The development shall be implemented in accordance with the hybrid planning application boundary drawing SK411 Parameter Plan 1 Outline and Detail Planning Application Area which defines the area to which detailed planning permission and outline permission applies pursuant to this planning permission.						

15.	<p>COMPLIANCE – Architect Retention</p> <p>The existing architects should be retained as Masterplan Architects to oversee the detailed design unless otherwise agreed in writing by the Local Planning Authority. The existing architect should be also be retained to for the implementation of the detailed element of the application unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: in order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan.</p>
16.	<p>COMPLIANCE - Land Contamination – Part C</p> <p><u>CON1:</u></p> <p>Before development commences for each phase other than for investigative work:</p> <ul style="list-style-type: none"> 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:- <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <ul style="list-style-type: none"> 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

	<p>be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2:</u></p> <ul style="list-style-type: none"> Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
17.	<p>COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)</p> <p>Any tree or plant in the public or private communal amenity areas or public realm delivered as part of the landscape masterplan (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.</p> <p>Reason: to protect the amenity of the locality.</p>
18.	<p>COMPLIANCE – Accessibility</p> <p>The development shall only be carried out in accordance with the inclusivity and accessibility measures identified in the Design and Access Statement dated 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).</p> <p>Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.</p>
19.	<p>COMPLIANCE - Compliance with London Housing Design Standards</p> <p>The development shall comply 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, unless otherwise agreed in writing</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.</p>
20.	<p>COMPLIANCE - Individual Satellite dishes or television antennas</p>

	<p>precluded</p> <p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
21.	<p>COMPLIANCE - Commercial Premises – Access</p> <p>The commercial premises shall be minimum door widths of 900mm and a maximum threshold of 25mm to allow access to people with disabilities and people pushing double buggies.</p>
22.	<p>COMPLIANCE - Hours of Operation – A3 & A4 Uses</p> <p>Any restaurant (A3), public house and wine bar (A4) use shall not be operated before 0800 or after 2400 hours on any day of the week.</p>
23.	<p>PRIOR TO ABOVE GROUND WORKS – Electric Vehicle Charging Points</p> <p>Prior to above ground works for each phase confirmation on the details and location of the parking spaces, of which all will be equipped with Active electric Vehicle Charging Points (ECVPS) shall be submitted to and approved by the Local Planning Authority.</p> <p>The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>Reason: To comply with London Plan Policy 6.13 and emerging Wood Green AAP Policy WG11 section 6.</p>
24.	<p>Environment Agency – Planting</p> <p>Planting all landscaped areas (except privately owned domestic gardens but including green roofs) shall be of locally native plant species only, of UK genetic origin.</p>
25.	<p>Network Rail – Demolition</p> <p>Any demolition of refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, the stability of the adjoining Network Rail structures.</p>
26.	<p>Network Rail – Construction</p> <p>Any scaffold, cranes or other mechanical plant must be constructed and operated in a “fail safe” manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling</p>

	<p>onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Outside Parties Engineer on opsoutheast@networkrail.co.uk before any works begin.</p> <p>Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.</p> <p>Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</p>
27.	<p>PRE COMMENCEMENT – Updated Air Quality Assessment</p> <p>Part A: Notwithstanding the Air Quality Assessment (dated October 2017) no development, excluding Block C1, will commence until a detailed air quality assessment for the whole site (north and south) in line with guidance provided by the Council and other best practice guidance, has been produced to the satisfaction of and approved in writing by the Planning Authority. The air quality assessment will:</p> <ul style="list-style-type: none"> • Identify how the building works and related activities and the future operation and use of the development site may impact upon local air quality. • Model the impact of the development on local air quality using ADMS Urban, agreed traffic data, include surrounding developments, all site-wide emission sources (CHP, gas boilers, energy centres) and include scenarios of pre-agreed years and worst case, • Identify mitigation measures that are already part of any planned development and should any risk of exposure to poor air quality be determined, mitigation measures shall be included, where applicable, in the buildings design • Identify possible additional mitigation measures that may be implemented to maintain and where possible improve air quality in the vicinity of the development. • Provide full details of measures that will be implemented to maintain and where possible improve air quality in the vicinity of the development. • Provide full details of measures that will be implemented to protect the internal air quality of buildings. • Identify measures that will be implemented or continue to be implemented after the completion of the development with clear timescales of when information will be provided.

	<p>Part B: All measures identified within the approved air quality assessment that are to be installed during the course of the development will be fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been provided to the satisfaction of and approved in writing by the Planning Authority.</p> <p>Part C: All measures identified within the approved air quality assessment that will be implemented or continue to be implemented after the completion of the development will be completed within agreed timescales. A report demonstrating that all such measures set out within the approved air quality assessment have been installed will be provided to the satisfaction of and approved in writing by the Planning Authority.</p> <p>Part D: No development works will take place, excluding Block C1, until a detailed site –wide Air Quality Assessment in line with guidance from the GLA has been submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To protect air quality and people’s health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.</p>
28.	<p>PRE COMMENCEMENT - Phasing strategy & details</p> <p>No part of the development hereby permitted excluding demolition and site preparation works shall be carried out unless and until a phasing strategy showing the location of each building, its relationship to the wider masterplan 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.</p> <p>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.</p> <p>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.</p>
29.	<p>PRE COMMENCEMENT – MEANWHILE AND INTERIM USES</p> <p>No development of a phase excluding demolition works shall be commenced</p>

	<p>until such times as a Meanwhile Treatment Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The Meanwhile Treatment Strategy for the relevant phase shall include as a minimum:</p> <p>(a) Details of any proposed interim boundary treatment between the relevant phase and adjoining public realm/building(s); and</p> <p>(b) Details of any proposed interim treatment of and use of public realm in adjoining Blocks/phases; and</p> <p>(c) A programme for carrying out the interim boundary and any proposed public realm treatments.</p> <p>(d) How meanwhile proposals and measures identified in the Culture Strategy (October 2017) have been incorporated into interim uses and proposals and help interpret the industrial and cultural heritage of the site.</p> <p>The Interim boundary and public realm treatments for the relevant Block shall be carried out in accordance with the approved Meanwhile Treatment Strategy for that Block.</p>
30.	<p>PRE COMMENCEMENT - Confirmation of Site Levels</p> <p>Prior to the commencement of each relevant phase (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.</p> <p>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.</p> <p>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.</p>
31.	<p>PRE COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>Development for any phase, excluding demolition and site preparation works, shall not commence until a drainage strategy for each phase 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.</p> <p>Reason: The development may lead to sewage flooding; to ensure that</p>

	<p>sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>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.</p>
32.	<p>PRE-COMMENCEMENT – Water supply (Thames Water)</p> <p>Prior to the commencement of development in each relevant phase, 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 for that particular phase 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.</p> <p>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.</p> <p>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.</p>
33.	<p>PRE- COMMENCEMENT - Construction Environmental Management Plan</p> <p>No phase of the development hereby approved shall commence until a phase specific Construction Environmental Management Plan (CEMP), which includes Waste Management Plan (WMP), Construction Dust Management Plan (CDMP) and Construction Traffic Management Plan (CTMP), has been submitted to and approved in writing by the Local Planning Authority for the relevant phase. The WMP will demonstrate compliance with an appropriate Demolition Protocol. The CDMP will incorporate appropriate mitigation measures to minimise dust emissions and will be based on the Mayor’s Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring).</p>

	<p>The CEMP shall provide details of how demolition and construction works are to be undertaken and include (a):</p> <ul style="list-style-type: none"> 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 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 xi) Dust mitigation strategy <p>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.</p> <p>The development shall be carried out in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site. No phase of the development hereby approved shall commence</p> <p>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).</p> <p>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.</p>
34.	<p>PRE- COMMENCEMENT - Electricity Sub-station:</p> <p>Prior to the commencement of the development a survey report on the</p>

	<p>electricity sub-station and associated electro-magnetic field. The report shall include any mitigation measures that may be required, as well as predicted electro-magnetic levels in the adjoining residential, by reference to relevant standards and studies. The report and any mitigation required will be subject to the approval of the Local Planning Authority.</p> <p>Reason: In the interests of public safety</p> <p>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.</p>
35.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Waste Management Scheme</p> <p>Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (dated November 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.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 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 <p>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.</p> <p>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.</p>
36.	<p>PRE COMMENCEMENT - Updated Construction Logistics Plan</p> <p>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:</p> <ol style="list-style-type: none"> i) Update to the Construction Logistics Plan prepared by dated October 2017 to include phased development;

	<ul style="list-style-type: none"> ii) Monitoring and joint working arrangements, where appropriate; 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. <p>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.</p> <p>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.</p>
37.	<p>PRE COMMENCEMENT - Piling method statement</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>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.</p>
38.	<p>PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement</p>

	<p>Within each phase of the outline and detailed development hereby approved no development shall commence until an Arboricultural method statement relating to works in that phase, including a tree protection plan, has been prepared in accordance with BS5837:2005 Trees in Relation to Construction”, and approved by the Local Planning Authority for each phase. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities for that phase on site and retained until completion of that phase. It must be designed and installed as recommended in the method statement within each phase. Within each phase the protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.</p>
39.	<p>PRE COMMENCEMENT – Details of Flues</p> <p>Within each phase where a flue is required, full details of the location and appearance of any flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work commences on that phase prior to commencement of the superstructure works (excluding Site Preparation Works).</p>
40.	<p>PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy</p> <p>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 32.5% Affordable Housing (by habitable rooms) as per the table shown in Condition 16.</p> <p>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:</p> <ul style="list-style-type: none"> 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 subject to staircasing. <p>Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p>
41.	<p>PRIOR TO ABOVE GROUND WORKS – Fibre Broadband Strategy</p> <p>Prior to the commencement of any above ground works, except enabling and demolition works and a strategy to facilitate ultra-fast broadband for</p>

	<p>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 or commercial unit, ducting to facilitate the provision of an ultra-fast broadband service to that dwelling or unit 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 or other infrastructure. The development of the site shall be carried out in accordance with the approved strategy.</p> <p>Reason: to accord with Site Allocation policies that support the provision of high speed broadband infrastructure and economic development objectives.</p>
42.	<p>PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan</p> <p>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 October 2017) and include:</p> <ul style="list-style-type: none"> i) Integration of bird and bat boxes; ii) Details of native and 'nectar rich' landscaping; and iii) Soft landscaping management & maintenance. <p>b) The Biodiversity enhancement measures set out in the approved BEP shall be implemented.</p> <p>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.</p>
43.	<p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p> <p>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:</p> <ul style="list-style-type: none"> 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

	<p>surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <ol style="list-style-type: none"> 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. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>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.</p> <p>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.</p>
44.	<p>PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential</p> <p>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 each phase of the development.</p> <p>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).</p>
45.	<p>PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs</p> <p>Prior to the commencement of above ground development for each phase, 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</p>

	<p>approved.</p> <p>This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located; • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>
46.	<p>PRIOR TO ABOVE GROUND WORKS - Secured by Design</p> <p>Part A</p> <p>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) has incorporated principles of Secured by Design. The development shall be implemented in accordance with the approved details.</p> <p>Part B</p> <p>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.</p> <p>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</p>

	2013 Policy SP11.
47.	<p>PRIOR TO ABOVE GROUND WORKS – External Solar Shading and Passive Ventilation Study (Residential only)</p> <p>Prior to the commencement of any superstructure work on each phase, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk using future weather temperature projections (2050) and London weather files, and the report will demonstrate how the risks have been mitigated and removed through design solutions.</p> <p>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:</p> <ul style="list-style-type: none"> - 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 - highlight the mitigation strategies to overcome any overheating risk <p>Air Conditioning will not be supported unless justification is given.</p> <p>Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p>
48.	<p>PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)</p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority for approval. The details shall be implemented as approved and shall be maintained thereafter.</p> <p>Reason: To protect local air quality.</p>
49.	PRIOR TO OCCUPATION – Commercial and Workspace Strategy

	<p>Prior to the occupation of any commercial floorspace a strategy for commercial and workspace shall be submitted to and approved in writing by the Local Planning Authority (LPA).</p> <p>The strategy shall include:</p> <ul style="list-style-type: none"> a) identifying the intended location of a minimum of one thousand (1,500SQM) square metres of B1(c) floorspace within the Site and the unit sites; b) a strategy that complements the existing and emerging cultural and economic offer in and around the site c) setting out a timetable for the marketing and occupation of such workspace; d) explaining how such workspace is designed to meet the needs of commercial undertakings; e) indicating the proposed lease terms and the proposed levels of rent for businesses together with an explanation of how those terms and rent compare with the lease terms and rent for equivalent commercial space elsewhere within the Borough; <p>Reason: to ensure the placemaking and economic objectives of the Wood Green AAP are secured.</p>
50.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details</p> <p>Prior to any superstructure works on each approved phase, 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.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.</p>
51.	<p>PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials</p> <p>Samples of all materials to be used for all external facing surfaces and roofing materials for each phase of the development, shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Samples shall include sample panels in addition to a schedule of the exact product references. All approved materials shall be erected in the form of a samples board and shall be retained on site throughout the works period for the phase concerned. Thereafter only such approved materials and finishes shall be used in</p>

	carrying out the development.
52.	<p>PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works), a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <ul style="list-style-type: none"> a) CCTV; b) Security lighting
53.	<p>PRIOR TO SUPERSTRUCTURE WORKS – Shopfronts</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) the design and external appearance of the shopfronts for that phase, including detailed design of the fascias, shall be submitted to and approved in writing by the Local Planning Authority.</p>
54.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.</p>
55.	<p>PRIOR TO OCCUPATION – Soft landscaping and play space</p> <p>Prior to occupation of each phase, details of the children's playspace and soft landscaping provision contained within the private and communal amenity areas in accordance with the Design and Access Statement (October 2017) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include the:</p> <ul style="list-style-type: none"> a. location, layout, design of the playspace; and b. equipment/ features c. hard surfacing materials d. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting). <p>Soft landscape details shall include:</p> <ul style="list-style-type: none"> a. Planting plans b. Written specifications (including cultivation and other operations associated with plant and grass establishment)

	<p>c. Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate</p> <p>d. Implementation timetables.</p> <p>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.</p> <p>REASON: To secure the appropriate provision and design of children's playspace.</p>
56.	<p>PRIOR TO OCCUPATION - Estate Management & Maintenance Plan</p> <p>Prior to the occupation of each 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.</p> <p>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.</p>
57.	<p>PRIOR TO OCCUPATION- Lighting strategy</p> <p>Prior to the occupation of each phase 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.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
58.	<p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System</p> <p>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.</p> <p>Reason: to protect the amenity of the locality.</p>
59.	<p>PRIOR TO OCCUPATION – Delivery and Servicing Plan</p> <p>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.</p>

	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 wwriskmanagement@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.

Informative

This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.

For the Outline Permission Application:

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.

Piling Works:

In one of the gas holders there remains at depth asbestos materials and other contaminants, such as lead and hydrocarbons. At the time of writing a concrete capping in place to prevent risk to human health. Any piling works on/in the environs of proposed residential Block B3 and surrounding proposed amenity / open space land has the potential to cause exposure of the contaminants in the gas holder and so a risk to human health.

This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.

Site Preparation Works comprise the following “Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads”

Substructure works are defined as building foundations or underlying supporting substructure

Superstructure works are defined as part of the building above its foundations

A phase of development relates to a phase defined by planning condition (CIL condition), or any subsequent construction sub-phase agreed with the Local Planning Authority, or the outline component or detailed component and/or Site Preparation Works

Interim works comprise, inter alia, meanwhile uses.

This page is intentionally left blank

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>The Revised Masterplan</p> <p>This proposal is for a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed planning application and for the remaining northern half of their site to be in outline, and to which the Design Code relates.</p> <p>The general layout of the proposals remain a residential lead mixed use development of flatted blocks rising in height east to west and north to south, with non-residential uses on some ground and occasionally 1st floors, with employment and retail focussed towards the northern part of the site. The proposals increase the residential unit numbers and employment floorspace to reflect anticipated increased public transport accessibility and the assessment in the Urban Characterisation Study as of “central” character. Just as importantly, the form and layout of blocks is significantly broken up compared to the existing approvals, to create a greater variety of individual buildings with spaces of different characters between.</p> <p>As Design Officer, I am strongly supportive of this overall approach to the wider masterplan, particularly welcoming the less monolithic blocks, and the opportunities to create greater character and interesting public and</p>	Noted – relevant conditions included

Stakeholder	Question/Comment	Response
	<p>private spaces between buildings. The more fragmented block forms and increased vertical emphasis is a significant improvement, subject to detailed design.</p> <p>In addition, I welcome the likelihood that residential quality and amenity will be improved, with significantly fewer single aspect flats, a good distribution of ground and first floor maisonettes with their own front doors and/or private gardens as well as ground floor non-residential uses creating active frontages. Other positive aspects include the compatibility with (and protection of) the existing housing adjacent and the creation of a network of interesting, pedestrian friendly spaces that will not be car-dominated. I feel that this revised masterplan responds to the significant QRP concerns raised regarding the previous reserved matters scheme.</p> <p>The applicants propose an interesting system of elevational treatments; proportions and material choices that seek to give a unity to the facades around the spaces rather than to the blocks themselves, which I consider could be very successful. In addition, they feel that the distribution of community, retail and employment uses has a great deal of logic and appeal, and that the proposed public and private open spaces are promising.</p> <p>The Design Code This Design Code relates to part of a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed</p>	

Stakeholder	Question/Comment	Response
	<p>planning application and for the remaining northern half of the site to be in outline. The Design Code relates to the Outline element only. It provides clear guidance on the intended scale and character of the individual buildings and spaces between them in the masterplan area (“The Northern Quarter”), and should ensure continuity and compatibility with the southern part of the site submitted for detailed approval.</p> <p>The code defines key distinct character areas within the Northern Quarter that support richer and more varied mix of uses, including more workspace and retail, and a busier, more vibrant area than the more residential southern quarter. It also contains more and higher tall buildings and less ground level amenity space, and will therefore depend more on successful coordination and complimentary design between neighbouring blocks both within the site and to its neighbours.</p> <p>The code enshrines the fundamental compositional principle of the development, made up of a “collage” of L-shaped blocks defining varied spaces, and the code goes on to mandate a legible, permeable public realm, composition of blocks to avoid creating a “wall of buildings”, response to the spaces they front and distinctive, contrasting tops to higher buildings. Specific code provisions ensure employment and town centre functions will sit comfortably with residential upper floors, defining a distinct base or podium and communal roof gardens. The code then describes the principles of façade articulation as detailed in the Southern Quarter; with primary, secondary and tertiary facades relating to</p>	

Stakeholder	Question/Comment	Response
	<p>the spaces they enclose, with special treatments of corners, recessed balconies etc. Finally, the code details how each individual block, each façade within those blocks and each space between them should be interpreted within the framework of rules and hierarchies described, with a series of colour coded drawings of each block.</p> <p>The Code also describes the agreed site-wide (and it is intended by the Council, Heartlands-wide) streetscape and public realm design proposals, including an agreed palette of materials encompassing public spaces to be adopted by the council and those to be retained and managed by the developer, so that they flow seamlessly from one to the other and form a robust, durable and attractive public realm. I and other council colleagues have had detailed discussions with the applicants to ensure this streetscape guidance would be acceptable on other streets and public spaces within the wider Heartlands area.</p> <p>The Design Code will have greater weight than the Illustrative Masterplan, but less weight than the Parameter Plans in ensuring reserved matters applications conform to this outline approval (if granted).</p> <p>Officers have worked closely with the developers, their architects and landscape architects, to develop this Design Code and are hopeful that it should ensure maintenance of high quality design in future stages of this development, where the current planning application is only for outline approval. My preference would be for</p>	

Stakeholder	Question/Comment	Response
	<p>developer and design team continuity to aid in this, but we must be realistic and accept that architects are likely to change and developers could change in later phases, so would hope that the Design Code ensures that essential elements that should make it an acceptable design are not lost. An additional condition requiring retention of the current architects and design team, or approval by the Council of any changes, would be useful to ensure continued design quality.</p> <p>Parameter Plans, inc. Pattern, Form Height Bulk & Massing of the Outline part of the Application</p> <p>The hybrid application is in outline for the “Northern Quarter”, defined by Parameter Plans, supported by the Design Code and Illustrative Scheme. The Parameter Plans only show the vaguest possible detail of buildable envelope applied for. The Northern Quarter is divided into abstract development plots, covering the whole site rather than describing block forms; they therefore ignore intended spaces between buildings, apart from the primary north-south circulation spine and main commercial square towards the northern end of the site. Symbols show intended approximate locations of gaps between blocks along the eastern boundary along the Moselle Walk, but otherwise the Parameter Plans do not define block forms; this is left to the Design Code and Illustrative Masterplan.</p> <p>The development plots are shown as projected up to maximum and minimum developable envelope. The maxima are for each plot; the applicants clearly state that</p>	

Stakeholder	Question/Comment	Response
	<p>their intention is that not all plots should be built to these maxima, but we need to rely on the design code and numerical quanta (of residential unit numbers and non-residential floorspace) to ensure that. In some cases, maxima represent alternative permutations. For instance, in Block H (the L-shaped development parcel in the north-eastern corner of the site), the illustrative scheme and design code show that the intended scheme is for two higher blocks in the two arms, at H1 and H3, with a significantly lower maximum height of the linking H2, but the parameter plan maxima allow an alternative with one highest point in H2. The design Code makes it clear that if H2 (the link) contains a higher building, H1 & 3 (the arms) should be significantly lower, but the parameter plans alone could be read to indicate all three could be high. We need to rely on the Design Code to avoid this, which would not be acceptable, but provided the Design Code can be relied upon, that would satisfy me.</p> <p>The parameter plans also show minimum developable heights. These should probably more accurately be described as minimum-maximum envelopes; like the maximum envelopes above (maximum-maximum?), these do not account for the intended cut backs and modelling of blocks as described (and mandated) in the design code and illustrated in the illustrative scheme. I would consider this modelling essential and the massive, blocky built forms implied if the parameter plans were to be built out entirely to their maximum permitted extents to be fundamentally unacceptable. To some extent, they would be impossible as not containing enough perimeter</p>	

Stakeholder	Question/Comment	Response
	<p>to make viable residential accommodation. Modelling the maximal or minimal parameter plans in supporting documents such as the verified views and day and sunlight assessments, therefore, need to be understood as diagrammatic, not realistic intentions.</p> <p>The parameter plans are further embellished by symbolic representations of features and facilities. These include open space for public amenity, private communal amenity and children's playspace, as well as the need for gaps in the blocks along the eastern edge of the side, beside the Moselle Walk linear park backing onto the back gardens of houses on Hornsey Park Road, an essential feature to break up the massing along this sensitive edge of the site.</p> <p>The Council agrees that tall buildings could be acceptable in principle at the northern end of this site. This has been established through the evolution of now adopted documents in the Local Plan Strategic Policies and Development Management Policies, supported by our Urban Characterisation Study that specifically identified a suitable tall building location to the western end of Coburg Road to complement the existing tall building location at Wood Green Tube and potential in the centre of Wood Green and at Turnpike Lane, to define the limits of and gateways to the metropolitan centre. The location is also more suitable as they would have little impact on existing neighbouring housing or sensitive green space; whilst it may be visible (discussed below), overlooking, overshadowing and microclimate effects would be confined to the immediate vicinity,</p>	

Stakeholder	Question/Comment	Response
	<p>which is only composed of non-residential sites. Whilst development including residential that would be affected is planned for some of those neighbouring sites, and indeed this site, they can be designed to accommodate the proposed taller buildings.</p> <p>Views of the proposed development, especially its taller buildings, have been prepared from a number of locations, as part of the Townscape and Visual Impact Assessment (TVIA) chapter of the Environmental Statement. These include those of Haringey's Local Views (as defined in the DM DPD) within which the proposals would be visible, sensitive locations such as public open space from which it could be visible and local streets approaching the site. These views were agreed in consultation with me and colleagues and are Verified Views prepared in accordance with the Landscape Institute "Guide for Landscape and Visual Impact Assessment" (GLVIA). As mentioned above, these show both the Illustrative Scheme and the theoretical maximal build-out of the Parameter Plans. I consider only the Illustrative Scheme to be realistic, but bear in mind that elements (but not the whole development) could be expanded up to the parameter plans maxima.</p> <p>Verified views are variously as Wireframe or Rendered, as agreed with me and colleagues, as appropriate to assess the significance of the impact. Rendered views show the massing of the detailed and illustrative scheme as it is composed as a series of distinct, "collaged" elements, and how the tones of brickwork, going from</p>	

Stakeholder	Question/Comment	Response
	<p>darker to lighter as height increases, support the composition of the proposals. I consider the proposed composition is attractive, avoids any appearance of excessively large and bulky individual buildings, reads as a logical part of the wider cityscape, dropping from high gradually to more contextual heights and forms a satisfying composition. I am also pleased to see that it does not interrupt or excessively intrude into any key receptors, especially Alexandra Palace on its wooded hilltop, in our key Local Views. I am therefore satisfied that the proposed tall buildings are acceptable in local and distant views.</p> <p>Impact of the proposed tall buildings on daylight, sunlight privacy and microclimate is discussed separately below.</p> <p>Detailed Scheme, inc. Pattern, Form Height Bulk & Massing of the Outline part of the Application</p> <p>The hybrid application is a full or detailed application for the “Southern Quarter”, that is everything south of and including the park over the culverted Moselle, as well as Block C. Although it should be noted that the similarity of Block C to the previous approved scheme has enabled it to be started as a minor amendment to that previous approval. Full details of these blocks and the spaces between them is applied for. The detailed scheme for this southern quarter broadly carries over into the illustrative scheme for the northern quarter, but with some increases in density, height and amount of non-residential uses.</p>	

Stakeholder	Question/Comment	Response
	<p>The basic concept of urban form is to be a series of interlocking, generally L-shaped blocks. These interlock with each other, creating varied courtyard like spaces between the blocks, of a scale in width similar to a typical urban street, and relate across the main streets of the proposals in similar ways as they relate across these courts. A primary north-south street and crossing that a primary east-west park space defines the key public spaces, and these interlocking, usually L-shaped blocks address these streets and parks. Nevertheless, they also begin to define secondary public courts in the spaces between the blocks adjacent to the street, as well as private courtyard gardens deeper into and generally offset from the more public secondary spaces or “pocket parks as they are referred to.</p> <p>In the northern quarter, where the site depth is greater and context brings additional streets up to the edge of the site, the parameter plans define and the illustrative scheme shows an additional east-west street. This crosses the north-south street at a new public square, as well as street fronting relationships to streets bordering the site, especially Coburg Road to the north, treated as a major frontage. A further public park, with controlled access, would follow the course of the culverted Moselle along the eastern boundary, but blocks along its edge would not front this. The illustrative scheme shows fewer additional public pocket parks, as the greater intensity of activity and non-residential ground floor use means more of the ground level is treated as a continuously built up podium interspersed with courtyards, and the interlocking L-shaped blocks pattern manifests as a podium of even</p>	

Stakeholder	Question/Comment	Response
	<p>higher block pattern.</p> <p>Height of the proposal generally rises from low rise, 2, 3 and 4 storey where it is closest to the existing terraced houses of Hornsey Park Road to the east, particularly the south-east, gradually to 6 to 8 storeys along the southern part of the main north-south street and higher along the railway edge to the west. Height also rises from south to north across the site, from within the detailed scheme to the outline scheme. Hence, within the detailed southern quarter, the buildings on the south side of the park rise to 8 to 11 storeys, and on the north side, Block C, in detail but in many aspects of character more similar to the northern quarter, rises to 16 floors. In the northern quarter the parameter plans only permit and the illustrative scheme show heights of up to 6 floors along the Moselle Park, rising to 8-10 on the south side of the square and up to 18 storeys along the northern edge, with the possibility, if lower heights elsewhere, of up to 20.</p> <p>Excessive bulk is avoided in the modelling of the proposed blocks as a series of distinct vertical elements, with varying heights, so that although a block may be up to so many storeys, it will always only be to that maximum height for a small part of its footprint.</p> <p>The proposals avoid having a massing that would look oppressive to existing neighbouring residents, uses of the public spaces within the proposals and residents of the development due to the broken form of the proposed blocks. The appearance of the proposals from</p>	

Stakeholder	Question/Comment	Response
	<p>neighbouring existing back gardens will therefore be of a series of distinct blocks with substantial gaps between, such that its impression can reasonably be expected to be of less impact than the existing approval, which would be for a series of more continuous blocks.</p> <p>Streetscape Character There could be a danger from an urban design point of view from a “fractured” urban form of intersecting blocks with incidental spaces between, as proposed here. This could not provide clear definition of the street, the public realm, without a clear boundary between the public realm and private spaces to the sides and rear of blocks; the “nebulous space” that so blights many mid-twentieth century “modernist” housing developments with blocks “floating” in continuous communally maintained grassland, with roads and paths wandering across this space unrelated to the buildings.</p> <p>However, I am confident that the sophisticated detailed urban design of the public realm of this proposal would completely avoid that. Blocks are designed to give priority to the spaces they enclose rather than the block itself, such that elevational treatments relate to each other around a space. Furthermore, spaces are designed to make it clear what their purpose and public accessibility should be, with strong, full height hedge boundaries, with locked gates, between public and private courtyards. The public “pocket park” courtyards also reinforce the street, they always sit on one side of the street with a corresponding building façade aligned with the street edge on the opposite side of the street, so</p>	

Stakeholder	Question/Comment	Response
	<p>that the street experience will be of a building edge to at least one side at all times, with generally a pocket park opposite.</p> <p>The “pocket park” courtyards are also given distinctive thresholds with the street, and act as residential entrance courts to the main communal residential entrances. Although elevational treatment of blocks is carried across the street, so that a façade on one side of the street relates to the three facades of the pocket park opposite, the street has a continuous identity and linear hard and soft landscaping, except for the banding of alternating surface colours to relate to the alternating pocket parks. Further street animation is secured in the location of front doors to ground floor flats and maisonettes off the street; these are generally up a few steps, with level access via the communal entrance. Although the QRP expressed doubts that the pocket parks would be distinctive enough (back in July), I am confident that the architectural expression and differences between individual courts have been refined since such that they will be a stand-out distinctive and attractive feature of the proposed development.</p> <p>The main public park is treated as an east-west public space, open continuous and a part of the public realm, with its crossing of the street treated as a special place. The park is also animated with residential front doors to ground floor flats and maisonettes, and more importantly with public ground floor uses, generally community uses, opening off the park.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposals also establish a network of more private courts, gardens and paths, behind controlled access gates that will only be accessible to residents and for maintenance. This contributes to private amenity space, especially in the northern quarter.</p> <p>In the southern quarter, this also makes a significant contribution to cycle access and parking. The proposals include significant amounts of underground parking, taking vehicles (and most refuse storage) away from disturbing the streets and spaces of the site. In the southern quarter, this is a semi-basement, in the northern quarter this is a full basement under most of the site, and accommodates most cycle storage as well, apart from small amounts of visitor cycling by entrances. This is likely to be less convenient for residents, who are more likely to use a cycle if it does not require them to go out of their way from the flat door to the street, but it an inevitable consequence of the higher density of the northern quarter. However in the southern quarter only some cycle storage is in the basement; most can be accommodated “at grade” closer to and visible from some residents flats, in cycle stores tucked between the back of blocks and the site boundaries. These will be accessed from a loop of “back alleys”, gated and providing access for maintenance and a separation between flats, their gardens and the existing neighbours. Although the QRP expressed doubts about this arrangement, I think that as part of a variety of provision options (along with longer term basement and beside-entrance visitor cycle parking), this represents a good provision of cycle storage and a convenient “back alley”</p>	

Stakeholder	Question/Comment	Response
	<p>route that incorporates convincing security provisions.</p> <p>Elevational Treatment and Fenestration A brick based architectural materials palette is used throughout, but with variations based on a sophisticated composition. This is as a series of contrasting elevational treatments that relate to the corresponding facades that enclose a single space, and contrast with the other facades that form a block. As part of this, a particular colour brick will be combined with a particular fenestration pattern and detailing of window reveals, brick panels, pilasters, cornices etc. and balcony design around a space. Particular elevational treatments are repeated across the site, but distant and not visible from each other, so reminders of other parts of the development will occasionally appear elsewhere. This will make a significant contribution to giving each individual courtyard, and therefore residents' homes, distinctiveness and individuality, within a consistent language across the development.</p> <p>Balconies in particular contribute to elevational composition; generally recessed balconies are used, with projecting balconies only sparingly to support elevational composition; corner recessed balconies especially, with a brick pier or column in its corner prioritising one elevation over the other in support of the elevational composition, emphasising to which space each elevation addresses. Balustrades are generally open metal, chosen to support the generally vertical fenestration, but designed to inhibit angled views and therefor provide residents with privacy and some screening, except from</p>	

Stakeholder	Question/Comment	Response
	<p>rarer direct, straight-on views.</p> <p>The elevational systems are further refined. A hierarchy of most significant, intermediate and least significant elevations is established by reducing the amount of embellishment, of patterning in the brickwork etc., depending on the significance of the elevation. So main elevations facing the street, significant spaces, containing communal entrances etc. are made the most significant, and flanks, least viewed courtyard elevations, and especially those onto private courtyards and backing onto a boundary, as the lowest hierarchy and plainest elevation, yet still with fenestration and sufficient embellishment to make it recognisably of that family.</p> <p>Yet more refinement comes from gradation of floors in the elevational treatment, which also often recognises gradation of function and layout. Bases of buildings, either just the ground floor (generally in lower rise buildings) or both ground and first (generally taller) are given different fenestration and brickwork patterning, with larger, often double height windows, and a distinct “cornice” (of modern, minimalist interpretation; often formed from brick banding), to visually separate the base from the main bulk, the “middle”, of the elevational composition. This is an accepted and recommended elevational composition technique that gives a greater sense of human scale, with the ground level closest to the pedestrian, relatable to, and more appropriately designed. It also frequently responds to functional realities, with different, non-residential uses generally located on ground floors, and even where all residential,</p>	

Stakeholder	Question/Comment	Response
	<p>there are generally at least some ground and first floor maisonettes.</p> <p>Tops of the taller buildings are also given distinctive, contrasting elevational treatment, also often in response to different function. Tops of blocks cut away gradually as individual elements are stopped at lower floors, to create a variety of private and private communal roof terraces, and the highest parts of the higher blocks are generally laid out with further larger 2 storey maisonettes, benefiting again from larger roof terraces and expressed in larger, often double height window openings. In some of the highest blocks (especially in the outline northern quarter), there is a material shift to a lighter brick. The purpose and effect of this is to lighten the tops of the taller buildings, as well as to produce more satisfying elevational composition.</p> <p>The fenestration patterns that vary in response to distinctive courtyard identities are nevertheless to be characterised by generally a strongly vertical emphasis. This has been repeatedly shown to give the most elegant elevations, responding to human scale and the shape of the human body, and established by precedent such that it is one of the defining features of the “London Vernacular”. The architects have also thought deeply about how window shape and size best creates well illuminated and at the same time functional rooms, especially that whilst vertically proportioned windows can give the greatest light penetration into deep rooms, more horizontally proportioned windows provide better light distribution to wider rooms and greater flexibility in</p>	

Stakeholder	Question/Comment	Response
	<p>furniture layout. Therefore the various fenestration patterns are to be supplemented with patterned brickwork in different patterns appropriate for the elevational composition used (in that courtyard) to create vertical proportions where a more horizontal window is appropriate and to further embellish elevations in accordance with the hierarchy principle described above. The elevational treatment and materials palette of predominantly brick with contrasting feature bricks picks up also on local precedent and the local vernacular of Wood Green and its surroundings. Particular examples include the Noel Park estate with its expressed gables, chevron patterns and bands / patterning with blue and green glazed bricks, and the Campsbourne Cottages estate with its bands of projecting and canted bricks. The palette also picks up on the predominance of red bricks in this area, with occasional contrasting buffs and browns to gables, flanks and rears. This is to be welcomed as establishing local connections, as well as welcoming the use of brick for its durability and flexibility.</p> <p>Daylight, Sunlight and Privacy / Overlooking of Neighbours</p> <p>Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that: “...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that: a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent</p>	

Stakeholder	Question/Comment	Response
	<p>buildings and land; b. 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 residents of the development...”</p> <p>The applicants have provided Daylight, Sunlight and Overshadowing section of their Environmental Statement, on the effect of their proposed development on potentially affected neighbours. This has been prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011) , known as “The BRE Guide”. Their assessment examines the effect of their proposed development on the neighbouring houses on numbers 59 through to 171, odd, Hornsey Park Road, which back onto the site to the east and overlap a short way to the south and a longer distance to the north. They have also assessed their impact on the nearest residential accommodation on Mayes Road and Coburg Road, a moderate distance to the north east of their proposed development.</p> <p>They have not assessed their impact on non-residential buildings. It would have been preferable for a considered assessment of some of these, where appropriate. Many employment uses have a reasonable expectation of daylight, as is mentioned in the supporting text to our Development Management DPD policy DM1.</p>	

Stakeholder	Question/Comment	Response
	<p>However, the location is accepted as a Growth area and Area of Intensification in adopted Local plan documents, so those existing employment uses cannot have a reasonable expectation to be insulated from change and intensification. Existing residents, on the other hand, should not expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.</p> <p>The changing nature of the location suggests there might also be a case for assessment of those neighbouring sites that have been identified as also suitable for development and intensification, to assess the impact of this proposed development on potential future neighbouring developments. However, the emerging nature of these proposals makes it understandably difficult for this, as essentially the first major development in the Heartlands areas. Had any neighbouring sites been granted planning permission, then those proposals should also have been assessed, and we have been telling potential applicants for neighbouring suites they need to consider the previously approved scheme for this site in the design, including daylight, sunlight and overshadowing, on their proposals.</p> <p>In the absence of any approved proposals for neighbouring sites at the time this application was submitted, the applicants could have obtained outline proposals for neighbouring sites, without knowing whether they would be approved and implemented. As it happens, two neighbouring sites (Land at the Chocolate</p>	

Stakeholder	Question/Comment	Response
	<p>Factory and Parma House, 5 Clarendon Road; HGY/2017/3020 and Land off Brook Road and Mayes Road; HGY/2017/2886) submitted planning applications a couple of weeks before this application. However, I do not consider those applications were sufficiently far ahead of this application, nor can either be described even yet as resolved applications, so I do not consider it would have been reasonable for those proposals to be assessed.</p> <p>Alternatively, these applicants could have assessed a reasonable extrapolation of their proposals on neighbouring sites; normally essentially a mirrored scheme adapted for site constraints. However, the northern part of this application, the part that borders the likely neighbouring sites, is in outline in this application. Therefore reserved matters proposals for this application, as well as whatever is proposed for neighbouring sites, can still adapt to accommodate neighbours as their concrete proposals come forward. The outline proposals, design code and illustrative scheme for this site allow sufficient flexibility, in my view, to accommodate a variety of similarly scaled proposals for similar uses on neighbouring sites.</p> <p>In particular, I would note that these proposals accommodate a widening of Coburg Road into a boulevard. Neighbouring sites on the north side are also being told by us to similarly widen the road. This will allow for increased daylight and sunlight penetration as well as a broader, more proportionate scale to this street, who's western end is identified in our tall buildings</p>	

Stakeholder	Question/Comment	Response
	<p>assessment (in DM DPD DM7) as a site suitable for greater height.</p> <p>The applicants' assessment considers the detailed proposals for the southern quarter with both the illustrative scheme and the full maximum build out of the parameter plans, even though I would consider a full build out of the parameter plans to be unreasonable. Their assessment finds that the Vertical Sky Component (VSC) to a number of windows to habitable rooms in neighbouring dwellings would drop below the BRE Guide recommended level (27%) to a noticeable degree (>20%), but not a majority of neighbouring windows. Neighbouring houses are closest to the application site against the southern quarter, where the application is in detail, and backing onto this most houses have one or two noticeably affected windows, although not generally much above the BRE Guide assessment of a minimum noticeable loss. It should also be noted that the 27% VSC recommended guideline is based on a low-density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. The applicants also assess Daylight Distribution in the neighbouring dwellings, and find that some rooms lose noticeable amounts of daylight by this method, but generally different rooms (often in different houses) to those that would lose noticeable VSC. Again, the loss is not usually much above the minimum noticeable.</p> <p>North of the proposed park, the neighbouring existing</p>	

Stakeholder	Question/Comment	Response
	<p>houses on Hornsey Park Road are further from the application site boundary and have long back gardens. Here they back on to the Northern Quarter, in outline in this application, and the applicants have assessed the effect of both their “Illustrative Scheme” and a theoretical (but impossible) maximal build-out of the Parameter Plans. If the latter, although impossible, were built, there would be significant loss of daylight to houses in Hornsey Park Road, as well as to flats in Umoja House and above the public house at 83 Mayes Road, despite it being a considerable distance away from the site. However very few noticeable losses of VSC would occur, at substantially lower levels of loss, with the more realistic Illustrative Scheme. The effect on Daylight Distribution north of the proposed park is only noticeable with a maximal build-out of the Parameter Plans.</p> <p>A number of neighbouring dwellings in Hornsey Park Road, but none elsewhere, have living rooms that face within 90° of due south that would lose some sunlight due to this development. This factor seems unaffected by whether the proposal is the Illustrative Scheme or maximal build-out of the Parameter Plans. This probably illustrates that the neighbouring windows are extremely susceptible to loss of sunlight from virtually any development on the application site, due to them being very close to facing due east across what is currently a clear site. By contrast, the loss of sunlight to neighbouring private outdoor amenity spaces (generally back gardens) is not significant, except in a few instances of the unrealistic implementation of the maximal build-out of the Parameter Plans.</p>	

Stakeholder	Question/Comment	Response
	<p>This site also benefits from an existing planning permission, which would also cause some loss of both daylight and sunlight to existing neighbouring dwellings. This permission could be implemented at any time and would also have an impact on daylight and especially sunlight to neighbouring dwellings. There were also until recently two huge gasholders on the site, which when full, up until the 1980s, would have obscured significant amounts of daylight and especially afternoon sunlight to neighbours.</p> <p>I am therefore content that the impact on daylight and sunlight of the proposals in this application on neighbouring existing dwellings is not significantly, if at all, above levels that should be expected in this area of intensification, when compared to the existing permissions and previous industrial buildings on the site.</p> <p>Daylight, Sunlight and Privacy / Overlooking Within the Development</p> <p>The applicants have provided Daylight, Sunlight and Overshadowing Reports on their proposed development, prepared in accordance with council policy following “The BRE Guide” mentioned above.</p> <p>The applicants’ report assesses a sample of the habitable rooms within the proposed development, including living rooms, living-dining-kitchens, separate dining-kitchens, bedrooms and studio flats. It seems to me that the sample covers a range of room types and</p>	

Stakeholder	Question/Comment	Response
	<p>likely day and sunlight levels across the site, but with a bias towards the rooms likely to suffer from the poorest natural light levels, without assessing all of the plan conditions likely to be problematic. I am not concerned that the applicants are “hiding” any cases likely to be significantly worse than those assessed, but I am also not clear whether the sample tested can be considered a representative sample. I do not therefore consider it is possible to make a statistical analysis of the levels of daylight and sunlight achieved, as that would be unduly pessimistic of the proposal.</p> <p>They have assessed both the detailed proposals for the Southern Quarter and the Illustrative Scheme proposals for the outline Northern Quarter, with a similar number of rooms assessed in each. Probably a slightly larger proportion of rooms have been assessed in the southern quarter as the northern quarter contains higher rise buildings. It does not add anything to assess multiple floors when similarly laid out lower floors have been shown to achieve acceptable levels.</p> <p>I consider that a reasonably high proportion of rooms assessed in the southern quarter (84%) achieve acceptable daylight levels, and an acceptable 77% within the outline Northern Quarter. I am less concerned about the daylight levels achieved in the outline scheme as there remains an opportunity to modify the design, with options as simple as enlarging windows, to achieve acceptable levels in more rooms. There may still be opportunities to improve daylighting to the southern quarter in detailed design too. I am also mindful that the</p>	

Stakeholder	Question/Comment	Response
	<p>sample is representative and especially in the northern quarter where buildings are generally higher, a larger proportion of rooms will receive better daylight but have not been tested.</p> <p>However, an initially disappointing 38% and 34% of those tested in the southern quarter and 24% and 48% in the northern quarter would achieve the BRE Guide sunlight recommendations for the whole year and the summer months respectively. This further demonstrates the difficulty of achieving good sunlight levels to more built-up urban sites to meet the recommendations of a BRE Guide primarily based on a lower density, outer suburban housing model. Both the BRE Guide itself and the GLA Housing SPG acknowledge that standards should not be applied rigidly, with the Housing SPG going on:</p> <p>“2.3.47 BRE guidelines¹⁴⁷ on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London”.</p> <p>A further mitigation for the relative lack of sunlight to living rooms in this proposed development can come</p>	

Stakeholder	Question/Comment	Response
	<p>from the plentiful access to well sunlit external amenity space in close proximity to dwellings in this development. There is a generous range of different external amenity space. All flats and maisonettes have access to; a private garden or balcony, one or (usually) more than one private communal garden or roof terrace shared just with other flats within their own block, generous doorstep threshold “pocket parks”, a number of varied public outdoor amenity spaces such as the proposed park, Moselle walk and public square and close proximity to existing public parks, especially Alexandra Palace Park just west of the site.</p> <p>The applicants have also assessed all the public, private communal and private amenity spaces within the proposed development for sunlight access. Sunlight levels have been assessed and contours of 2 hour access drawn for each space at the spring solstice and summer equinox. The BRE Guide recommends that “at least half of the amenity areas...should receive at least 2 hours of sunlight on 21st March” (the spring equinox). The applicants propose that residents are more likely to appreciate sunlight in the summer months, which the summer solstice plans show. An impressive 92% of all the different amenity spaces receive at least 2 hours sun at the summer solstice, and a good performance of 65% of all amenity spaces achieve the BRE Guide recommended 2 hours at the equinox.</p> <p>In particular, the sunlight study shows that in proposed new park across the centre of the site 82% would receive direct sunlight for 2 hours at the spring equinox, 97.8% at</p>	

Stakeholder	Question/Comment	Response
	<p>the summer solstice. It is true that the area immediately in front of blocks A4 and B4 are the points that would not receive sunlight, but these are intended as footways not sitting out space and the landscaping and planting pattern can accommodate this. Otherwise, this space has exemplary sunlight access. This answers a strong concern expressed by the QRP.</p> <p>It is instructive to note which spaces are less sunny at the equinox, and those few that get less sun at the solstice. These appear to be mostly lower level rooftop gardens within the Northern Quarter, where presumably when they are not being overshadowed by a taller building immediately adjacent, another near neighbour's shadow intrudes. As residents generally have access to a variety of different private communal spaces, especially roof gardens in the northern quarter, it should be possible to provide appropriate landscaping to make these spaces different and interesting in their own right, if changes in reserved matters cannot bring more sunlight into them. Notably the levels of sunlight reaching sensitive spaces such as the public square, despite being surrounded by taller buildings, is an acceptable 55%at the equinox and 99% at the summer solstice.</p> <p>Microclimate, especially Wind (Downdraft) The applicants' consultants have assessed the effect of the proposals on wind, looking for places where there might be Downdraft caused by wind hitting buildings (particularly tall or wide buildings) and being forced down to ground, or funnelled between buildings, creating uncomfortable outdoor environments. Wind levels have</p>	

Stakeholder	Question/Comment	Response
	<p>been assessed in a wind tunnel test of a model of the proposal, within its context, both with and without an estimation of future development on neighbouring sites, according to expected wind levels at different times of the year, in accordance with industry best practice. Wind levels found are categorised according to the “Lawson Criteria for Pedestrian Comfort and Safety”.</p> <p>The assessment found most of the public realm around and within the proposed development and all of the lower level external private amenity spaces would fall into Lawson Criteria C4 (comfortable for Long Term Sitting) or C3 (comfortable for Short Term Sitting or St) most seasons. There is just one point that would be C2 (comfortable for Standing and Strolling) in winter and spring; at the very north-east corner of the site at the junction of Coburg Road and Silsoe Place. There are two points that would be C2 (comfortable for Standing and Strolling) in winter only; at the very north western corner of the site, junction of Coburg Road and Western Road, and at the midpoint of the narrow east-west street between the Main Square and Western Road.</p> <p>Two of these locations are not ones where it is expected people will want to sit or stand, but will expect to walk. Notably most of the Main Square and most other outdoor amenity spaces are mostly in C4 most or all of the year, so would be suitable for outdoor seating and therefore as use for café tables, markets etc. The space at the corner of Coburg Western Road is intended as a sitting out space for a public house, and it will be necessary to introduce some mitigation measures to reduce the wind</p>	

Stakeholder	Question/Comment	Response
	<p>effects here.. These can be introduced at Reserved Matters stage.</p> <p>This is a much better microclimate performance than many other higher rise projects including Apex House, Tottenham, where Lawson Criteria indicated places which would be unsafe for walking by less able people, and have had to introduce extensive mitigation measures. I would consider this satisfies concerns from the point of view of the suitability of the site for tall buildings from a microclimate point of view, and also the QRP concerns.</p> <p>The microclimate assessment also considered balconies and accessible external roof terraces, in each case on the highest levels of the relevant buildings. It found that all such private amenity spaces fell in C3 or C4. Residential Accommodation Standards within the Proposal, inc. Aspect</p> <p>One of the driving forces behind this revised masterplan and site layout is to improve the quality of residential accommodation. All flats in the approved scheme met minimum room and flat sizes set by the Nationally Described Space Standards and London Plan, and in this new proposal, that remains the case. But there has been an emphasis on further improving the functionality of the flat layouts and providing better quality, with better daylight, more flats with dual aspect and</p> <p>The interlocking L-shaped block plans proposed allow the proposals to significantly increase the proportion of Dual Aspect flats from 23% in the previously permitted</p>	

Stakeholder	Question/Comment	Response
	<p>scheme to 60% in this proposal, which is a substantial improvement and to be welcomed. However, it is an inevitable consequence of the L-shaped block layout and additive, collaged block composition, leading to deeper plan lower floors, that there are some North Facing Single Aspect flats in the proposals. These only amount to 6.3% of the total number of flats in the whole proposal (including the Illustrative Scheme), but include 8.6% of the detailed Southern Quarter, as they are concentrated on lower floors. They do benefit from looking onto larger landscaped amenity spaces, but it would be preferable if this could have been avoided.</p> <p>Ground and first floor maisonettes are used extensively along the main street. These have a number of benefits; they add to the number of family sized units in the development, making for a better mix, they add to the definition of a distinct base aiding the architectural expression, and they aid in privacy to residents closest to the street, avoiding or reducing the need for ground floor bedrooms facing the street. The QRP suggested that they could be better located onto the private courtyard gardens; this would allow children, in what are more likely to be inhabited by families with children, to access safe outdoor playspace on their doorstep. However, they still can do this via the internal block circulation, and the additional advantages listed above outweigh, to me, this slight disadvantage.</p> <p>Conclusions This is a challenging proposal, but a hugely important site within Haringey and one that will be important to</p>	

Stakeholder	Question/Comment	Response
	<p>London as a whole. The proposals are seeking to create a high density residential neighbourhood, especially by the standards of a suburban district like Wood Green, albeit one with inner London characteristics, excellent public transport connections and a vibrant Metropolitan Centre. It is also a proposal that seeks to create a vibrant, urban environment, with a significant amount of employment, as well as shops, eating and drinking places, entertainment, community facilities, recreation spaces etc.; all the accoutrements of a holistic, sustainable community.</p> <p>It is also a proposal with a bold and challenging architectural approach, that seeks to embrace the “New London Vernacular” brick based, block pattern architectural approach of recent years but go beyond that to create neighbourhoods with greater variety and interest than many overtly formulaic developments of complete city blocks, forming boring streets with courtyard landscaped spaces hidden away behind, enclosed and echoing. Panter Hudspith seek to bring some of the spirit of the meandering, mysterious Mediaeval City or Italian Hill Town, where views and townscape unfold, surprise and delight, rather than laying it all out as a one-liner.</p> <p>I am excited by the prospect of this proposal, and am confident that it responds to the difficult challenges of this development, in a distinctive, appealing and successful manner. I am happy that earlier QRP concerns raised have been responded to or shown not to be of concern. I am confident that thanks to the</p>	

Stakeholder	Question/Comment	Response
	<p>elevational composition, quality of public spaces and detailing, secured in the detailed scheme or through the clear and unambiguous rules in the Design Code, there will be a feeling of Human Scale in and around even the highest buildings. I am happy that the Day and Sunlight Assessments and Wind Microclimate Assessment show the tall buildings and block patterns will create comfortable and successful public spaces. I am confident that the quality of accommodation will be high, with a large number of dual aspect homes and particularly good quality external private amenity spaces.</p> <p>Finally, I would say that this scheme should be a significant addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of The Borough.</p>	
Transportation	Transport and highways	<p>Transport and highways comments are incorporated in full in the main body of the report.</p> <p>Noted and appropriate conditions and section 106 clauses included</p>
Pollution Control	Air Quality	Noted. Relevant recommended

Stakeholder	Question/Comment	Response
	<p>The development site is adjacent a main road of air pollution concern, Mayes Road / Hornsey Park Road; a major route in Haringey for which both monitoring and modelling indicate exceedances of the Government's air quality objectives for nitrogen dioxide (NO2). The whole of the borough of Haringey is a designated Air Quality Management Area (AQMQ) and is committed to being a 'Cleaner Air Borough', working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. Whilst the proposed development will introduce new exposure adjacent this main road through Haringey, the proposed residential units are located away from the Mayes Road and Hornsey Park Road. The Masterplan for the site reveals the pedestrianisation of Coburg Road, realignment of Mary Neuner Road to allow vehicular access to the basement car-parks and Clarendon road / Western Road will be a main road through the development site. A Gas Pressure Reduction System (Gas PRS) and Electrical sub-station are located to the East of the development site. It is proposed to relocate the Gas PRS elsewhere on the site, although no further detail on this is provided. At the basement / ground floor level of each residential block there is an Energy Centre and / or a Plant- Heating room and in some blocks an electrical sub-station is shown present on the plans.</p> <p>There are two Energy centres proposed for the site, one in the NE of the site (15-20 MW) and the other to the SE of the site (6-7 MW gas boilers), supplying 'site-wide heat network by a Combined Heat and Power (CHP)</p>	<p>conditions included</p>

Stakeholder	Question/Comment	Response
	<p>together with high efficient gas boilers providing for the seasonal changes in space heating'. The energy assessment states ... 'It is expected that an Energy Centre will be located in the south of the development to be nearest the first phase of the build. A larger second Energy Centre can be located in the North where the density of the development is greater and where the geography is preferable. The north Energy Centre allows for future connection and provision to provide heat to the wider area.' Section 3.33 – 3.38 of the Energy assessment is in reference to the desired Wood Green Area De-centralised Energy Masterplan which 'should have a 28MW gas boiler capacity and 5.3MWth gas CHP capacity.'</p> <p>It is further noted that the SE Energy centre 'may / could' be demolished in the future, if future connection to the desired Wood Green DEN occurs. Section 6.22 – 6.25 details the phasing scenario for the Energy centres and CHP / Gas boilers.</p> <p>An Air Quality Assessment & Air Quality Neutral Assessment (Appendix 9 – Environmental Statement) has been submitted along with the planning application to assess the air pollution impact of the proposed development. The main air polluting operations associated with the entire site include 1,697 car parking spaces and associated traffic movements, site wide gas boilers and CHP across the proposed Energy Centres. In addition, TfL have requested that two bus routes (230 and 67) are extended into the site, along with a bus turning area and a minimum of 4 bus stands.</p>	

Stakeholder	Question/Comment	Response
	<p>Diffusion tube monitoring has been carried out to the perimeter of the development site. The results indicate that the Government's nitrogen dioxide (NO₂) objective is exceeded at the Hornsey Park Road location and the Mayes Road location.</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. 	

Stakeholder	Question/Comment	Response
	<p>The proposed site-wide development should have consideration to the emerging London Plan.</p> <p>The Air Quality Assessment submitted is for the detailed element of the proposed development only; being the southern part of the site. Other concerns with the AQ assessment for the detailed and outline application include:</p> <ul style="list-style-type: none"> • Choice of model used • street canyons were not included in any of the modelled scenarios as the buildings are considered not to be tall (section 9.2.18); many of the taller blocks are located in the Northern part of the site; however modelling was undertaken for the detailed application (the southern part of the site) only. <p>Page.74 of the Design and Access statement (October 2017, Panter Hudspith Architects) indicates the scale and heights of the proposed development. The height of the blocks for the site is capped at 19 storeys, which are primarily located to the Northern part of the site. ADMS Urban is considered a more appropriate model to use to more accurately model the AQ impact of entire proposed development.</p> <p>There is no consideration of the collective AQ impacts / emissions from adjacent developments including:</p> <ul style="list-style-type: none"> • Coronation Sidings and Western Road Depot, • Cultural Quarter development site (the Chocolate 	

Stakeholder	Question/Comment	Response
	<p>Factory),</p> <ul style="list-style-type: none"> • Bittern Place development site and • Iceland Site development site • The height and location of the stacks/ flues serving the Energy centres. The AQ assessment has included 4No. stack heights of 3m above the roof height of block A4. Block A4 is the proposed location of the SE energy centre, of 7 MW. No consideration has been afforded to the larger energy centre proposed for the north of the development site. The Energy assessment indicates that the stack heights are '2m above roof height of the tallest building.' <p>Air quality modelling should consider and demonstrate the AQ impact of the proposed site wide Wood Green DEN, which should be as a minimum, '28MW gas boiler capacity and 5.3MWth gas CHP capacity.'</p> <ul style="list-style-type: none"> • No detail has been afforded to the CHP and gas boilers size and model. Selective Catalytic Reduction (SCR) will be required to reduce the emissions from the CHP plant. • The masterplan plan indicates Energy centres below many of the residential blocks (both in the south and north of the site) and commercial units. The emissions from these should also be included in the modelling. • The future year of the southern phase of the development modelled is 2032 only, stated as the year of completed development. As an example, the completion of Phase 1 should be modelled, the 	

Stakeholder	Question/Comment	Response
	<p>impact during the duration of Phase 2 (northern development) of the site, the bus route extension and bus stand impacts, emissions from the commercial, retail and leisure parts of the development and the AQ impact on the proposed nursery.</p> <p>The outline application for the northern part of the site is fairly detailed and so the AQ impacts of the entire Gas works development site, including nearby junctions, developments - including site wide gas boilers and CHP should be re-modelled using ADMS- Urban. The results should include an indication of source apportionment and detail the re-circulating flow around the proposed tower blocks and AQ pollution impacts of the street canyons. Consideration must also be given to the emerging London Plan and specific AQ policies.</p> <p>Following discussions regarding the above a range of conditions are proposed.</p> <p>Land Contamination</p> <p>The following comments are made with consideration of the environmental information that has been submitted together with apposite conditions.</p> <p><u>Contaminated Land:</u></p> <p>The full application site (outline (Northern part) and</p>	<p>Noted - recommended conditions included.</p>

Stakeholder	Question/Comment	Response
	<p>detailed (southern part)) is for mixed use comprising of 1,697 residential units up to 19 floors high / 109m AOD in height and 425 parking spaces of which 170 are for disabled use, a nursery, cafes and retail, a gym and light commercial use. It is noted that the application proposes that Coburg road is closed completely to vehicles and is fully pedestrianised.</p> <p>At the current time of consideration of this planning application, there are outstanding contaminated land concerns with regard to the whole gas works site.</p> <p>The current state of the entire site is that it has been remediated to National Grid's own Commercial state, known as Open-Storage end-use, which is not suitable for the proposed residential end-use. The acid tar pits to the W of the site, adjacent the railway land, identified contaminated hotspots in the made ground and 2No. of the gas holders have had the associated contaminated material removed. The third gas holder on the site has not been fully remediated. It is this holder that remains outstanding. It is some 10m deep with asbestos containing material (ACM); which is likely to be waste from buildings previously demolished on site. Some of the ACM has been removed and a concrete cap has been put in place, however a considerable amount of ACM remains in situ. This gas holder will be below proposed residential Block B3 and surrounding proposed amenity / open space land.</p> <p>The main concern is the proposed piling works which are required for the block and the risk to human health from</p>	<p>Noted – recommended conditions included</p>

Stakeholder	Question/Comment	Response
	<p>these piling works.</p> <p>Appendix 12 of the Environmental statement concerns the Land Assessment. The last paragraph of Page 22 states:</p> <p><i>'However, there is a requirement for additional site wide intrusive investigation works to be completed in order to quantify potential risks to residential human health receptors likely to be present during the demolition / construction phases and future users (residents) upon completion of the development works. Further intrusive site investigation would determine the presence, location and concentrations of any existing unacceptable solid and/or groundwater contamination and confirm the extent of any remedial works required.'</i></p> <p>An outline remedial strategy is then proposed <i>'in order to address potential contamination at the Site to ensure the site is suitable for use under a residential end use. The strategy is subject to refinement in line with the requirements of CLR11 following completion of further Site Investigation and consultation with the Environment Agency and LBH.'</i></p> <p>I recommend the following conditions are applied to both the Outline Permission application and the Detailed Permission application</p> <p><u>Piling Works:</u></p> <p>In one of the gas holders there remains at depth</p>	

Stakeholder	Question/Comment	Response
	<p>asbestos materials and other contaminants, such as lead and hydrocarbons. At the time of writing a concrete capping in place to prevent risk to human health. Any piling works on/in the environs of proposed residential Block B3 and surrounding proposed amenity / open space land has the potential to cause exposure of the contaminants in the gas holder and so a risk to human health.</p> <p>In addition to the concerns raised by Thames Water, a further condition is recommended.</p> <p>A further condition is recommended in respect of the electricity sub-station.</p>	<p>Noted – recommended conditions included</p>
Waste Management	<p>Wheelie bins or bulk waste containers must be provided for household collections. Bulk waste containers must be located no further than 10 metres from the point of collection. Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.</p> <p>If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required.</p>	<p>Noted – all recommended conditions included</p>

Stakeholder	Question/Comment	Response
	<p>Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.</p> <p>All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.</p> <p>Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes.</p> <p>Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.</p> <p>Having looked at the waste strategy proposed and also understanding that a meeting had taken place with colleagues from LBH waste management team where it was accepted that the proposal put forward it was agreed that compacting waste was an option it is still preferred that the developer adopts the current guidelines provided by Haringey Council as a tried and tested method within the borough.</p>	

Stakeholder	Question/Comment	Response
	<p>Please note the following points as specific areas of concern.</p> <ul style="list-style-type: none"> • Compacted bins cause frequent damage to bins that occurs regularly due to the additional weight when used in operational conditions (Haringey would not provide waste receptacles under the current terms and conditions of the hire agreements currently being used). • Compacted bins have a Health & Safety element of concern for operatives as H&S guidelines state that the lifting and movement of weight is whatever the individual feels comfortable with. • Designs of lifting equipment attached to waste vehicles can differ and the lifting weights can be lower than 500kgs and is dependent on stock in use at time of operation. • Haringey no longer use 360L food waste receptacles due to weights proving difficult to manage. 140L & 240L are now widely adopted. • Bulky waste collection service is no longer free of charge. • Some form of pest control system would be of benefit outlined in point 7.2 • Commercial waste must be stored separately from residential waste arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. • The business owner will need to ensure that they 	

Stakeholder	Question/Comment	Response
	<p>have a cleansing schedule in place and that all waste is contained at all times.</p> <ul style="list-style-type: none"> 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. <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above.</p>	
Sustainability	<p>Energy – Phase One</p> <p><i>Lean</i></p> <p>The measures set out are acceptable for energy efficiency measures.</p> <p><i>Clean</i></p> <p>The development has proposed an Energy Centre in Phase 1 (DEN 1) which will be designed to serve just Phase 1 of the development. It is proposed that in Phase 2, a larger Energy Centre (DEN 2) will be</p>	Noted and recommended conditions included

Stakeholder	Question/Comment	Response
	<p>constructed and the Energy Centre in Phase 1 will be decommissioned. This new Energy Centre (DEN 2) will then serve all of the developments heating and hot water loads. Block A4 is the proposed location of the Energy Centre (DEN 1).</p> <p>Issues:</p> <ul style="list-style-type: none"> - The Air Quality (AQ) assessment has modelled stack heights of 3m above the roof height of block A4. There is a discrepancy between the Energy assessment and the AQ assessment; with the Energy assessment indicating that the stack heights are '2m above roof height of the tallest building.' - The exhaust of this stack is at a low part of the development (even at the taller 3m above roof height). It is likely that the exhaust gases will be blown into the taller buildings in the east of Block A4. This risk has not been modelled or mitigated. - The Energy Centre in Phase 1 needs to be confirmed and conditioned as boiler lead only (no CHP); - The Energy Centre in Phase 1 needs to be confirmed and conditioned that it will serve all dwelling and commercial units space heating and hot water loads in Phase One only (without greater justification and approval by the Planning Authority). And no further heating or hot water generation equipment should be allowed on the site. - The Energy Centre in Phase 1 needs to be confirmed and conditioned that upon the 	

Stakeholder	Question/Comment	Response
	<p>construction of the larger energy centre in Phase 2 (DEN 2) that Energy Centre in Phase 1 (DEN 1) will be decommissioned and no longer used for lead energy generation. This space is then free for the developer to do with as they please;</p> <ul style="list-style-type: none"> - Before commencement on site, the Council will need to approve the technical specification and pipe work route, from the Energy Centre in Phase 1 (DEN 1) to the new strategic Energy Centre in Phase 2 (DEN 2). This will have overcome any physical barriers (such as the Mosell) and this link will be fully funded by the developer (unless it serves other sites outside the St William Development); and - Before commencement on site, the Council will need to approve the operational practices on the development. And the Council will need to confirm that the network is designed to CIBSE best practice and be signed up to achieve at least the Heat Trust operational standards. <p>Actions:</p> <ul style="list-style-type: none"> - Condition that the Energy Centre (DEN 1) will be boiler lead only and serve Phase 1 heating and hot water loads. No further heating or hot water plant will be allowed on site; - Model the air quality impacts of the development and mitigation measures are confirmed. Specifically the low rise flue impacts on higher buildings to the East; - Condition that the route map and technical connection of the DEN 1 to DEN 2 is deliverable 	

Stakeholder	Question/Comment	Response
	<p>and that this cost of delivering will be funded by the developer. This will be approved by the Local Planning Authority;</p> <ul style="list-style-type: none"> - Condition that the Energy Centre (DEN 1) will be decommissioned as lead heating source upon construction of the Energy Centre in Phase 2. And that then all heating and hot water loads for Phase 1 of the development will be generated by DEN 2; - That the developer is conditioned to design and deliver its communal heating system in compliance with the CIBSE Heat Networks: Code of Practice for the UK; and - That the developer is conditioned to use an energy services company that are operating the network as registered participants of the Heat Trust. <p><i>Green</i></p> <p>There are no renewable technologies on site. The Local Plan expects that all opportunities for renewables are taken and that the developer aims for 20% of the Developments energy load to be generated through renewables</p> <p>As this development contains no renewables it is not policy compliant (SP:04 Local Plan, London Plan 5.7).</p> <p>Action:</p> <ul style="list-style-type: none"> - To review the first phase of the development and ensure that maximum opportunities for energy generation have been incorporated. 	

Stakeholder	Question/Comment	Response
	<p><i>Offsetting</i></p> <p>The Carbon Offset requirement is £518,400 based on £90 per tonne, for Phase One of this development and is therefore required to pay this to be policy compliant (London Plan 5.2).</p> <p>Action:</p> <ul style="list-style-type: none"> - Based on the above data (and unless this changes) that the developer will pay the Council its Carbon Offsetting fund £518,400.00 for carbon reduction projects in the local area. This is in line with Policy 5.2 of the London Plan. <p>Energy – Outline</p> <p>The enlarged Energy Centre (DEN2) cannot be funded through Carbon Offsetting. The Energy Centre is infrastructure; this can only be funded through Community Infrastructure Levey (CIL). This type of infrastructure is on the Council 123 list. The Carbon Offset requirement (which is £518,400 based on £90 per tonne) is still required for the Phase One of the development.</p> <p>Alongside this the enlarged Energy Centre (DEN2) is due to be constructed in Phase Two. And at this stage another assessment of carbon offsetting will be required to be undertaken at the Phase Two detailed design stage. When this comes in with a more detailed design and this offsetting will be considered and calculated then.</p>	

Stakeholder	Question/Comment	Response
	<p>Action:</p> <ul style="list-style-type: none"> - To require a new energy strategy (which include analysis of lean, clean and green measures, and an overheating assessment and may include offsetting) is submitted at each future phasing of the development. - To require that the Phase Two of the development will include a new Energy Centre (of at least 900m²) which will serve the whole of the St William Development and neighbouring schemes. <p>Sustainability – Phase One</p> <p>The submitted scheme has confirmed that all new non-domestic units will achieve a BREEAM Very Good outcome.</p> <p>There is no other assessment of sustainability for the dwellings.</p> <p>Action:</p> <ul style="list-style-type: none"> - Condition that all non-domestic units will be required a post construction BREEAM Very Good certification. This should be issued 6 months post completion. See below. <div data-bbox="669 1182 1379 1401" style="border: 1px solid black; padding: 5px;"> <p>You must deliver the sustainability measures as set out in Sustainability Statement (Oct 2017) by Hodkinson.</p> <p>The non-domestic units of the development shall be constructed in strict accordance of the</p> </div>	

Stakeholder	Question/Comment	Response
	<p>details so approved, and shall achieve the agreed rating of BREEAM “Very Good” and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Sustainability – Outline Phase 2 of the development has not yet been designed. The detailed application should submit details on how a</p>	

Stakeholder	Question/Comment	Response
	<p>high level of sustainability has been integrated into the scheme. This should cover both domestic and non-domestic units.</p> <p>Action:</p> <ul style="list-style-type: none"> - Condition that all units (domestic and non-domestic) will be required to submit for approval an external auditable measure and assessment of Sustainability (such as a BREEAM). Once approved the developer will be required to submit a post construction certificate, which confirms these outcomes. See below. <div data-bbox="669 706 1379 1401" style="border: 1px solid black; padding: 10px;"> <p>You must submit for our written approval a design stage accreditation certificate confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent) a minimum of 6 months prior to commencement on site.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research Establishment or other independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site.</p> <p>In the event that the development fails to</p> </div>	

Stakeholder	Question/Comment	Response
	<p>achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Over Heating – Phase One The modelling for Phase 1 (only five units, and the worst case corridor) demonstrate a level of overheating against the TM59 and CIBSE criteria.</p> <p>These five residential units that are likely to present a high risk of overheating have been selected based on the below design characteristics:</p> <ul style="list-style-type: none"> - Upper floor units not benefiting from external shading; - Single aspect rooms; - Units with glazing facing south, east and west that are particularly susceptible to summertime solar gains; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Units located in different orientations and floor levels. <p>These units are not single aspect units on the development plan, and therefore benefit from cross ventilation. There is also low levels of occupancy in the units.</p> <p>Following the modelling it shows that these units will overheat in the year 2020. The applicant did not model future weather patterns that are expected in the policy.</p> <p>Action:</p> <ul style="list-style-type: none"> - Further design responses to address the overheating risk should be incorporated into the scheme. Such as improved G-values in all windows, not just the higher floors. <p>Over Heating – Outline</p> <p>Phase 2 of the development has not yet been designed. The detailed application should submit an overheating assessment highlighting how the design of the scheme has reduced this risk.</p> <p>Actions:</p> <ul style="list-style-type: none"> - To condition that for detailed design (Aka Phase 2) a detailed overheating assessment will be submitted for approval to the Planning Authority. See Below. <div data-bbox="669 1328 1379 1401" style="border: 1px solid black; padding: 5px;"> <p>The developer will submit for approval an overheating model and report. The model will</p> </div>	

Stakeholder	Question/Comment	Response
	<p>assess the overheating risk using future weather temperature projections (2050) and London weather files, and the report will demonstrate how the risks have been mitigated and removed through design solutions.</p> <p>This should be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site and any measures shall be operational prior to the first occupation of the development hereby approved.</p> <p>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:</p> <ul style="list-style-type: none"> - 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 - highlight the mitigation strategies to 	

Stakeholder	Question/Comment	Response
	<p>overcome any overheating risk</p> <p>Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> <p>Transport – Detailed</p> <p>There is no information on the number of electric vehicle charging points provided on the development. All new parking bays should be ready to accept electric vehicles for recharging, or the developer should set out how access to a limited number of recharging.</p> <p>Action:</p> <ul style="list-style-type: none"> - To condition the delivery of all new parking spaces to be fitted with active recharging infrastructure. See below. <p>Condition</p>	

Stakeholder	Question/Comment	Response
	<div data-bbox="674 235 1379 854" style="border: 1px solid black; padding: 5px;"> <p>Confirmation on the details and location of the parking spaces, of which all will be equipped with Active electric Vehicle Charging Points (ECVPS) must be submitted 3 months prior to works commencing on site.</p> <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Reason: To comply with London Plan Policy 6.13 and emerging Wood Green AAP Policy WG11 section 6.</p> </div> <p>Transport – Outline At this stage there is no information on the number of electric vehicle charging points provided on the development (residential and commercial uses). All new parking bays should be ready to accept electric vehicles for recharging, or the developer should set out how access to a limited number of recharging.</p> <p>Action:</p> <ul style="list-style-type: none"> - To condition the delivery of all new parking spaces to be fitted with active recharging infrastructure. See below. <div data-bbox="674 1369 1379 1403" style="border: 1px solid black; padding: 2px;"> <p>Condition</p> </div>	

Stakeholder	Question/Comment	Response
	<div data-bbox="674 235 1379 927" style="border: 1px solid black; padding: 10px; margin-bottom: 20px;"> <p>Confirmation on the details and location of the parking spaces, of which all will be equipped with Active electric Vehicle Charging Points (ECVPS). This will address the residential and the commercial user needs. This must be submitted 3 months prior to works commencing on site.</p> <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Reason: To comply with London Plan Policy 6.13 and emerging Wood Green AAP Policy WG11 section 6.</p> </div> <p>Living Roofs Living roofs are proposed, but these are not clearly identified nor are there any details on their design.</p> <p>Action:</p> <ul style="list-style-type: none"> - Condition that the applicant submits details on the location and the design of the living roofs. See below. <div data-bbox="667 1369 1379 1403" style="border: 1px solid black; padding: 2px; margin-top: 10px;"> That prior to commencement on site details on </div>	

Stakeholder	Question/Comment	Response
	<p>the living roof shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located; • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p>	

Stakeholder	Question/Comment	Response
	<p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	
Conservation	<p>Assessment of Significance: There are no designated above ground built heritage assets on the Site. It is not located in a conservation area and does not contain any listed structures, however, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace, Hillfield and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.</p>	Noted and all recommended conditions included

Stakeholder	Question/Comment	Response
	<p>It is intended that all surviving buildings on the site are demolished. The former Clarendon Gas Works, Olympia Trading Estate and industrial units along Western Road, has been cleared of all gas work features, including the two large gas holders, although commercial buildings remain on Coburg and Western Roads. To the north of the site, the Chocolate Factory is also a development site. It includes a locally listed five-storey Art Deco-styled curved industrial building; an ivy-clad two-storey building, designed by Terry Farrell Partnership in 1979, and other brick buildings.</p> <p>Within the site, 63 – 77 Coburg Road, is a group of purpose-designed, two-storey light industrial, brick buildings, with curved details and considered fenestration. The railway embankment runs along the entire western edge of the site and provides a continuous albeit inactive edge.</p> <p>In townscape terms, the site sits within an area dominated by the railway and industrial uses. The building typology is that of large to medium scale low rise industrial buildings, offering very little permeability and no street frontage. The site is adjacent to the established early Victorian residential areas of Wood Green and Hornsey with retail cores along their respective High Roads. The immediate surrounding urban form is also strongly dominated by Alexandra Palace and the topography around it, with most streets rising away from the site, and towards the ridge of the Palace, allowing views of the site along from neighbouring streets such as Hillfield Avenue.</p>	

Stakeholder	Question/Comment	Response
	<p>Overall, the site has an ‘abandoned’ industrial character with several industrial buildings still in use. The 44-metre-tall gasometers that used to exist on the site dominated the skyline of the surrounding area and were a reminder of the site’s history. Although these have been disused, the fragmented remnants of its previous use along with the remaining current and disused industrial buildings gives a story of the area’s past and of Wood Green’s history and development.</p> <p>Development proposal: The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor’s London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area, that of a ‘town centre’ and ‘civic hub’ typology with key ‘marker’ buildings located close to transport nodes.</p> <p>Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent</p>	

Stakeholder	Question/Comment	Response
	<p>conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).</p> <p>Part of the significance of the Alexandra Palace is derived from its 'hill top' location. The development will partly block some long-distance views of the Palace, for example from Freedom Road, adjacent to Broadwater Farm Community Centre and from Watermead Way Railway Bridge. The development would also be visible from the Palace and the Park when looking towards Wood Green.</p> <p>Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area. The blocks would also be prominently visible from the top of Hillfield Avenue and the New River Conservation Areas. These areas are primarily domestic and residential, characterised by two to three storey Victorian or later terraces with some new development up to 7 storeys along the New River. As such the proposed development, by virtue of its scale, would be at odds with the adjacent area and is considered to cause some harm to these heritage assets, qualified as less than substantial under the NPPF.</p> <p>Assessment of harm against mitigation and benefits Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form</p>	

Stakeholder	Question/Comment	Response
	<p>and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm.</p> <p>In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be hugely positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.</p> <p>Additionally, the Design Code as part of the outline submission, gives detailed parameters on positioning, openings to allow more permeability, height, scale, massing and materiality of the blocks along with movement patterns. This would be key to ensure that the development remains of high quality and delivers on the townscape benefits that would be essential to outweigh the less than substantial harm. It should therefore be incumbent upon the applicant and the Council to enter into a legal agreement that enshrines the parameters of the Design Code for the life of the development, whilst allowing flexibility for market changes.</p> <p>To further mitigate the adverse impact on the industrial</p>	

Stakeholder	Question/Comment	Response
	<p>heritage of the site, the applicant has submitted a Cultural Strategy that highlights possible ways of documenting and interpreting the cultural and industrial history of the area. Once implemented, the proposals contained within this strategy would further help in the understanding and appreciation of the area, outweighing the harm caused. Again, this document should be agreed legally with the applicant to ensure that the development implements the proposals successfully.</p> <p>Conclusion Overall, from a conservation point of view, it is considered that the proposal by virtue of its scale would cause some harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area), Wood Green Common, Hillfield Avenue and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the less than substantial harm caused. In addition, the proposals contained in the Cultural Strategy would also help to mitigate the harm caused. It is important however, that both the parameters contained within the Design Code and proposals within the Cultural Strategy are agreed legally so that the positive benefits of the scheme are realised for the life of the development.</p>	
Trees and Nature Conservation	In summary, I am happy to support this scheme, but require additional information, which can be provided as part of planning conditions.	Noted and recommended conditions included

Stakeholder	Question/Comment	Response
	<p>The trees specified for removal to facilitate this scheme are of low quality and value and should not be an impediment to development. The trees of moderate value (T16 and T28-T37) are to be retained. A Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) must be provided to specify what measure are to be implemented to ensure T16 and T28-T37 are adequately protected. The AMS must also detail any works that may impact on the Root Protection Areas (RPA) of these trees and what mitigation measures will be put in place.</p> <p>A large number of new trees are proposed to be planted and these will help to mitigate the loss of existing trees, specified for removal. The specification for '<i>Street Trees</i>' in the design guide is to industry best practice. However, I do have some concerns regarding the choice of species. It is stated that streets and communal courtyards should use <i>Alnus glutinosa</i> (Lacinata) species. For all large planting schemes consideration must be given to planting a diverse tree population to enhance ecological resilience to pests and diseases and the effects of climate change. More native species should be considered to increase local biodiversity. The design guide did not specify the nursery size of trees at the time of planting, this may be in another document.</p> <p>For this scheme, I think there must be also be a range of different sized trees planted ranging from extra heavy standards (14-16cm/16-18cm/18-20cm stem girth) to semi-mature specimens (20-25cm/25-30cm stem girth), appropriate to their location. There must also be a five-</p>	

Stakeholder	Question/Comment	Response
	year aftercare plan for all newly planted trees to ensure they become independent in the landscape.	
EXTERNAL		
Designing Out Crime	<p>Designing Out Crime Officer (DOCO) has met the project architects. In summary, due to the extent of information provided for the 'outline' element of the application, the DOCO has identified concerns that need to be addressed on a phase by phase basis. These relate to community/amenity space, perimeter treatments, postal strategy, bicycle stores, physical security, external lighting, access control, refuse stores, compartmentalisation, CCTV (public realm) and commercial premises security.</p> <p>The DOCO has requested that a planning condition requiring (1) details to be submitted to and approved in writing by the LPA to demonstrate that each building will achieve full Secured by Design Accreditation; (2) Secured by Design accreditation must be obtained for each building before it is occupied; and (3) the applicant must seek the advice of the DOCO for each building or phase.</p>	Noted and recommended conditions included
Environment Agency	There is a great opportunity at the site to de-culvert the Moselle Brook and restore the designated 'main river' to a more natural state as required by the Thames River Basin Management Plan (RBMP) under the Water Framework Directive) and in line with LB Haringey's adopted Local Plan Policy DM28. Naturalising rivers provides flood risk, water quality, biodiversity and recreational benefits for the area. It is disappointing that	Noted and recommended conditions included

Stakeholder	Question/Comment	Response
	<p>de-culverting options have not been deemed feasible at this time and that the Moselle Brook cannot be integrated as a principal feature of this development.</p> <p>However, the EA is able to accept and support the principle of a legal agreement being attached to any planning permission granted that will ensure ongoing monitoring of water quality of the Moselle Brook and a commitment to de-culverting in the future when water quality is satisfactory. The EA would be happy to advise on such an agreement and support any quality checks or trigger points that may be necessary.</p> <p>In any event, the following conditions are requested:</p> <ul style="list-style-type: none"> • Approval of a remediation strategy for each phase of development; • Measures to deal with unexpected contamination; • Approval of a verification report for each phase before that phase is brought in to use; • Approval of scheme for managing any boreholes installed; • Piling and foundation designs using penetrative methods to be approved by LPA; • No piling to commence until a groundwater monitoring and maintenance plan has been approved; • Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. 	

Stakeholder	Question/Comment	Response
Greater London Authority	See Appendix	Noted and recommended conditions included
Greater London Archaeological Advisory Service	No comments received.	Watching brief compliance condition recommended
London Fire Brigade	No comments received.	
Natural England	No comments received.	
Thames Water	<p><u>Waste Comments</u></p> <p>Surface Water Drainage - With regard to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, watercourses 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to</p>	Noted and recommended conditions included

Stakeholder	Question/Comment	Response
	<p>ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>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.</p> <p>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming</p>	

Stakeholder	Question/Comment	Response
	<p>pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent.</p> <p>Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed.</p> <p>“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”. Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames</p>	

Stakeholder	Question/Comment	Response
	<p>Water Development Control Department prior to the Planning Application approval.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p><u>Water Comments</u></p>	

Stakeholder	Question/Comment	Response
	<p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed:</p> <p>Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>Thames Water recommend the following informative be attached to any planning permission:</p> <p>There are large water mains crossing the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access</p>	

Stakeholder	Question/Comment	Response
	<p>for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>	
TfL	<p>The following comments represent the views of Transport for London officers and are made on a “without prejudice” basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.</p> <p>Site description The site is bounded by Coburg Road to the north, Hornsey Park Road to the east, and rail lines to the west.</p>	Noted and recommended conditions and section 106 clauses included

Stakeholder	Question/Comment	Response
	<p>The nearest section of the Transport for London Road Network (TLRN) is the A406 North Circular Road which is approximately 2.8km to the north of the site. The nearest section of the Strategic Road Network (SRN) is the A105 High Road Wood Green which is approximately 1km to the north-east.</p> <p>The nearest London Underground (LU) Stations from the site are Wood Green and Turnpike Lane which are both approximately 1km from the site and both served by the Piccadilly Line. The nearest rail stations from the site are Alexandra Palace and Hornsey which are both approximately 900m from the site.</p> <p>The nearest bus stops are the pair of Wightman Road bus stops that are located approximately 500m to the south of the site. These are served by bus routes 41, 144, N41 and N91.</p> <p>Due to the aforementioned public transport connections, the Public Transport Accessibility Level (PTAL) of the site is rated between 2 and 4 (on a scale of 1 to 6 where 6 is excellent and 1 is very poor).</p> <p>Planning overview</p> <p>Haringey Council have defined this site as falling within the boundary of the Wood Green Action Area Plan. One of the key spatial objectives of the plan is the creation of more than 7,000 homes over the longer term, linked to the potential for a Crossrail 2 station. Wood Green is also a metropolitan centre in the London Plan and an</p>	

Stakeholder	Question/Comment	Response
	<p>Intensification Area.</p> <p>Proposal</p> <p>Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development. The development schedule that is provided in the TA is for:</p> <ul style="list-style-type: none"> - C3 residential: 1,699 units - A1 - A5 Retail / Financial & Professional Services / Café / Restaurant / Drink Establishment: 3,950 sqm* - B1 Office: 7,500 sqm - D1 Nursery: 417 sqm - D2 Leisure**: 2,500 sqm - Resident car parking***: 452 Total Car Parking Spaces of which 170 are disabled spaces - Cycle parking provision: 3,065 spaces <p>*Up to 1,500sqm maximum of A1 Food Retail floorspace; **Includes a flexible community space, gym and ancillary facilities; ***Includes 405 spaces at basement level and 20 at ground floor level</p> <p>Trip generation</p> <p>The full site multi modal trip generation forecasts are provided. We are satisfied that the trip generation methodology is in accordance with TfL TA Best Practice Guidance. The full site multi modal trip generation</p>	

Stakeholder	Question/Comment	Response
	<p>forecasts for the March 2012 Consented scheme are also provided. The Consented scheme forecasts are then subtracted from the forecasts for the current proposal to get the net trip generation figures. We are satisfied with this approach.</p> <p>Buses</p> <p>There is a gap in the bus network at the development site location i.e. homes are over 400 meters from the nearest bus stop. The principle of this requiring mitigation was established under the Clarendon Square (HGY/2009/0503) planning application (consented in March 2012) under which £660,000 was secured through the S106 agreement to fund bus route extension(s) and/or increased bus service frequency to serve the development, along with highway improvements to facilitate bus access to the area. The current development is of an even greater scale and therefore brings with it a greater need to mitigate the location of the development as a bus network hole.</p> <p>For the current development proposal to be acceptable to TfL, the bus network gap at the location must be mitigated by the extension of an existing bus route to start / finish within the area. This will require the following from the applicant:</p> <ul style="list-style-type: none"> - the sum of £1,250,000 (£250,000 per annum for 5 years) to be secured through the S106 Agreement to operate the extended route; - <input type="checkbox"/> The provision of a turning point either within the site, or at a reasonable nearby alternative location; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The provision of a minimum of 4 bus stops within the site; - The provision of a bus stand within the site; - The provision of toilet facilities for the bus driver in close proximity to the bus stand within the site. <p>We request that additional bus assessments are carried out under the following two scenarios:</p> <ul style="list-style-type: none"> - Scenario one: bus route 230 being extended into the site; - Scenario two: bus route 67 being extended into the site. <p>This purpose of this analysis is to help bring about an informed decision regarding which bus to extend into the site.</p> <p>Car parking</p> <p>A total of 425 parking spaces are to be provided for the residential element of the development, including 170 disabled spaces. This equates to residential parking provision of 0.25 spaces per unit. The disabled parking provision satisfies the London Plan / London Plan Housing SPG requirement for each wheelchair accessible unit to have an accessible parking space (assuming that 10% of units are wheelchair accessible).</p> <p>The residential car parking will be split as follows across four car parks:</p> <ul style="list-style-type: none"> - Block A1 – A4 Basement: 51 spaces including 34 	

Stakeholder	Question/Comment	Response
	<p>disabled spaces</p> <ul style="list-style-type: none"> - Block B1 – B4 Basement: 72 spaces including 28 disabled spaces - Block C1: 20 spaces including 4 disabled spaces - Northern Quarter Basement: 282 spaces including 104 disabled spaces <p>There is no mention of electric vehicle charging in the TA. London Plan electric vehicle charging standards for residential parking – 20% active and 20% passive provision – must be met.</p> <p>The following new on-street parking will be installed on Mary Neuner Road to accommodate visitors: three short stay Pay & Display spaces; three disabled parking bays; three car club bays.</p> <p>The non-residential land uses will be car free. For general parking this is aligned to the London Plan and we consider it appropriate given the public transport accessibility of the site. However, the parking needs of disabled employees and visitors are not provided for in this proposal which represents a shortcoming against the London Plan standards. request that the non-residential parking proposal is revised to provide for the needs of disabled staff motorists.</p> <p>Walking</p> <p>A PERS Audit (October 2017) has been provided as an</p>	

Stakeholder	Question/Comment	Response
	<p>Appendix to the TA. In line with the Mayor's Healthy Streets approach, the Council should draw upon the PERS assessment to prioritise investment in the pedestrian environment and request S106 contributions for their funding.</p> <p>The TA does not consider pedestrian wayfinding. We recommend that the Council and the Applicant consider our TfL pre-application advice comments regarding Legible London wayfinding.</p> <p>Cycling</p> <p><u>Analysis of cycling conditions</u></p> <p>The Applicant has provided an identification of existing cycling infrastructure in the local area (TA – pp12). The applicant has also undertaken a Cycling level of Service (CLoS) of key links connecting the site to the local area and an assessment of three key junctions surrounding the site. We welcome the analysis that has been produced and importantly, we welcome the identification of potential solutions to the identified issues. According to the assessment provided, the recurring elements which most links scored poorly seem to be the lack of wayfinding signs and the separation of cyclists with motorists. The applicant recommends that TfL and LBH consider these suggestions as part of their on-going reviews of the local highway network. We recommend that the Council consider the cycle solutions that have been identified by the Applicant and consider requesting funding for local cycle improvements through the S106.</p>	

Stakeholder	Question/Comment	Response
	<p>Please note that TfL and the Borough have been working on the delivery of a Quietway Route in close vicinity of the Site (Coburg Road and Western Road) – see Figure 1. This route would be convenient for residents and visitors of the site.</p> <p><u>Access through the site</u></p> <p>The applicant should clearly demonstrate the impact that their proposals will have on cycling, both from the perspective of people travelling to and from the site and those moving through the area. Therefore, the applicant should illustrate how the proposal supports the local network (by highlighting existing and proposed routes in the local area and how they connect to proposed routes within the site). The London Plan recommends that new developments contribute to the development of the local network.</p> <p>Additionally, the applicant should identify all access points for cycling to the site and clarify which routes are available for those moving through and to/ from the site, including shared pedestrian/ cyclist's routes. This information will help to understand the potential of the proposal to support accessibility and permeability for cycling to the site. As suggested at the pre-application stage, the applicant could present all this information on plan.</p> <p><u>Design of the Mary Neuner Road</u></p> <p>The proposal for Mary Neuner Road is that cycles share</p>	

Stakeholder	Question/Comment	Response
	<p>the carriageway with motor vehicles. We welcome the narrowed carriageway design from 7.3m to 6.5m. This will discourage overtaking of cyclists by motor vehicles.</p> <p><u>Cycle parking quantum</u></p> <p>The proposal includes the provision of a total of 3065 cycle parking spaces, 2863 long-stay and 202 short-stay cycle parking spaces.</p> <p>Due to lack of information on table 3.1: Development Schedule (TA – p22), it was not possible however to assess on whether this proposal meets the London Plan requirements for cycle parking spaces for use class C3, D1 and D2.</p> <p>A summary of the proposed cycle parking against London Plan standards are provided.</p> <p><u>Location and access to cycle parking</u></p> <p>The applicant states that within the Northern Quarter, cycle parking will be provided at the basement level, within dedicated cycle stores (TA – pp36). However, no plan has been provided. We request that the applicant provides a basement plan highlighting the location of long and short-stay cycle parking and demonstrates how users can access the various cycle stores through the Northern Quarter.</p> <p>In the Southern Quarter, cycle parking is provided at the ground floor level both internally and externally. The plan provided does not include however a great level of detail.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant should provide a plan that demonstrates how those on cycles can access the various cycle storage facilities in the Southern Quarter.</p> <p><u>Type of cycle parking stands</u></p> <p>No detail was found on proposed type of cycle parking facilities. We remind that LCDS states that 5% of stands ought to be able to accommodate larger cycles, including adapted cycles used by people with mobility impairments. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally, is to provide a mix of types of cycle stands. Two-tier racks are generally not suitable for parking 'non-standard' cycles. Where these represent the main form of provision, some conventional tubular stands (e.g. Sheffield stands) should also be provided – at least 5% of the total number and spaced appropriately. Where two-tier racks are provided, they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in LCDS and recommended by manufacturers, must be met in order for these stands to be usable.</p> <p>Crossrail 2</p> <p>Wood Green has been identified as a possible location for a new Crossrail 2 station, with an alternative option being for Crossrail 2 stations at both Alexandra Palace and Turnpike Lane stations. TfL has submitted an</p>	

Stakeholder	Question/Comment	Response
	<p>Outline Business Case for Crossrail 2 to the Government and is awaiting a decision. Once a decision and announcement have been made, a public consultation will be undertaken on the preferred option, this is likely to be in 2018. With either option, Crossrail 2 would improve the sustainable travel choices available from the site and would help further support high density development in the area.</p> <p>The planning application has not demonstrated how it has taken account of Policy SA1 in the Haringey Site Allocation DPD which states that sites within 1,000 metres of a Crossrail 2 station will be scrutinised in terms of design, provision of routes to the station and consideration of density to include future PTAL increase.</p> <p>We estimate that PTAL would increase in this location as a result of Crossrail 2 and therefore density of development especially in later phases should be optimised.</p> <p>In the event that planning permission is granted, conditions and an informative should be imposed requiring the following:</p> <p><u>Crossrail 2 Standard Conditions</u></p> <p>None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in</p>	

Stakeholder	Question/Comment	Response
	<p>writing by the Local Planning Authority which:-</p> <ul style="list-style-type: none"> (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works, (ii) Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures. <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.</p> <p><u>Informative:</u> Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail 2 Safeguarding Engineer in the course of preparing detailed design and method statements.</p> <p>Freight</p>	

Stakeholder	Question/Comment	Response
	<p><u>Construction</u></p> <ul style="list-style-type: none"> - The Draft Construction Traffic Management Plan shows average weekly and daily trips by construction phase. These are fairly high average values, reaching averages of 100-200 vehicles a day for extended periods. The delivery programme should show peak movements by construction phase as well as averages so that we can consider the impact on the road network. - The Draft Construction Traffic Management Plan lists working hours but does not show consideration of any measures to retime loads or measures to mitigate congestion. - We request that a Detailed Construction Logistics Plan is secured by pre-commencement condition. <p><u>Deliveries</u></p> <p>We recommend that the Council ensures that the commitments in the draft DSP are included in the full DSP. We recommend that the Council ask that the full DSP shows how delivery vehicles are restricted during peak periods.</p> <p>A full Delivery and Servicing Plan should be secured by condition.</p> <p>I trust that the above provides you with a better understanding of TfL's current position on the document. Please do not hesitate to contact me if you have any</p>	

Stakeholder	Question/Comment	Response
	questions or need clarification on any of the points raised.	
UK Power Networks	We note that the applicant has contacted UK Power Networks in relation to relocating the substation and would just highlight the importance of this being actioned as part of this development. We are not opposed to the Application at present but this is based on a mutually agreeable relocation being confirmed.	Noted and recommended conditions included
Environment Agency	<p>Thank you for consulting us on this application and apologies for the late response which was due to the sensitive nature of the site and matters of daylighting the Moselle Brook main river than runs in culvert through the site.</p> <p>We have had pre-application discussions with the applicant and their agents to help them try to achieve their vision for this development; while also maximising environmental opportunities. We believe there is a great opportunity at the site to de-culvert the Moselle Brook and restore the designated 'main river' to a more natural state as required by the Thames River Basin Management Plan (RBMP) under the Water Framework Directive (WFD) and in line with your adopted local plan policy DM28. Naturalising rivers provides flood risk, water quality, biodiversity and recreational benefits for the area. It is disappointing that de-culverting options have not been deemed feasible at this time and that the Moselle Brook cannot be integrated as a principal feature of this development. However, following our recent discussions on this matter we are able to accept and</p>	Noted and recommended conditions included

Stakeholder	Question/Comment	Response
	<p>support the principle of a legal agreement being attached to any planning permission granted that will ensure ongoing monitoring of water quality of the Moselle Brook and a commitment to de-culverting in the future when water quality is satisfactory. We would be happy to advise on this agreement and support with any quality checks or trigger points that may be necessary.</p> <p>We consider planning permission could be granted subject to the following conditions being imposed.</p> <p>Conditions relate to the following:</p> <ul style="list-style-type: none"> • Risks associated with contamination of the site <p>Note: The developer is part way through the process of developing a detailed Remediation Strategy, as required by this planning condition. The condition adopts a holistic approach, as recommended in CLR 11, so cannot be part discharged. If, during development, contamination not previously identified is found to be present at the site then no further development of that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <ul style="list-style-type: none"> • Verification report demonstrating the completion of works set out in the approved remediation strategy 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes <p>The submitted planning application indicates that boreholes have been and will need to be installed at the development site to investigate land and groundwater quality and potentially for geotechnical investigations. If these boreholes are not decommissioned correctly, they can provide preferential pathways for contaminant movement, which poses a risk to groundwater quality. Groundwater is particularly sensitive in this location because the proposed development site is within Source Protection Zone 1 relating to the deep chalk aquifer.</p> <ul style="list-style-type: none"> • Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority • Piling for the development hereby permitted may not commence until a groundwater monitoring and maintenance plan in respect of potential contamination mobilised by piling activities including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. <p>Informative</p>	

Stakeholder	Question/Comment	Response
	<p>The soil/land of the proposed rain garden along the route of the Moselle Brook must be free from contamination so that none is leached into the brook or shallow groundwater. This was mentioned in pre-application discussions (our ref: NE/2017/126644/02) and repeated below:</p> <p>"...keeping the Moselle in culvert and creating a rain garden above the culvert along the course of the brook. If this option is carried forward then the culvert will need to be sealed from contamination in the made ground, the seal will need to be maintained for the life of the development and the rain garden must not cause contaminants to be leached out of the made ground".</p> <p>Additional Information Groundwater and Contaminated Land The previous use of the proposed development presents a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive in this location because the proposed development site:</p> <ul style="list-style-type: none"> • is within Source Protection Zone 1, relating to the deep chalk aquifer. • and a watercourse is located within the site. <p>The EIA submitted in support of this planning application provides us with confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. Further detailed information will however be required before built development is</p>	

Stakeholder	Question/Comment	Response
	<p>undertaken. It is our opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the Local Planning Authority.</p> <p>In light of the above, the proposed development will only be acceptable if the conditions listed above are imposed on any planning permission. Without these conditions we would object to the proposal in line with paragraph 109 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.</p> <p>The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. We recommend that developers should:</p> <ol style="list-style-type: none"> 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. 3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed. 	

Stakeholder	Question/Comment	Response
	<p>4. Refer to the contaminated land pages on GOV.UK for more information.</p> <p>The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste.</p> <p>Flood Risk</p> <p>We have no concerns with this development regarding flood risk. The site is in Flood Zone 1 and development is outside of the 8m buffer. The Moselle Brook has plenty of capacity for the flows through this site, so we don't expect any increased risk of flooding whenever the day comes to open up the river through the site.</p>	
<p>Secured by Design Officer Comments (Metropolitan Police)</p>	<p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application I have now had an opportunity to examine the details submitted on the local authority website under ref number HGY/2017/3117 and would like to offer the following comments, observations and recommendations.</p> <p>These are based on available information, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>1.0 It is my professional opinion that crime prevention and community safety are material considerations for any developer, because of the proposed use, design, layout and location of the development proposed.</p>	<p>Noted and recommended conditions included</p>

Stakeholder	Question/Comment	Response
	<p>2.0 I can confirm that at this point in time I have met with the project architects and had initial discussions in regard to their intentions around security or Secured by Design (SbD), however I believe that further consultation is required as and when the development progresses through each phase.</p> <p>2.1 I have reviewed the planning application and due to the areas of concern we believe presently exist with the proposed development (As detailed in Appendix</p> <p>3.2 I have asked for a condition to be applied to this development. As such the police would ask that a condition is added by the local authority, as laid out in section 3.2. The inclusion of any such condition would assist to reassure police concerns.</p> <p>Community Safety – Secured by Design Conditions:</p> <p>3.0 Crime prevention and community safety are material considerations of the borough and If the L.B. Haringey are to consider granting consent, I would ask that the conditions detailed below (3.2) be attached.</p> <p>This is to mitigate the impact of the proposed development on local residents and deliver a safer school environment in line with the safe guarding of children policy.</p> <p>This is in line with the boroughs Local Development Framework policies CP3 and DC 7. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix 1) in also supporting my recommendations.</p>	

Stakeholder	Question/Comment	Response
	<p>3.2 (1) I request that prior to carrying out above grade works of each building, residential or commercial, or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building will achieve full Secured by Design' Accreditation.</p> <p>The development shall only be carried out in accordance with the above approved details.</p> <p>(2) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation must be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p> <p>(3) The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for each building or phase of the development and accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.</p>	
LOCAL REPRESENTATIONS		
Alexandra Park and Palace Charitable Trust	<p>1.0. Introduction</p> <p>1.1. Set in 196 acres of parkland, Alexandra Palace is an iconic North London destination of important historical significance. Opened in 1873, it provides a significant recreational resource for the public, particularly benefitting the local population of Haringey (London</p>	All comments noted

Stakeholder	Question/Comment	Response
	<p>Borough of Haringey). Our thriving events programme sees over 700,000 people visit the Palace each year to enjoy a varied programme of live sport, exhibitions and music gigs. The total number of visitors to the site (including the Park) is c3.2m visitors per year.</p> <p>1.2. On events days, there can be anything between 10,000 and 50,000 people coming to the Park and Palace, many of whom arrive via public transport. The Park particularly is at capacity in some areas, placing heavy pressure on the flora and fauna, the recreational facility and the Trust in terms of managing the impact of visitors, litter and security - all of which are compounded by historical poor drainage and outdated infrastructure. There are areas of the Park that have not been designed for prolonged periods of everyday use or large volumes of visitors. The on-site security team keep a daily record of Incidents of Interest and it is estimated that the split between issues relating to the Park and to the Palace is c60/40, rising to 70/30 over the summer months as the team deal with a variety of anti-social behaviour activities from rough sleeping to fly-tipping and graffiti.</p> <p>2.0. Haringey Heartlands/ Clarendon Road</p> <p>2.1. In accordance with local policy, the development site falls under two site allocations (SSA22 and SSA24). It is also identified in the emerging Wood Green AAP. In March 2017, the Trust made specific reference to the site allocation within the draft AAP as part of the most recent consultation process:</p> <p>"The redevelopment of the Clarendon Road site is of</p>	

Stakeholder	Question/Comment	Response
	<p>particular interest to APPCT, and we would be keen to be engaged in discussions during the planning stages. We are particularly interested in the opportunity for CIL payments to be utilised for Park improvements and the provision of new/ improved leisure and recreational facilities. As highlighted in the earlier section on access to open space, the Alexandra Park plays the role of a strategic open space and will be used by new residents of both this site and the wider Heartlands sub-area (this is particularly important given that the net anticipated residential units for this sub-area is 3,512, the largest proportion of the total 7,701 (6.10 Outputs)).</p> <p>The potential for a landmark building on this site would need to be sensitive to the setting of the Palace, the Conservation Area within which the Park sits, along with the protected and local viewing corridors.”</p> <p>3.0. Impact of increased population</p> <p>3.1. This development proposes 163,300m² of residential floorspace which could indicatively deliver 1,697 new homes. If each new home was to house two people there would be over 3,300 people living on the site. However, the designs of the houses with play areas suggests that the developers are expecting families too, so the occupation levels could be higher. The design incorporates green spaces/pocket parks and play areas that should alleviate some pressure on Alexandra Park from general play/ recreational use, however the application documents specifically make reference to Alexandra Park supporting the provision of green space</p>	

Stakeholder	Question/Comment	Response
	<p>for the development:</p> <p>“The quantum of play space for 0-5 years olds, 6-11 years old and 12+ will be defined at reserved matter stage. The Illustrative Masterplan for the outline component illustrates a requirement of 1,800m² of play space, and 1,930m² is proposed. It is expected that the 0-11-year-old play space will be secured on site, supported by existing play and sports facilities in the locality at Wood Green Common and Alexandra Park. 12+ play provision will be delivered off site if necessary”</p> <p>“Approximately half of Alexandra Park falls within 800m of the Site; this is the largest open space in proximity to the Site, offering 80 hectares of parkland.”</p> <p>“Within the terms of the GLA guidance, the Community Park is a Local Park which should be available within 400m of dwellings. This accessibility target is met for all dwellings on site. With Alexandra Park fulfilling the role of Metropolitan Park (within 1.2km of dwellings), the site will be well served for parks generally.”</p> <p>3.2. Haringey’s network of open spaces is integral to the Borough’s environmental well-being. APPCT is keen to ensure the strategic open space of Alexandra Park can be a sustainable, welcoming and well maintained recreational asset for the Borough’s residents without impairing our ability to welcome the public from further afield.</p> <p>3.3. As well as residents, there is likely to be an increase</p>	

Stakeholder	Question/Comment	Response
	<p>in usage of the Park from dog walkers. Dog walkers are likely to use the Park all-year round in all weathers. Studies from across the UK repeatedly show that the three most important amenities dog owners seek are off-lead access, in spaces that are close to home and away from traffic, which potentially makes Alexandra Park the default green space for the development, for dog walking. It is estimated that 27% of homeowners also own a dog, although this figure is likely lower in apartment housing. Even at half this rate, this could equate to over 200 additional dogs being walked in the Park on a daily basis, accessing the Park via a route that has not been designed as a major access point.</p> <p>3.4. This will result in increased wear and tear, increased pressure on already over-used bins, increased pressure on the wildlife and biodiversity and longer term creates user pressures for the Trust in the delivery of its primary purposes as can be seen already when the Park is partly closed for events.</p> <p>3.5. It is also likely to increase the level of dog walking on the sports field, which is already an issue of tension/concern to the leaseholders. This could result in additional management measures being required to protect the playing surfaces and manage the user conflicts.</p> <p>3.6. Consequently, APPCT would like to understand what opportunities there would be for contributions towards upgrading, maintaining and improving the local area's existing open spaces, including Alexandra Park.</p>	

Stakeholder	Question/Comment	Response
	<p>4.0. Penstock Tunnel</p> <p>4.1. The Trust welcomes the inclusion of works to the east-west link between the High Road and Alexandra Park along Coburg Road to create a new civic boulevard. The cluster of buildings proposed here are intended to act as a signal to the connection between Wood Green and Alexandra Park, creating legibility within the area. However, access to Alexandra Park is via a circuitous and unattractive route around the Filter Beds site and via the Penstock tunnel, which also raises some concerns over a sense of safety. The proposed development is largely car-free so the majority of visitors from the proposed development would access Alexandra Park on foot. Improving access to the Penstock tunnel would be extremely beneficial, but it is vital it is combined with improvements to the lower section of Alexandra Park to cope with additional footfall. There also needs to be serious consideration of issues of safety and the lighting of this access point, whilst also ensuring there is a balance to protect the dark sky in the Park at night.</p> <p>4.2. Again, the Trust would like to be involved in the discussions about this route and what contributions will be made available to support its upgrade.</p> <p>5.0. Building Height and Views</p> <p>5.1. The height of the development will fundamentally change the sightlines from the Park and will make it feel more enclosed, especially from the Lower Fields. This is</p>	

Stakeholder	Question/Comment	Response
	<p>an inevitable consequence of the wider strategic development of Wood Green, which will raise building heights generally.</p> <p>5.2. It is noted that the detailed planning application states that the residential units in development zones A, B and C will range from 2 - 15 storeys. The Design and Access Statement sets out the preferred scheme for the detailed application as capped at a maximum of 19 storeys.</p> <p>5.3. The outline planning application however, does not state the range of height in storeys, and instead is requesting heights of up to 103.90mAOD. AOD means Above Ordnance Datum. Usually Mean Sea Level is used for the datum. The site is approximately 25m above MSL. It would have been helpful if the applicant were more explicit in their proposals regarding height, and consistent in their use of language, particularly given that there are considerable sensitivities around this issue.</p> <p>5.4. Page 69 of the Design Code states:</p> <p>“The planning parameters allow for notable variation between the Illustrative Masterplan and the Maximum Planning Parameters to allow flexibility in the placing of taller elements at Reserved Matters Stage.”</p> <p>5.5. Page 119 of the Design and Access Statement states:</p> <p>“The northern portion of the site is identified as an area</p>	

Stakeholder	Question/Comment	Response
	<p>suitable for taller, landmark buildings due to its proximity to the High Road, proposed Civic Boulevard and additional identified development sites.”</p> <p>5.6. Whilst the Trust appreciates that this area of the site is part of the outline application, there are already concerns that building heights of 19 storeys are extreme. The Trust would urge the Council to consider the impact of the request for maximum building heights that are over and above 19 storeys as set out in Parameter Plan 5 (in Zone H, the maximum building heights are shown as 103.9mAOD and 91.1mAOD). Should Reserved Matters applications come forward with buildings higher than 19 storeys, the Trust would be obliged to formally object on the grounds of appearance and scale.</p> <p>5.7. The completed development will generate a significant visual change within part of the wider setting of Alexandra Park through the introduction of buildings that are larger in both form and scale than those currently existing in the mid-ground view from the South Terrace and the Lower Field. APPCT is keen to ensure that this impact will be thoroughly assessed and adequately mitigated against. APPCT has previously suggested to the developer that buildings facades facing the Park should be staggered and include some ‘greening’ treatment (such as green walls etc.) to mitigate the visual impact of the buildings with the surrounding aspect.</p> <p>5.8. The site is in close proximity to four protected views corridors, with one directly crossing the site. Whilst a</p>	

Stakeholder	Question/Comment	Response
	<p>Visual Impact Assessment has suggested that key views will not experience detrimental impacts due to the proposed development, views towards the site from the Palace will result in a considerable visual change. The document states that views towards the site are 'heavily obscured by the dense tree canopy present in Alexandra Park'. This is true for some periods during the year, but not all.</p> <p>5.9. Finally, the impact of a new development and new residents could increase the pressure the Trust faces to manage its activities to suit the local residents rather than meet the needs of the Trust, e.g. times of operation, frequency of events and level of alterations we make to peoples 'normal routes' especially for events in the Park. Subsequently, the Trust would encourage the developer to build into their sales contracts and documentation information to purchasers about the Park and Palace to ensure awareness that APPCT is an entertainment venue not 'just a park' (to avoid complaints to APPCT from new residents). Precedents for this exist, for example at Wembley Park.</p>	
Haringey Cycling Campaign	<p><u>Parameter Plan 7 access and ground movement</u></p> <p>We welcome the provision indicated for the N/S principal pedestrian and cycle movement and the E/W secondary pedestrian and cycle movement also shown. The landscaping drawings to not presently give enough detail to comment on safety and other aspects of this provision, so we suggest additional details be provided and we would be pleased to comment. It is important agreement</p>	<p>Noted – a range of detailed landscaping plans were submitted by the applicant showing materials for the main routes within the detailed scheme. Further details will be required as part of reserved matters for the outline scheme. It is unclear what further details are required. No specific safety concerns were raised by the Council's highways</p>

Stakeholder	Question/Comment	Response
	<p>is reached with the developer for these routes to be freely accessed by the public and integrated to local networks, with coordinated signage.</p> <p><u>C1 Floor Plan GF</u></p> <p>We commented previously, for the previous application which had the same plan, on the cycle parking located inconveniently at a long distance from the entrances and with much of it accessed by negotiating a gap between parked cars. We are disappointed to note that even after raising this in a meeting with the developers, there has been no improvement in the layout. We assume the other parts of the development have similar problems.</p> <p>We previously commented that the external cycle parking should not be accessed through the rubbish collection point. We trust this has been resolved.</p> <p><u>Car Parking (overall provision)</u></p> <p>Car parking spaces have increased from 251 at outline planning stage to 425 in the current application. The development has a PTAL of 4 so the starting point should be minimal car parking. In our view there is too much car parking provided. Providing this amount of space for car parking is likely to worsen traffic problems in the area and it will also push up the necessary sale price of the units, reducing affordability.</p> <p><u>Cycling Level of Service Audit</u></p>	<p>and transportation officer.</p> <p>The rubbish collection point is in a different area to the external cycle parking area.</p> <p>Noted – the amount of parking spaces is policy compliant for the mix of uses proposed which form part of the scheme.</p>

Stakeholder	Question/Comment	Response
	<p>None of the 3 main cycle routes serving the development (Mary Neuner Rd, Hornsey Park Road and Turnpike Lane) are given a 'critical fail' in their CLOS scoring, however all these routes go through the Turnpike Lane/Wightman Rd junction, which was designed as part of a multi-lane road construction scheme, abandoned many years ago. This junction should give all these routes a low score. Remarkably the report concludes that the junction of Turnpike Lane/Wightman Road is fine for average cyclists and is not a barrier to more people cycling. This is definitely not the conclusion we would reach - a characteristic of roads and junctions adjoining this site is of fast, aggressive traffic and dangerous junctions that are difficult to navigate safely. The proposed interventions will not make a meaningful difference to these problems.</p>	<p>Financial contribution of £405,280 (four hundred and five thousand two hundred and eighty pounds) is required as part of the legal agreement towards a package of measures to improve walking and cycling conditions on the following key routes identified in the planning application and reviewed by the Council's transport and highways officer.</p> <ul style="list-style-type: none"> a) Penstock Foot path b) Hornsey Park Road c) Mayes Road d) Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.
<p>Fountain Area Residents' Association</p>	<p>Concern at possible negative impact on Lordship Recreation Ground from changes to Moselle Brook and at the lack of green space in the east of the borough. Proposals should include significant measures to enhance the borough's environment and opportunities should be taken to the improve water quality of the Brook.</p> <p>Any permission must be conditional on de-culverting the River Moselle across much of the site (as proposed by Parkside Malvern RA and Thames 21). Advantages to</p>	<p>Noted – although works etc. to the Moselle does not form part of the applications, a 'buffer' zone of landscaped open land has been provided in order to facilitate any works to the Moselle in the future.</p> <p>Noted - as above</p>

Stakeholder	Question/Comment	Response
	<p>opening up the river include helping prevent floods, creating vital green spaces and improving recreational value, promoting biodiversity and enhancing people's connection with the space.</p>	
<p>Neighbouring Properties</p>	<p>Excessive building height</p> <p>15-storeys is excessive and would represent a blot on the landscape and adversely affect views. The maximum height should be 9-storeys as previously approved.</p> <p>Buildings would not fit in and stick out along the skyline.</p> <p>Excessive height would provide an intimidating backdrop for people living in two-storey houses.</p> <p>Proposals are against area height restrictions.</p> <p>Proposed buildings are higher than shown to local residents.</p> <p>Adverse effect on Views</p> <p>Little consideration given to surrounding streets (that would become hidden) or to views/vistas from the surrounding area.</p> <p>Any buildings over 4 or 5-storey would be out of keeping with the area and obstruct views from across the park</p> <p>Failure to provide view of Alexandra Palace called for in the AAP.</p>	<p>Noted: This is a revised scheme. Higher density developments are encouraged by planning policies where a site can accommodate high buildings. This site is able to do so and the high buildings are located away from the existing residential properties.</p> <p>A number of consultation exercises have been undertaken enabling residents the opportunity to observe the revised scheme and the buildings have not increased following the public engagement exercises.</p> <p>Full consideration has been afforded to views etc. and these have been considered acceptable. No strategic or important designated local views are obstructed</p> <p>Although the development would introduce higher buildings than immediate surrounding area, planning policies support more intensive density</p>

Stakeholder	Question/Comment	Response
	<p>Loss of sight lines across the park ranging from pleasant glimpses to longer views</p> <p>Loss of residential amenity</p> <p>Loss of privacy (proposed buildings too close to existing homes) and negative effects on health and well-being of existing residents.</p> <p>Proposals would result in overlooking of back gardens (too close to existing homes) – overbearing and intimidating. The proposed building line should be no closer than that set by the September 2011 planning permission.</p> <p>Excessive heights would result in loss of daylight and sunlight and overshadowing.</p> <p>Increased transport and parking pressures</p> <p>Turnpike Lane, Wood Green and Finsbury Park Stations and the lines that serve them are already struggle with the number of commuters. Buses and the Overground are equally overcrowded. Safety for travellers is at risk from increased crime/antisocial behaviour.</p> <p>Proposals would worsen traffic on Hornsey Park Road and Tottenham Lane.</p>	<p>developments, which result in high buildings. The site would consist of a variety of buildings with differing heights, which seeks to provide a transition for the existing 2 storey buildings abutting the site to the high buildings furthest away from the existing dwellings.</p> <p>All these issues have been assessed and have been addressed within the report.</p> <p>The applications have been submitted with a BRE assessment and there would be no material loss of amenity on surrounding residents.</p> <p>Transport impacts have been assessed by Transport for London and the Council's Highways Engineer – appropriate conditions and mitigating measures have been included to address potential impacts.</p>

Stakeholder	Question/Comment	Response
	<p>Proposals would increase car parking requirements in the area – with parking over spilling in to local streets.</p> <p>Proposed additional residential car parking (425 rather than previous 251) would result in additional traffic. The area is congested and suffers from poor air quality and the scheme should be car-free. There is surplus off-street car parking in the area and also car club spaces</p> <p>The proposed underground car parking would add to building costs (and hence higher prices).</p> <p>Ability of local public services to cope</p> <p>Concern at the ability of local public services to cope with large number of new residents (GP surgeries, nurseries, schools etc.)</p> <p>Lack of assessment of impact on area and additional infrastructure to deal with increased traffic, policing, school places etc.</p> <p>The area is already struggling to cope with other new development.</p> <p>Thames Water has identified problems.</p> <p>Adequacy of affordable housing offer</p> <p>Proposed 15-storey building of over 100 units without</p>	<p>As above</p> <p>Underground parking preferred in order to maintain visual amenity of the area. Cost is not a planning issue</p> <p>CIL and appropriate section 106 contributions will mitigate these points raised</p> <p>This is a specific site allocation and has been factored in to the long terms vision for Wood Green – new development is supported.</p> <p>Thames Water has recommended conditions to mitigate any issues and have been included.</p>

Stakeholder	Question/Comment	Response
	<p>any affordable housing contravenes the Council's policy to secure 40% affordable housing. Request for details of number of units, exact breakdown of proposed affordable housing (percentage and type/ tenure of affordable housing).</p> <p>Inadequate proposed provision that is not policy complaint – 220 Shared Ownership and 179 Social/Affordable Rent (29% by hab room, 23.5% by unit). Only 10.3% of dwelling are at Social/Affordable Rent.</p> <p>Uncertainty as to whether rented properties would be a 'social' or 'affordable' rent.</p> <p>The area needs a minimum of 50% really affordable rented housing – with this being provided by the Council.</p> <p>Proposals will inflate prices/rents nearby and force out poorer renters and would-be homeowners (social cleansing).</p> <p>Reduction in proposed amount and type of affordable housing is unacceptable.</p> <p>Need 'key worker' housing.</p> <p>Poor quality private flats</p>	<p>The proposal would provide ??% affordable housing units of which xx are socially rented and xx shared ownership,</p> <p>The applications supported by a viability report – independently assessed and agreed. The provision is acceptable</p> <p>A mix of the two has been agreed</p> <p>As above – not provided by the Council but to be managed by a Registered Provider</p> <p>Not a planning issue</p> <p>There is an increase of affordable housing as compared to the previous extant planning consent scheme – viability assessment supports the amount of affordable housing proposed The legal agreement will secure affordability levels in accordance with</p>

Stakeholder	Question/Comment	Response
	<p>A large number of the proposed private flats are 'Manhattan' flats one-bed/person micro flats. This is 'inhumane' and is about maximising profit.</p> <p>High density</p> <p>Cheap high-density housing is a short fix that will lead to expensive problems in the future. People are happier living/working in lower density developments (fewer mental/physical health problems).</p> <p>Higher density and building height is completely at odds with broader plans to regenerate Wood Green – density and scale needs to be at a level where the area can cope.</p> <p>Getting permission and then proposing an increase in scale of 50% is deceptive.</p> <p>De-culverting of Moselle Brook</p> <p>Any permission must be conditional on de-culverting the River Moselle across much of the site (as proposed by Parkside Malvern RA). Advantages to opening up the river include helping prevent floods, creating vital green</p>	<p>current planning policy.</p> <p>Room size standards are acceptable and policy compliant.</p> <p>High density in well located areas supported by planning policy – good living environment in which to live for future occupiers – this is covered in the main body of the report</p> <p>High density development in Wood Green acceptable due to its location and excellent transport links – conforms with the vision of the Site allocations DPD and the draft Wood Green AAP</p> <p>This is a revised scheme and assessed against current planning policies and individual merits.</p> <p>Applicants explored this option and yet this isn't a feasible option until other</p>

Stakeholder	Question/Comment	Response
	<p>spaces and improving recreational value, promoting biodiversity and enhancing people's connection with the space.</p> <p>Associated SuDS features would help reduce impact of flooding downstream.</p> <p>Thames Water has a commitment to remove sources of pollution by 2019.</p> <p>Poor public realm/building design</p> <p>Proposed buildings are out of context and would adversely affect character and appearance of the area.</p> <p>Proposed materiality is unclear – how have designs been developed to integrate into existing fabric of Wood Green? What historical, cultural, artistic and community aspects have been included in conceptual ideas and design processes?</p> <p>Proposed buildings are too close to the boundaries of the site.</p> <p>Inadequate/small publicly accessible spaces which does not address lack of accessible and safe public open space in the area.</p> <p>The excessive scale of the proposals would damage the cohesion of the local community. Lack of clear proposals for decent, well-planned and integrated high-quality public art.</p>	<p>mitigation measures have been undertaken. A 'buffer' has been created as part of the scheme so that works could be undertaken in the future</p> <p>Conditions have been included to address SuDS</p> <p>Noted</p> <p>All these issues addressed within main body of the report</p> <p>The planning agreement will secure measures contained in the Cultural Strategy (October 2017) as well as a</p>

Stakeholder	Question/Comment	Response
	<p>Loss of Chocolate Factory & Unrealistic cultural strategy</p> <p>The building provides an array of creative and educational services and is the main focus for creative and performing arts and provides affordable rents for small businesses. It provides services to local people who would otherwise be unemployed/vulnerable. It provides educational and cultural uses for young people as well as those with special needs or learning difficulties. Demolition would be catastrophic and against what the community hold dear. It would also impact negatively on loss of local businesses who supply the building (including independent shops and restaurants). The Council should be supporting/encouraging the existing activities, not getting rid of a gem.</p> <p>Unless there is funding and infrastructure for cultural events (and ability for local people to help shape these), the ambition to foster a sense of local pride and community will not be realised.</p> <p>More likely to attract anti-social behaviour than create a community hub (increased drug dealing rather than strangers sharing meals).</p> <p>Negative effect on Wood Green Town Centre</p>	<p>further update. Details of landscaping, including public art will be required as part of reserved matters for the outline scheme.</p> <p>This proposal does not include the Chocolate Factory site</p> <p>A</p> <p>s above. The scheme does not propose cultural events – however the proposed uses and new public open spaces would be able to facilitate community related activities in the future.</p> <p>The development has been considered by Design Out Crime officers and appropriate conditions have been included to ensure a secure and friendly environment.</p>

Stakeholder	Question/Comment	Response
	<p>The proposals would provide further underutilised retail space, whereas what is needed is upgrading of the town centre and better marketing.</p> <p>Anti-social behaviour</p> <p>Proposed increase in number of secluded places will provide additional places for alcoholics and drug dealers to hang out (increasing risk to children at Creig City Academy and Heartlands High School).</p> <p>The proposed new pedestrian routes could increase anti-social behaviour.</p> <p>Negative impacts during construction</p> <p>The Avenue is not fit to accommodate large spoil vehicles which bounce over speed bumps and make houses shake.</p> <p>Need to stop construction vehicles from using local streets.</p> <p>Noise and dust pollution during construction.</p> <p>General negative environmental effects</p> <p>Proposals would lead to increased noise, poorer air</p>	<p>A number of uses are proposed to allow market flexibility, which will complement the town centre rather than detract from it.</p> <p>All addressed as above</p> <p>Appropriate conditions have been included to mitigate against such impacts.</p>

Stakeholder	Question/Comment	Response
	<p>quality/pollution and litter.</p> <p>Consultation on hybrid planning application</p> <p>Mixing outline and detailed elements is unhelpful – difficult to review, intentionally confusing, with changes from previous scheme not immediately apparent.</p> <p>Application bears very little relationship to plans shown to residents.</p> <p>Adequacy of cycle parking</p> <p>Detailed information on cycle parking (Appendix U) is unavailable. Concern at spaces being provided in basements and inaccessible and/or within flats themselves – competing for limited storage space.</p> <p>Not enough cycle parking.</p> <p>Failure to meet zero carbon obligation</p> <p>Energy Statement states that in addition to on-site measures, the development would provide space for the Wood Green Energy Centre for which CO2 savings are likely to be greater than the residual CO2 from the proposed development – therefore the proposed development is zero carbon. However, no PV arrays are proposed (these should be provided before off-setting).</p>	<p>The proposal has been accompanied by an EIA and appropriate conditions have been included to address these impact.</p> <p>This is not an unusual way in which to submit a planning application for such a sizable site. Further, a number of public consultations have been undertaken in order to explain the scheme to local residents.</p> <p>There is a significant number of cycle parking spaces, which is policy compliant. The location of the cycle storage has been agreed with transport officers.</p> <p>This has been addressed in the main body of the report</p>

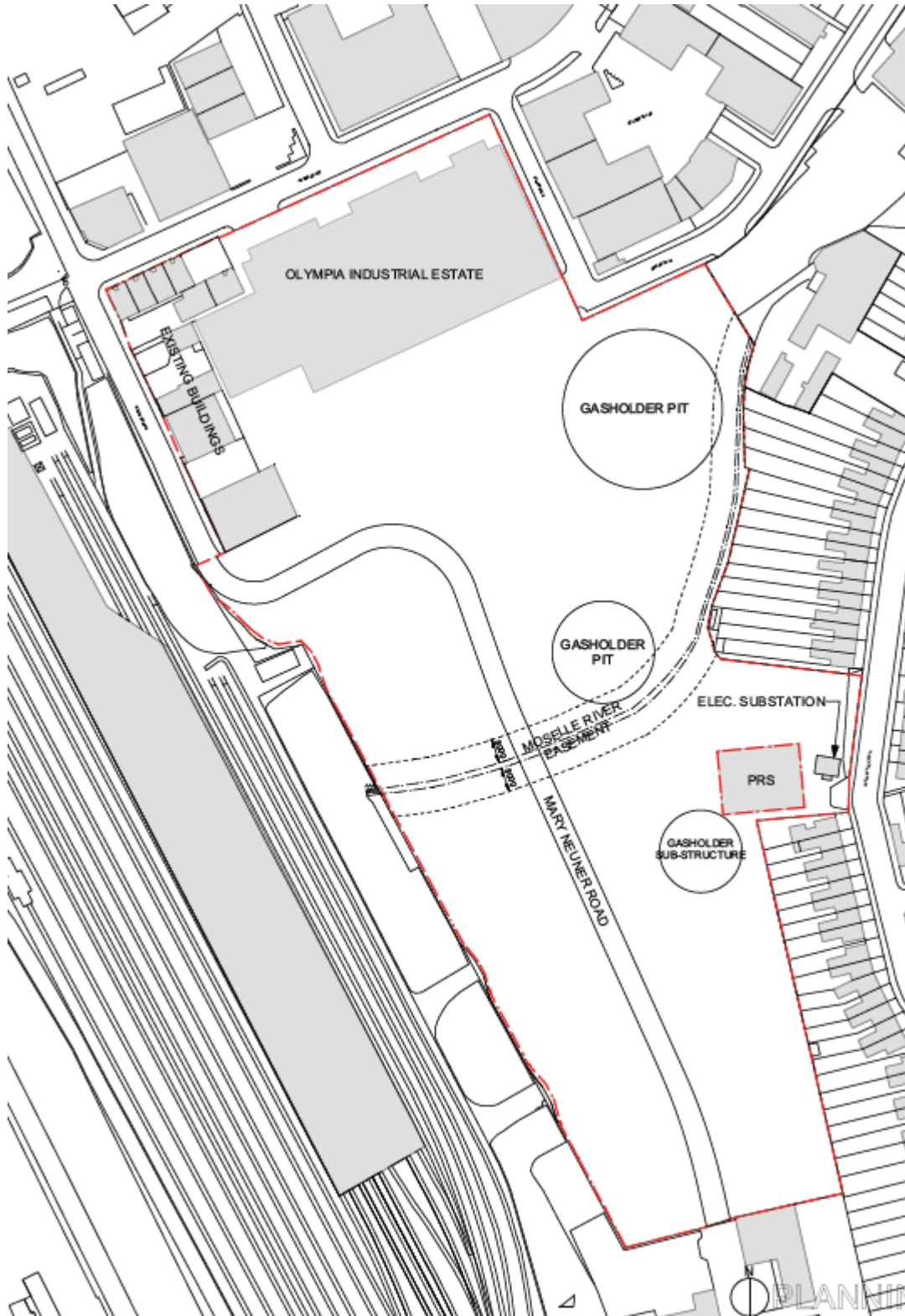
Stakeholder	Question/Comment	Response
	<p>Reliance on space for an energy centre that would be required in any event by planning policy would reduce net emissions of any other development which connects to it – but would not offer additional reductions for this site. This should be challenged.</p> <p>Loss of business</p> <p>Automerc Service Ltd (car maintenance business) should be relocated to viable alternative premises within its existing customer catchment area and appropriate compensation agreed. The Council should not overlook the importance of private sector business which rely on commercial premises (such as at Western Road). Automerc has recruited and trained apprentices from nearby schools in association with the North London Garage Group Training and after training, employees have move on to provide a source of skilled staff for other local companies.</p> <p>Adverse impact on business</p> <p>Electoral Reform Services (ERS) are located at 33 Clarendon Road near the southern end of the site. ERS is a 24-hour operation and it is concerned that the proposals would result in objections to its operation from new residents in terms of (1) noise and disturbance (2) overlooking and security and (3) vehicular access. ERS has proposed solutions to overcome its objections including: Pulling residential away from the boundary, enclosing its yard or locating business space on ground floor. The</p>	<p>Notes – a number of new uses are proposed as part of the development. Further, section 106 clauses seek a contribution and participation in employment initiatives.</p> <p>The applicant has responded directly to these concerns and the plans have been amended. Accordingly, ERS has no withdrawn its objection to the scheme and now supports the scheme given the subsequent amendments and the</p>

Stakeholder	Question/Comment	Response
	<p>applicant considers these impracticable, so ERS wants mechanical ventilation/fixed windows in Blocks A1, A2 and B1, no balconies and a 2.5m high wall built.</p> <p>Provision of screening to protect privacy/safeguard election counts.</p> <p>Changes to Controlled Parking Zone restrictions on Mary Neuner Road to allow for ERS lorries to continue to wait up on street and assurances that the proposals allow articulated lorry access to its site.</p> <p>Negative impact on development potential of adjoining land</p> <p>The proposed increase in height of Blocks D/E and H from 8 to 18-storeys, the proximity of these to neighbouring land and the number of active windows and balconies may have a negative impact on the future development of land at Nos. 1-4 Bitten Place.</p> <p>Inadequate assessment of daylight and sunlight impacts, which should have considered development potential.</p> <p>Proposals would have a prejudicial impact on the deliverability and viability of development of Nos. 1-4 Bitten Place and there is no masterplan that demonstrates otherwise. As such, the proposals are contrary to Site Allocation Policies SA18, SA19, SA20, SA21 and SA22 and Policy DM55.</p>	<p>provision of screening which is agreed.</p> <p>These points are addressed in the main body of the report</p> <p>No material levels of overlooking would occur</p> <p>Considered and addressed by transport officers</p> <p>The proposed scheme has been designed in order to not prejudice future development of surrounding sites.</p>

Stakeholder	Question/Comment	Response
	<p>Infringement of Human Rights</p> <p>The proposals would infringe rights as defined by the Human Rights Act 1998 – Article 1 (right to enjoy property peacefully) and Article 2 (right to privacy, family life and home).</p>	<p>These particular issues would not be compromised by the proposed scheme and has been addressed within the main body of the report</p>

Appendix 2: Plans and Images

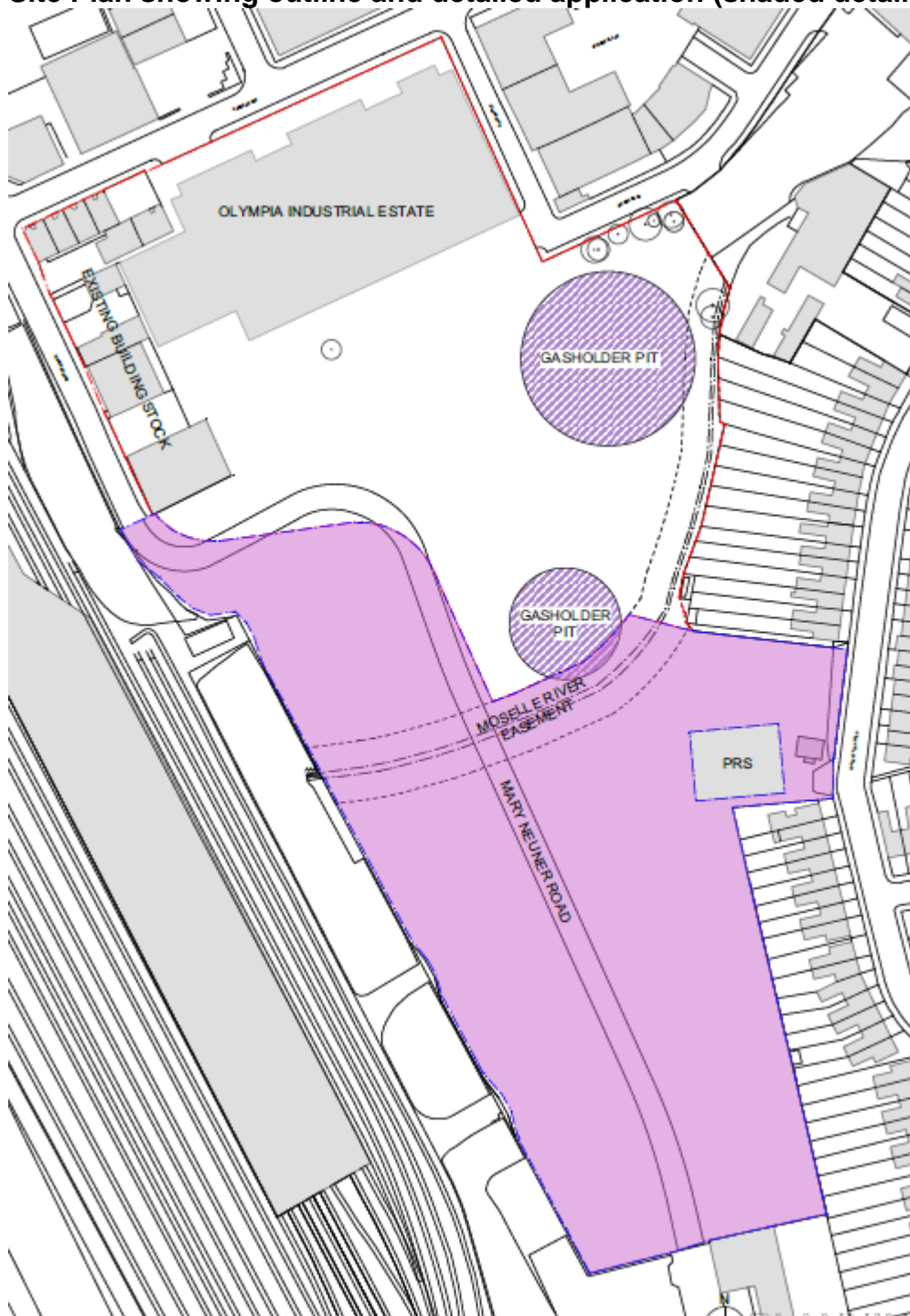
Site Location Plan



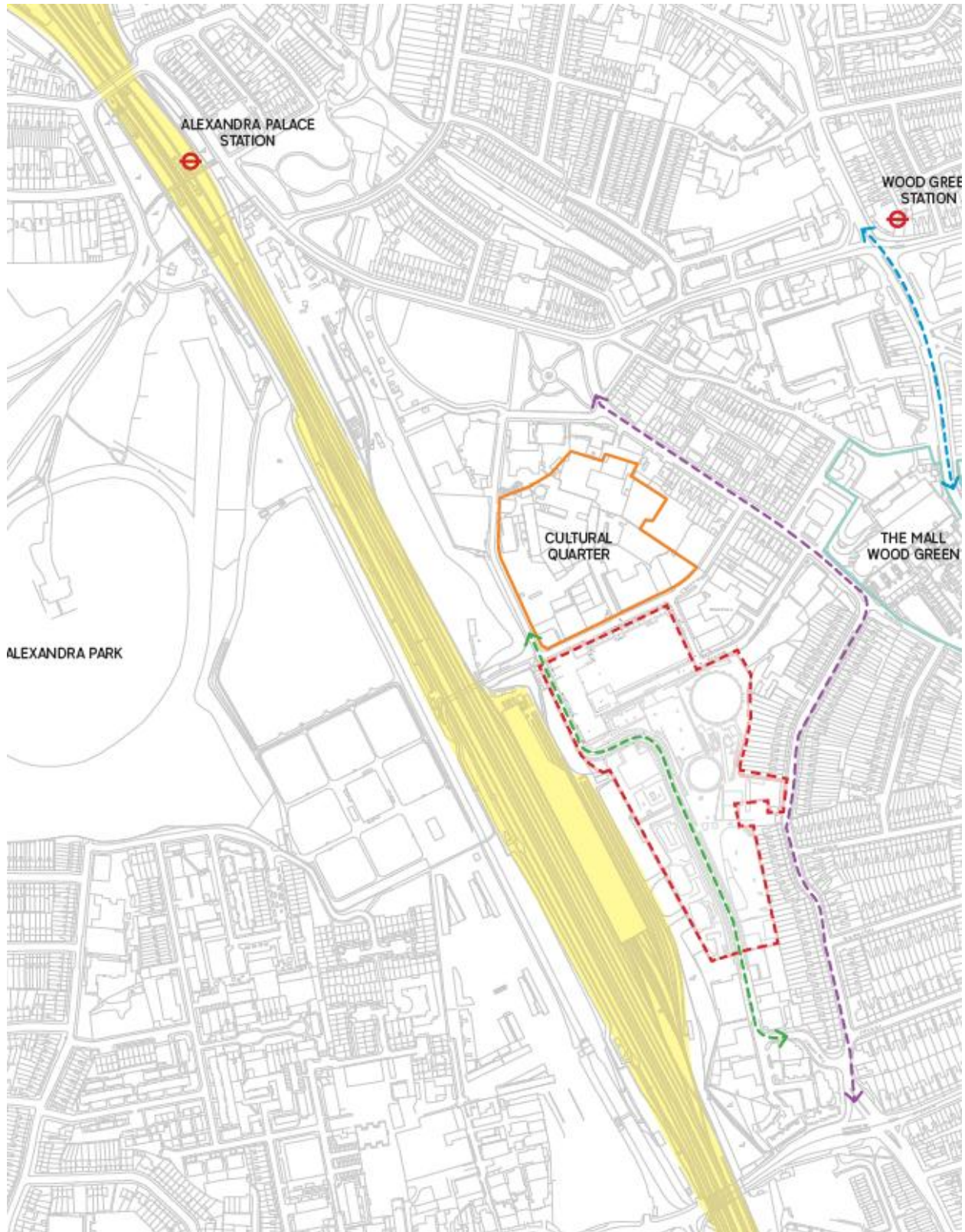
Proposed Site Plan



Site Plan showing outline and detailed application (shaded detailed application)



Context



Overview of development:



Heights of Illustrative Masterplan
(heights exclude undercroft and basement levels)

Aerial Photograph



Aerial view of Clarendon Road site

CGI'S





Illustrative view looking west toward the Public Square



Illustrative visual showing the Community Park, looking east from the entrance off Hornsey Park Road

Appendix 3A: QRP Note – 22 February 2017

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Square (Gas Works)

Panel

Peter Studdert (chair)
Esther Kurland
David Lindsey
Tim Pitman

Attendees

John McRory London Borough of Haringey
Richard Truscott London Borough of Haringey
Adam Flynn London Borough of Haringey
Beth Kay London Borough of Haringey
Gavin Ball London Borough of Haringey
Sarah Carmona Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Stuart Minty London Borough of Haringey
Robbie McNaugher 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

Clarendon Gas Works & Olympia Trading Estate, Wood Green
Planning Application HGY/2009/0503 originally obtained by National Grid in 2009 (and subsequently amended through s.73)

2. Presenting team

Simon Hudspith Panter Hudspith Architects
Gareth Hunter Panter Hudspith Architects
Andrew Harland LDA Design
Ashley Spearing St William Homes LLP
Greg Brydie St William Homes LLP
Charlie Howard St William Homes LLP
Ben Ford Quod

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 Haringey Heartlands area lies in the centre of the Borough and is one of the Growth Areas identified in the Council's Local Plan 2013. The area is also identified in the London Plan as an Area of Intensification. The AAP and Site Allocations (both building upon the adopted 2005 Haringey Heartlands Development Framework) establish the principle of redeveloping these existing former industrial and utility lands, to provide a mixture of housing, community, cultural and educational facilities and employment.

Following a number of earlier planning applications (2009, 2013, 2015), a full reserved matters application (ref. HGY/2016/1661) was submitted in June 2016 to approve reserved matters for the design of the original outline approval. This comprised a design for the site that sought to implement the original 2009 masterplan, which was reviewed by the QRP in March 2016. The application was approved in the knowledge that the QRP had expressed strong reservations about its design, and recommended "a fundamental rethink of the overall masterplan", understanding that this was indeed proposed. This application is that fundamentally rethought masterplan.

Council officers have been generally supportive of this new approach, and feel that this revised masterplan responds to the significant QRP concerns raised regarding the previous reserved matters scheme. However, they consider that there remains a number of issues to resolve, namely the detailed layout and alignment of blocks throughout the scheme with respect to the primary north-south street (Mary Neuner Way / Clarendon Road), the proposed commercial square and path through the ecological park to the north and the small pocket public spaces and private communal amenity spaces throughout.

5. Quality Review Panel's views

Summary

The Quality Review Panel thanks the presenting team for the clear presentation, and warmly welcomes the approach being proposed for a re-configured scheme for the Clarendon Gas Works site. Overall, they support the emphasis on the creation of high quality places that clearly underpins the masterplan, and believe that this is a significant improvement over the previous scheme. They note, however, that the quantum of accommodation in the proposal has increased since the previous application, and believe that further work will be required to test the impact of taller elements of the scheme on the local microclimate before this can be accepted in principle. Scope for improvement remains in the development and refinement of the three-dimensional

massing of the built forms on site, as a means of shaping and influencing the character of the places contained by them, whilst also delivering high quality and functional accommodation. In addition, the panel looks forward to seeing how the architecture will develop in detail.

With regard to the detailed application site (the southern portion of the site), they feel that the overall layout is now significantly improved, and believe that the north-south street would be an attractive route for pedestrians. There is an opportunity to work through some detailed issues where scope remains for improvement. The panel notes that as the detail develops they would also like to see a clear definition between public and private spaces, in addition to careful consideration of the location and language of the entrances to the blocks, and how these work with the landscape. The panel would like to see a thorough analysis of the impact of the taller northern blocks on the open spaces immediately to the north, where overshadowing could be a particular problem. If necessary the height of these blocks may have to be reduced or reconfigured to protect the amenities of these important spaces.

The panel broadly supports the approach taken to the northern section of the site; they welcome the more intimate configuration of buildings that present offsets and glimpses leading through to spaces beyond. However, the panel is not yet convinced that the scale of the two tall buildings on the square is appropriate, and more detailed work will be required to demonstrate that this scale will not create problems of overshadowing and wind turbulence within the square and along Coburg Street to the north. An analysis of key views throughout the site and within the approach to the square will help to refine the visual and three-dimensional qualities of the proposals.

The panel would like to see design codes and parameter plans for the outline application for the north of the site. Further detail on the panel's views are provided below.

Detailed application area (southern section of Clarendon Gas Works site, to include Hornsey Park Gardens)

Massing and development density

- The panel notes that the quantum of accommodation proposed has increased since the previous iteration of the scheme, and would like to gain a greater understanding of the proposed massing of the scheme, and how this relates to the spaces proposed.
- The storey heights and massing of the blocks immediately to the south of Hornsey Park Gardens (blocks 8 and 10) are potentially excessive, and could compromise the quality and amenity value of the proposed park. A reduction in height of these blocks may be necessary.
- They would therefore support further detailed scrutiny of daylight and sunlight levels within the public spaces on site, and would suggest that rather than designing to a minimum technically acceptable standard, the focus should be on what level of daylight and sunlight would be desirable for each area.

- Key views through different parts of the site would help to explore the impact of the scale and height of the buildings proposed.

Place-making, landscape design and scheme layout

- The panel welcomes the aspiration for the north-south street as a series of linked outdoor spaces that visually link the blocks across the road.
- They question whether these linked spaces will actually read as coherently as proposed, due to the busy nature of the bisecting road, the complex ground levels and sometimes limited visual access into both halves of the space.
- Whilst the panel note that some hard landscaping treatments may not be appropriate within bus routes (e.g. stone setts), they remain intrigued by the concept of hard landscaped spaces that cross the road.
- They would support further exploration of how the character of these hard spaces could be reinforced through the expression of different surface treatments, that would be acceptable in highway engineering terms.
- They note that the character of the street will also be significantly defined by the scale of the blocks lining it, by its role as a key bus route, and as the primary access for car parks and servicing.
- Further consideration of how to differentiate the public spaces would be welcomed, to explore which spaces are primarily entrance courts with larger areas of hard landscaping, in comparison to those that could offer more amenity by way of landscape provision.
- They would also support further exploration of the boundaries between the public realm and the private spaces (private or shared amenity areas).
- They note that the separation of the open space into public realm and private realm is frequently driven by the location of the primary entrance to the blocks, and would support further exploration of entrance locations to enable creation of larger private amenity areas where appropriate.
- The panel would also like further information about the nature of, and connections between, the different spaces bounded by each cluster of blocks.
- They note that some residential units may overlook shared amenity space that they do not actually have access to, as it notionally belongs to, and is accessed from, a different block.
- They would welcome exploration of whether resident children could have access from one space to the next as a linked network of amenity provision.
- They are very interested to see how the emerging landscape proposals will be further refined as part of this ongoing process.
- The panel welcomes the approach to the design of the east-west park, over the line of the Moselle; they feel that it could be a very positive part of the scheme.
- They understand the constraints that limit the potential to open up the Moselle itself, and think that inclusion of a rain garden within the park is a very good way of keeping water within the corridor in a managed way.
- The panel would like to know more about the 'backland' area of the park in terms of the relationship to the rear of the blocks abutting it. They question whether there may be issues of security, privacy and noise for any windows overlooking this backland area.

- They feel that the landscape proposals are generally very attractive, and would encourage consideration of an appropriate mechanism to ensure that they remain well maintained in perpetuity.

Scheme layout, access and configuration

- Clarity on the location and expression of the different types of entrance would be supported, to ensure that communal entrances are visually dominant and address the appropriate space, whilst private entrances located at the ground floor are more subservient.
- The revised configuration of this section of the site into smaller blocks allowing visual penetration through to smaller spaces is welcomed by the panel. They note that the current block configuration shows some blocks situated very close to each other, and would like to understand in detail how this might work, especially with regard to privacy and noise.
- The panel are encouraged by the level of thought that has shaped the practical details of the emerging design of the individual blocks; it promises a very good basis for further refinement, and should result in a very high quality of accommodation.
- In particular, they highlight the generosity in design of the communal hall spaces within the individual blocks, notably within blocks A2 and A3.
- The design of the eastern edge of the development will also require very careful consideration as it is adjacent to the rear of the neighbouring terraces along Hornsey Park Road.
- The panel note that there are practical considerations around the design of nurseries (e.g. drop-off requirements and privacy) that will need to be captured at the detailed design stage.
- They would like to understand how buses will be integrated within the scheme, to include the location and layout of bus stops, and the pedestrian desire lines that these will generate across the site.
- They would also welcome further information on the access to cycle parking, to ensure that there is adequate provision for each block, that is convenient and easily accessible.

Architectural expression

- The architecture of the blocks of accommodation within the detailed application area to the south of the site was not discussed in detail at this review, in response to the more strategic and conceptual material presented.
- The panel would like to know more about the proposed architectural expression of the buildings, to understand the different 'personalities' of the different blocks, spaces and areas on site.
- Developing an architectural language to be used across the site in different ways may help to improve legibility and wayfinding within the development.
- They note that the block at the northernmost tip of the detailed application site (sited at the bend in the road) is likely to be delivered first, and would suggest that it is in a very prominent location, almost a 'gateway' building. The detailed design of this block needs to take into account and exploit these key views. The panel would like to see the detailed proposals for this block.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency, environmental sustainability and inclusive design for the scheme as a whole.
- They note the intention for provision of an Energy Centre on site, and would welcome further information as to how this will be integrated in detail within the current proposals.

Outline application area (northern section of Clarendon Gas Works site, beyond Hornsey Park Gardens)

Massing and development density

- As noted above, the quantum of accommodation proposed has increased since the previous iteration of the scheme, and they would like to see how this has impacted upon the proposed massing to the northern end of the scheme.
- The towers surrounding the public square are in the region of 14 storeys (taller than in the previous application), and the panel suggests that this could have a significant negative impact on the microclimate and character of the space, as well as to Coburg Road to the north.
- Rigorous technical scrutiny of this part of the development (through wind tests, daylight and sunlight tests etc.) should be undertaken to demonstrate whether this scale is acceptable in principle in this location.
- They would also welcome adjustments to the overall massing of the buildings around the square; avoiding monolithic blocks through shifting and offsetting different floor plans would help to reduce down draughts whilst creating a more 'human' environment.
- The panel would encourage consideration of the strategic views; the tops of the tallest buildings on site will be seen in composition with regard to St Paul's Cathedral.

Place-making, landscape design and scheme layout

- The panel notes that the block of accommodation on the square is a visual stop on the approach from the south of the site, as the road swings away to the left. They would like to know more about how this block will frame and shape the visual approach to the square in detail.
- They would also like to see key views within the scheme; to include views north to the square, and southwards down Mary Neuner Road/Clarendon Road.
- They note that it is important to see the quality and detail of the proposed blocks within key views; the texture, massing and articulation of the accommodation has a significant impact on the space. The blank building outlines as currently shown do little to present the character of the place.
- The panel supports the intention to create more intimate spaces, using a more meandering route to open up the sequence of views, in addition to off-sets in the plan form to create glimpses.
- They note that this more intimate approach to place-making would suit the provision of 'meanwhile uses' and space for designers and 'makers', which would give a looser, less corporate feel to the spaces and blocks.
- The images of the developments and landscape design shown within the presentation were very attractive; however, the panel note that these illustrations have a very

'residential' feel to them, somewhat at odds with the intention to establish more creative (and less corporate) commercial activity.

- In place-making terms, the building heights, landscaping and detailed design of the ground and first floor building envelopes will all contribute to creating the context of either a 'commercial' or 'creative/maker/meanwhile use' setting, so these factors will need to be carefully considered at the detailed design stage.
- As noted at the previous review, an intensification of footfall is required in order to create a successful square; this will also need to be considered in the allocation of uses around, and design of the space.
- The panel welcomes the reduction in plan-size of the public square, but notes that the building heights bounding the square seem excessive, and would recommend further consideration of this (as outline in 'massing' above).
- Coburg Road is an important route at the northern boundary of the site; however, the panel express concern that it may feel like the 'back' side of the development, as there is such an emphasis on the spaces created internally within the site.
- They would like to know more about the design approach to this northernmost edge (Coburg Road) of the site.

Architectural expression

- The architecture of the blocks of accommodation within the outline application area to the north of the site was not discussed in detail at this review, in response to the more strategic and conceptual material presented.
- The panel would also like to know more about the aspirations for the architectural expression of the buildings, to understand the different 'personalities' of the different blocks, spaces and areas on site.
- They would support the inclusion of design codes and parameter plans within the outline application to provide a level of assurance and control.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency, environmental sustainability and inclusive design for the scheme as a whole.

Next Steps

- The panel welcomes the overall approach taken in the revised proposals, which represents a significant improvement over that taken in the previous application.
- They feel that more emphasis now needs to be placed on the emerging finer details of the scheme, and they highlight a number of issues that will require further consideration (in consultation with Haringey officers) as these details are refined and developed further.
- They would support the use of design codes and parameter plans within the outline application to the north of the site in order to achieve a level of assurance and control; the exact requirements for which should be agreed with Haringey officers.
- They would welcome the opportunity for further review.

Appendix 3B: QRP Note – 20 July 2017

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Square (Gas Works)

Panel

Peter Studdert (chair)
Ed Jarvis
Tim Pitman
Chris Twinn

Attendees

John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Richard Truscott London Borough of Haringey
Beth Kay London Borough of Haringey
Pippa Gueterbock London Borough of Haringey
Tom Bolton Frame Projects
Deborah Denner Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Dean Hermitage 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

Clarendon Gas Works & Olympia Trading Estate, Wood Green

2. Presenting team

Simon Hudspith Panter Hudspith Architects
Gareth Hunter Panter Hudspith Architects
Andrew Harland LDA Design
Ashley Spearing St William Homes LLP
Charlie Howard St William Homes LLP
Ben Ford Quod

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 Haringey Heartlands area is one of the Growth Areas identified in the Council's Local Plan 2013. The area is also identified in the London Plan as an Area of Intensification. The Wood Green Area Action Plan (AAP) and Site Allocations (both building upon the adopted 2005 Haringey Heartlands Development Framework) establish the principle of redeveloping these former industrial and utility lands, to provide a mixture of housing, community, cultural and educational facilities and employment.

Following a number of earlier planning applications (2009, 2013, 2015), a full reserved matters application (ref. HGY/2016/1661) was submitted in June 2016 to approve reserved matters for the design of the original outline approval. This comprised a design for the site that sought to implement the original 2009 masterplan, and was reviewed by the QRP in March 2016. The application was approved in the knowledge that the QRP had expressed strong reservations about its design and had recommended 'a fundamental rethink of the overall masterplan', understanding that a rethink was indeed proposed. The current scheme has resulted from that work, and was first reviewed by the QRP in February 2017. Council officers are generally supportive of the new proposals, and feel that the revised masterplan responds to the concerns raised by the QRP regarding the previous reserved matters scheme. They support the significant increase in the quantity of development proposed, especially the increase in employment space on the site.

However, planning officers continue to challenge the applicants on a number of areas, particularly the impact of the scheme's density on the amount and design of the public space provided. They are seeking a clearer distinction between public and private realm, and wish to ensure streets and public spaces provide a liveable environment. This will require sufficient daylight and sunlight provision in these spaces, and wind levels that do not undermine comfort.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the quality of the ideas being applied to the Clarendon Gas Works site, and the design ambition that is apparent. It believes that the revised masterplan represents a significant improvement on the previously consented scheme. In broad terms, the panel supports the proposals for the southern part of the site, where a detailed planning application is proposed, although some concerns remain about the negative impact of blocks A4 and B4 on the open space to the north. It offers some detailed comments on both the architecture and landscape of this section of the scheme, to inform design development. However, whilst supporting the overall ambition for a high density mixed use development, the panel continues to think that the

increased quantum of development proposed for the northern section of the site, where an outline application is to be submitted, presents a significant design challenge. The panel remains concerned that the scale and massing of this part of the scheme compromises the quality of the public realm, and it therefore repeats its previous recommendation that further work be carried out to test the impact of taller elements of the scheme on the local microclimate, and on the character of this part of the development. A model of the proposed development, set in its wider context, would be a helpful tool to test different massing options and to assess whether a reduction in floor space will be necessary to make the proposal acceptable. Further detail on the panel's views is provided below.

Detailed application area (southern section of Clarendon Gas Works site)

Massing and development density

- In broad terms, the panel supports the scale and massing of development proposed in this part of the site, which promises to create a lively and varied residential neighbourhood with opportunities for significant landscaping.
- However, the panel has previously raised concerns that the heights and massing of blocks A4 and B4 immediately to the south of the proposed east-west park will compromise its quality. After testing of daylight and sunlight levels it still feels that the height of the buildings is potentially a problem in terms of both sun and wind, and that their over-dominant scale will significantly reduce the amenity value of the main public green space in this development.
- The panel would encourage a reduction in the heights of these blocks, redistributing some or all of the accommodation elsewhere within this phase of the scheme if it can be satisfactorily accommodated.

Scheme layout, access and configuration

- It is apparent that the hierarchy, character and purpose of routes and spaces through the scheme has been given careful thought.
- There is much to admire in the reciprocal relationship between landscape and architecture, which has potential to give this development a distinctive character.
- The panel expressed concern about the strategy for bicycle access and storage, which is proposed to be via rear alleyways. Given the anticipated high level of bicycle use, a more secure and convenient strategy for bicycle parking should be explored with secure bike stores located close to the main entrances to each block.
- The internal planning of the blocks needs some further refinement to avoid single aspect north facing flats.
- The panel also questioned the location of family units looking on to Mary Neuner Road, with single units at the rear overlooking private courts. It suggested reversing this configuration, to give families better access to the private spaces.

Architectural expression

- The emerging architectural expression for this part of the development is based on a strong concept of façades framing courtyard 'rooms' in the landscape, which the panel supports but thinks could be developed further.

- The current drawings and visualisations emphasise the design variety that this architectural strategy will create in the experience of moving along the street.
- As design work continues, the panel would encourage more exploration of the experience of standing in a courtyard 'room' framed by consistent façade s.
- It also suggested that the different levels of façade hierarchy should have clearer design differences, expressing the intended variety more directly in the architecture.

Inclusive and sustainable design

- The panel suggested that allowing residents to leave windows securely open during the day would not be sufficient to prevent overheating. They suggested that the side panels next to the windows could be used to provide additional ventilation.

Outline application area (northern section of Clarendon Gas Works site)

Massing and development density

- At the previous review, the panel raised concerns that the height of the towers surrounding the public square could have a significant negative impact on the microclimate and character of the proposed public square, on the walk beside the Moselle, and on Coburg Road to the north.
- While accepting that a high density is implied in the site allocation in the AAP, the development should nevertheless propose a townscape that is of a human scale and which creates successful and attractive streets and spaces. The panel believes that this has not yet been demonstrated.
- In particular, the panel is concerned that the relationship between building heights and the size of public spaces will create places that are oppressive in scale, as well as often being windy and lacking sunlight for a large part of the day, and that more testing is required to demonstrate their acceptability.
- For example, if the square is expected to be capable of hosting a market, then testing should ensure that sunlight, daylight and wind levels would make the environment pleasant enough for people to linger and spend time.
- The detailed design of tall buildings will also need careful thought to help mitigate down draughts. For example, colonnades projecting beyond the façades of tall buildings can help to counter wind turbulence and provide more protection for people using the space at ground-level.
- A model of the proposed development, set in its wider context, may help to explore different massing configurations, working up from the quantum of development previously permitted to test the impact of the additional massing on the quality of the streets and spaces that are proposed.

Place-making, landscape design and scheme layout

- The panel strongly supports the vision for a high density mixed used neighbourhood with a lively range of activities that will animate the streets and spaces throughout the day and into the evenings.
- The design code that is to accompany the outline application will need to give careful consideration to servicing and access strategies in order to minimise conflict between

vehicles and pedestrians in the key spaces. The code should also set high standards for hard and soft landscaping throughout this part of the development.

- The panel has previously expressed concerns that the Coburg Road frontage would feel like the 'back', with the focus of the development on internal public square. The panel continues to feel that the interface between this development and the ambitions for Coburg Road expressed in the AAP needs to be carefully considered, and that alternative locations for the main square could be explored as part of the massing exercise recommended above.

Next Steps

- The panel supports many aspects of this proposal, and welcomes the overall design vision and commitment to high quality. It continues to think the proposals represent a significant improvement over the approach taken in the previous application.
- The design for the detailed application area is developing well, and the panel has every confidence that the design team will be able refine this in response to their comments.
- More significant design challenges remain with the outline application area of the scheme. The environmental quality and character of the proposed public spaces needs to be tested more rigorously - including through the use of a model - and decisions on height and density made on the basis of their findings.
- The panel would welcome the opportunity for further review before a planning application is submitted.

Appendix 3c QRP January 2018

Report of Chair's Review of the Haringey Heartlands Design Code

Wednesday 17 January 2018

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

Emma Williamson London Borough of Haringey

John McRory London Borough of Haringey

Richard Truscott London Borough of Haringey

Nairita Chakraborty London Borough of Haringey

James Farrar London Borough of Haringey

Sarah Carmona Frame Projects

Rebecca Ferguson Frame Projects

Apologies / report copied to

Dean Hermitage London Borough of Haringey

Confidentiality

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

Design Code for Clarendon Gas Works, Wood Green (Haringey Heartlands)

Planning application reference: HGY/2017/3117

2. Presenting team

Ashley Spearing St William

Matthew Rees St William

Neil Wells Quod

Simon Hudspith Panter Hudspith Architects

Gareth Hunter Panter Hudspith Architects

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 Haringey Heartlands area lies in the centre of the borough and is one of the Growth Areas identified in the Council's Local Plan 2013. The area is also identified in the London Plan as an Area of Intensification. The 4.83 ha application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross / East Coast Main Line, Clarendon Road and Coburg Road. The site is currently characterised by cleared, derelict land.

The Wood Green AAP includes this application site as 'SA18: Clarendon Road'. Outline planning permission has previously been obtained for the site in 2009 (with approval of Reserved Matters in 2016). Approval is currently being sought for a significantly revised masterplan, which includes a Design Code, Parameters Plans and a Development Specification. The Design Code relates to the outline element of the revised masterplan, which is located to the north of the overall site.

Officers consider that the submitted Design Code, relating to the northern outline portion, will provide clear guidance on the intended scale and character of the individual buildings and spaces between them in the northernmost masterplan area, and will help to ensure continuity across the different site areas. Officers are keen that a good precedent is set within the Design Codes, that could also have an influence on neighbouring development sites in the future. The Design Code will be an approved document, and it is intended that it will enable a level of flexibility for the development in future, whilst tying down the standards and qualities that are required within the proposals. They welcome the panel's views on how to ensure that the codes and parameters have sufficient weight in order to achieve the balance between flexibility, quality and continuity.

5. Quality Review Panel's views

Summary

The outline planning application for the northern part of the Haringey Heartlands is highly ambitious in the scale and density proposed for this mixed-use quarter, and the Quality Review Panel believes that the success of the development will very much depend on the detailed design quality of the individual buildings, their relationship to each other and to the spaces that they enclose, as well as on the careful integration and management of the mix of uses proposed. In this context, the Quality Review Panel welcomes the production of a Design Code covering this part of the site, and it believes that it outlines a well-considered set of design ideas to guide the detailed development of the site. The emphasis that this document places on high quality and creative design will be essential to successfully deliver the quantum of development proposed. As the panel noted at the review of the revised illustrative masterplan in July 2017, the proposals are a significant improvement upon the previous (consented) masterplan. Scope remains, however, to improve the clarity of: allowable floor-area ratios within individual plots; three-dimensional modelling within the 'minimum height' zone; and microclimate requirements.

Subject to resolution of concerns regarding zone floor area ratios, a co-ordinated phasing strategy, and architectural design overview of subsequent phases, the panel

offers support for the Design Code and related documents.

Further details on the panel's views are included below. It was unable to consider the full scope of the Code in detail due to time limitations within the review; consequently, panel comments are focused at a more strategic (rather than detailed) level.

Massing and development density

- The panel notes that Parameter Plan 5 establishes the heights and frontages within the application site; however, there is no corresponding limit or guideline / range for floor area or plot ratio on each plot, to govern how the total accommodation will be distributed across the site, although the need for this is stated in paragraph 2.3.10 of the Code.
- It would therefore like to see a tighter definition of the accommodation achievable or anticipated on each plot in the Development Specification to formalise the appropriate distribution of accommodation between early and later phases. This will help to avoid potential inflation of total development quantum in the future.

Landscape and public realm

- The panel was not able to comment in detail on the landscape and public realm elements of the code – but these seem to promise a high quality environment.

The panel highlights that there were a number of outstanding comments from the review of the illustrative masterplan in July 2017, including: servicing arrangements, the interface between residential and employment uses, and the nature of the east-west pedestrian / cycle route.

- As the streets are quite narrow, there will be a need to carefully coordinate elements such as electricity, water, storage, street furniture etc. to avoid cluttering and obstruction.
- For example, lamp posts in narrow streets should be avoided where possible, so the design of street lighting should be carefully considered (and integrated) at an early stage.
- If a market is proposed within the main public space, then provision of services and ancillary space for storage should be addressed.

Microclimate

- The panel would strongly encourage higher aspirations within the Design Code (and related documents) for the standards of daylight and sunlight expected within the key spaces. For instance, the minimum requirement for two hours of sunlight at 21st March over 50% of the main public square, set out in para 2.3.9 of the Code, seems low for such an important space. In general, reliance on achieving minimum BRE standards would be unacceptable for a development of this quality.
- In addition, the east-west pedestrian / cycle route appears to have a very narrow and deep street section that faces onto the prevailing wind direction, which could result in tunnel-effect wind problems.

- The panel notes that measures to counteract wind issues have been included in the code document (offsets and plinths within the facades), and that an indicative model has had wind tunnel tests. However, it suggests that consideration (and mitigation) of wind issues needs to be an ongoing priority as the detailed design of each block commences.

Strategic delivery, management and forward planning

- There is an urgent need for a three-dimensional model of the AAP area to be produced, so that the overall density can be clearly established and envisioned by the Council.
- Strategic co-ordination of phasing within the overall Clarendon Gas Works site will be required to ensure that quality and design standards are not compromised between phases, and across plots and development parcels. The panel notes that, as there is a shared basement within the northern section of the site, this may necessitate these phases coming forward together.

The panel stresses the need for co-ordinated management and servicing across the different sites. It suggests that a single managing body should have control of the management across the whole Clarendon Gas Works development, and that this should be formally established within the process.

- The panel feels that it is critically important for the design team to have continued involvement, after planning consent has been achieved, to ensure quality and consistency at the detailed design and construction stages.
- It would like to see retention of the current architects as 'executive architects' to have an overview role in the development, whilst enabling a diversity of approach in some of the individual plots through the inclusion of other architectural practices.

Next Steps

The panel support approval of the Design Code (and related documents) subject to reassurance that:

- Indicative zone floor area ratios / limits for individual plots will be included within the Development Specification.
- A detailed phasing plan showing how / when the different Reserved Matters applications will come forward is established within a Section 106 Agreement.
- Provision for architectural design overview of the overall scheme by Panter Hudspith Architects is established within a Section 106 Agreement.

Appendix 4: DM Forum Note

A Development Management Forum for the development proposal for the Land at Haringey Heartlands, was held on 29 June 2017.

12 local residents were in attendance.

The issues and questions raised by local residents were as follows:

- Which buildings are being demolished?
 - Coburg Road buildings being demolished
 - Site does not include Caxton Road
 - The Recycling Depot is staying (as not part of this application)
- 18 storeys is higher than the approved and taller than Wood Green.
 - It is felt the height and density is appropriate for the area
 - There are a range of heights, getting lower to the south
- The location of the tall buildings, and the impact on the local character. What is the justification for the numbers of tall buildings? Will the top floors be publically accessible?
- What are the affordable housing numbers and tenure mix? Will this be set? Will there be an increase in affordable housing to balance the increase in unit numbers?
 - This will be discussed with the local authority
 - Affordable housing will need to be balanced with CIL and S106 requirements
- Noise impacts from the railway on new dwellings, and dwellings in Hornsey Park Road.
- Conflicts between private and semi-private gardens and amenity spaces.
- The depth of car parking basements.
- Car parking numbers verses the number of units, there is a shortfall and not enough spaces.
 - Car parking numbers are set in the London Plan
 - Parking demands need to be weighed against sustainability
- How much is the scheme contingent on Crossrail 2?
 - It is not – The Piccadilly Line upgrade will assist viability
 - Site has a high PTAL
- The size of the 'public square' has decreased?
 - Other squares and spaces are proposed, and this is not a 'civic space'

- Is the height reduction and breaking up blocks better than the previous slab block scheme?
- What is the net employment gain?
 - In space, there is a 3-400% increase
 - In jobs, there is an increase of around 700
- The increase in employment space was welcomed.

The Parkside Malvern Resident's Association raised the following issues/questions:

- Suspicious of 1600 units and the resultant density
- What is the justification of the constraints and unit numbers?
- It is at the top end of the AAP unit numbers
- Has there been consultation on the AAP rather than the application?
- The layout is improved, but not the increase in height
- What is the site size? What is the density calculation vs. site area?
- There is a lot of development on the site, with no 'space'
- The heights and therefore unit numbers, are not justified
- The Moselle should be de-culverted
 - CIL can be spent on the Blue Ribbon Network, for future-proofing etc.
- Water quality should not be a barrier to de-culverting
 - Moselle well over safe limits
 - Thames Water plan to clean, but what are the timescales?
- Solutions are available for water quality issues
- The heights on Coburg Road are an issue
- PTAL is not a justification for height
- Is this a 'vanity project'?
- 12% of Berkeley Homes housing target are proposed in Wood Green
- Cycle/pedestrian separation and safety
- What is the reason for the variation in height? – There are examples of residential developments that are the same height
- There is no pattern to the southern layout
- There is a lack of gardens and issues with the amenity space
- There are conflicts between the private and public amenity spaces

Appendix 5: GLA Stage 1 Response

GREATER LONDON AUTHORITY

Development, Enterprise and Environment

James Farrar
Haringey Council
River Park House
225 High Road
Wood Green
London N22 8HQ

Our ref: D&P/0130d/01/MJ
Your ref: HGY/2017/3117
Date: 29 January 2018

Dear Mr Farrar

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Land at Haringey Heartlands
Local planning authority reference: HGY/2017/3117

I refer to the copy of the above planning application, which was received from you on 8 November 2017. On 29 January 2018, the Mayor considered a report on this proposal, reference D&P/0130d/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers the application does not yet fully comply with the London Plan and the draft London Plan, for the reasons set out in paragraph 86 of the above-mentioned report; but that the possible remedies set out in that paragraph could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Alex Lloyd; Tel: 020 3054 6706; e-mail: alexlloyd@tfl.gov.uk.

GREATER LONDON AUTHORITY

planning report D&P/0130d/01

29 January 2018

Land at Haringey Heartlands

in the London Borough of Haringey

planning application no. HGY/2017/3117

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

Hybrid planning application (part outline, part detailed) for the demolition of Olympia Trading Estate and Western Road buildings, and a phased, residential-led mixed-use development in buildings of up to 19 storeys, comprising 163,300 sq.m. of residential space (minimum 1,714 units); 7,168-7,500 sq.m. of business space; 1,500-3,950 sq.m. of retail space; a 417 sq.m. nursery; up to 2,500 sq.m. of leisure space; and new public open space.

The applicant

The applicant is **St. William (Berkeley Homes)**, the architects **LDA Design, Panter Hudspith**.

Strategic issues

Employment: The proposed commercial/employment workspace is supported; however, a minimum requirement of B1(c) floorspace must be secured.

Retail and town centre uses: Proposed A5 'hot food and takeaway' uses are contrary to Policy E9 of the draft London Plan and are not supported.

Affordable housing: 32.5% affordable housing, comprising 48% affordable rent, 52% shared ownership. The applicant's viability assessment has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that the scheme can viably support 8% affordable housing, resulting in a betterment of 24.5% being secured. On the basis of a significant growth based affordable housing offer, the absence of a late stage review is acceptable in this case, subject to securing affordable rent levels and shared ownership affordability, and all required planning obligations. Early stage viability reviews are required for both the detailed and outline elements, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG.

Urban and inclusive design: The design and residential quality of the proposals is generally high; however, for the outline element, the design code must be strengthened in order to secure residential quality, in accordance with Policies D2, D4 and D6 of the draft London Plan. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

Transport: Infrastructure and a contribution of £1,250,000 is required for an extension to an existing bus route. Further information is required on cycle routes and cycle parking. Conditions and informatives are required to ensure Crossrail 2 safeguarding.

Climate change: Further information is required on overheating, worksheet calculations, the site heat network, combined heat and power, and the potential of on-site renewable technologies.

Recommendation

That Haringey Council be advised that the application does not yet fully comply with the London Plan and the draft London Plan, for the reasons set out in paragraph 86 of this report.

page 1

Context

1 On 8 November 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 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan and the draft 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 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The 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.

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

Site description

6 The 4.75 hectare site currently comprises the former Clarendon Gasworks, which is a cleared site, with two gasholder pits remaining; adjacent areas of cleared land; Mary Neuner Road, running north-south through the site; and low-rise industrial buildings at the north end of the site, comprising the Olympia Trading Estate and 57-59 Western Road. The site excludes the pressure reduction station site and access to it on the eastern side of the site, which is being delivered by National Grid under a separate planning application.

7 The site is bounded by Coburg Road, Silsoe Road and Brook Road to the north; rear gardens of terraced houses fronting onto Hornsey Park Road to the east; light industrial units fronting onto Clarendon Road to the south; and Western Road and an embankment to the railway lines between Hornsey Station and Alexandra Palace Station to the west. Clarendon Road in the south connects to Western Road in the north via Mary Neuner Road, which runs in a north-south direction through the site. Light industrial uses lie to the north, south, and west, with low rise residential uses to the east. Wood Green (Metropolitan) town centre lies immediately adjacent to the north-east.

8 The site is within an area undergoing significant change, with sites both to the north and the south of the site allocated within the Council's Local Plan and the draft Wood Green Area Action Plan (AAP) for redevelopment. To the immediate north, a current planning application for the Chocolate Factory & Parma House site proposes a mixed-use development comprising 9,376 sq.m. of commercial floorspace, and 216 residential units, in buildings from 3 to 16 storeys (GLA Ref: D&P/3260/01; LPA Ref: HGY/2017/3020).

9 The nearest section of the Transport for London Road Network (TLRN) is the A406 North Circular Road, which is approximately 2.8 kilometres to the north of the site. The nearest section of the Strategic Road Network (SRN) is the A105 High Road Wood Green, which is approximately 1 kilometre to the north-east. The nearest London Underground stations are Wood Green and Turnpike Lane, which are both approximately 1 kilometre from the site, served by the Piccadilly Line. The nearest rail stations are Alexandra Palace and Hornsey, which are both approximately 900 metres from the site. The nearest bus stops are on Wightman Road, which are approximately 500 metres to the south of the site, served by bus routes 41, 144, N41 and N91. The public transport accessibility level (PTAL) of the site is between 2 and 4, (on a scale of 1 to 6 where 6 is excellent and 1 is very poor).

Details of the proposal

10 The proposal is in the form of a hybrid planning application, comprised of full and outline elements.

11 Detailed planning permission is sought for the construction of buildings of up to 15 storeys to accommodate 616 residential units; 332 sq.m. of business space (Use Classes A1-A5 and B1); a 417 sq.m. nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and realignment of Mary Neuner Road. The detailed application proposes to increase the height of Building C1 from 9 storeys, as permitted under the existing reserved matters application, to 15 storeys.

12 Outline planning permission is sought for the demolition of Olympia Trading Estate and Western Road buildings and structures, and construction of 103,150 sq.m. of residential use; 7,500 sq.m. of business use (Use Class B1); 1,500-3,950 sq.m. of retail space (Use Class A1-A5); and up to 2,500 sq.m. of leisure use (Use Class D1). The proposals include buildings of up to 19 storeys (103.9 metres AOD); associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. The existing gasholder pits may be used for D1 leisure use, such as a gym. All matters are reserved, apart from vehicular access into the basement car park from Mary Neuner Road and Western Road.

13 The outline application is subject to parameter plans, a design code, and a development specification. A development proposal is also submitted, which illustrates how the application could be delivered at reserved matters.

Case history

14 National Grid and the London Development Agency obtained outline planning permission (LPA ref: HGY/2009/0503; GLA Ref: PDU/0130/02) in 2012 for *"Demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units; with 460-700 sq.m. of office uses (B1); 370-700 sq.m. of retail/financial and professional services uses (A1/A2); 190-550 sq.m. of restaurant/cafe/drinking establishment uses (A3/A4); 325-550 sq.m. of community/assembly/*

leisure uses (D1/D2); new landscaping, public and private open space, energy centre, two utility compounds, up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.” This site did not include the land at 57-59 Western Road, for which there is no relevant planning history.

15 The 2012 permission was subsequently amended by a section 73 planning permission (LPA Ref: HGY/2013/2455; GLA Ref: D&P/0130b/02) in 2014, relating to phasing and facilitating the early delivery of site preparation works, including the dismantling of the gas holders and construction of two utility compounds (containing pressure reduction stations) in advance of the submission of reserved matters applications.

16 A further Section 73 application (LPA Ref: HGY/2016/0026; GLA Ref: D&P/0130c/NSI), sought the relocation of the approved pressure reduction station and further adjusted phasing and the timing for the submission of various details, for which planning permission was granted in 2016.

17 Reserved matters applications have subsequently been approved and the permission implemented by the demolition of the gasholders, enabling the following to be developed:

- Up to 1,056 residential units (C3), 24.4% (by habitable room) affordable.
- 700 sq.m. of office uses (B1).
- 700 sq.m. of retail/financial and professional services uses (A1/A2).
- 550 sq.m. of restaurant/cafe/drinking establishment uses (A3/A4).
- 550 sq.m. of community/assembly/leisure uses (D1/D2).
- Up to 251 car parking spaces.
- Buildings up to 10 storeys.
- Erection of the pressure reduction stations.

18 A reserved matters permission also enables the construction of Building C7 (now identified as C1 in this application), of up to 9 storeys, with 104 residential units, and 337 sq.m. of commercial floorspace. This building does not include any affordable units, and was not designated to contain any in the approved parameter plans.

19 On 5 July 2017, a pre-application meeting was held with GLA and Haringey officers for “*redevelopment of former gasholder site to provide approximately 1,610 new residential units and commercial floorspace in buildings of up to 18 storeys*”. On 26 July 2017, a pre-application advice report was issued (GLA Ref: D&P/4186), which concluded that the principle of residential-led mixed use development was strongly supported, although the applicant should ensure that the issues raised with respect to employment uses; affordable housing; housing; urban design; inclusive design; climate change; and transport, were fully addressed prior to the submission of any planning application.

Strategic planning issues and relevant policies and guidance

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 (July 2017), Development Management DPD (July 2017), and Site Allocations DPD (July 2017); and the 2016 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.
- Draft London Plan (consultation draft December 2017).

- The Wood Green Area Action Plan (Regulation 18 Preferred Option Consultation Draft, February 2017).
- Opportunity Areas *London Plan*
- Employment *London Plan*
- Retail and town centres *London Plan, Town Centres SPG*
- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; Housing Strategy; Affordable Housing and Viability SPG*
- Density *London Plan; Housing SPG*
- 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; the Mayor's draft 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; the Mayor's draft Environment Strategy*

Principle of development

22 The site falls within the London Plan 'Haringey Heartlands/Wood Green Intensification Area', with an employment capacity of 2,000 and at least 1,000 new homes; and the emerging 'Wood Green/Haringey Heartlands Opportunity Area', for which the draft London Plan identifies an employment capacity of 2,500 and at least 4,500 new homes, with Clarendon Road gasworks identified as a key site.

23 The site is within a Local Employment Area, as identified in Haringey's Strategic Policies DPD (July 2017), which supports employment uses as part of mixed use development, also including residential, retail and community uses. The site is not identified as a Locally Significant Employment Area, and is therefore a 'non-designated industrial site'. The Council's Site Allocations DPD (July 2017) identifies the majority of the site (SA22: Clarendon Square) for 1,080 homes, 700 sq.m. of commercial space, 920 sq.m. of town centre uses, and 550 sq.m. of community/assembly/leisure uses, reflecting the consented scheme. The Western Road part of the site is identified as SA24: NW of Clarendon Square, identified for high density employment-led mixed use, with capacity for 1,005 sq.m. of employment floorspace. The draft Wood Green Area Action Plan (February 2017) identifies the site (WG SA 18, Clarendon Road) for mixed use, including 14,091 sq.m. of commercial space, 7,046 sq.m. of town centre uses, and 1,610 residential units.

Residential

24 Policy H1 'Increasing Housing Supply' and Table 4.1 of the draft London Plan sets Haringey an annualised average housing completion target of 1,958 units (increased from 1,502 in the current London Plan) per year between 2019/20 and 2028/29. The redevelopment of the site with residential uses as part of a mixed-use development, would contribute to London Plan housing targets and is strongly supported.

Employment

25 The northern part of the site contains industrial and commercial uses, as detailed below:

	Use Class	sq.m.
Olympia Trading Estate		
Builders Merchant	Sui Generis	1,331
Publisher Services	B1/B8	3,067
Book warehouse	B8	1,451
57-89 Western Road		
Garage	B2	2,266
Various	B1(a)	
Total		8,115

26 The proposals include the following non-residential:

	Use Class	sq.m.
Detailed		
Commercial	A/B1	332
Nursery	D1	417
Outline		
Commercial	B1(a)/(b)/(c)	7,168-7,500
Retail	A1-A5	1,500-3,950 (A1 max 2,500)
Assembly & leisure	D2	Up to 2,500
Total		9,417-14,699

27 The consented scheme proposed 2,500 sq.m. of non-residential uses, made up of 700 sq.m. of office uses (B1); 700 sq.m. of retail/financial and professional services uses (A1/A2); 550 sq.m. of restaurant/cafe/drinking establishment uses (A3/A4); and 550 sq.m. of community/assembly/leisure uses (D1/D2). This consent did not include Western Road within the site.

28 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 draft London Plan identifies a significant loss of industrial land to other uses between 2001 and 2015, well in excess of monitoring benchmarks in the current London Plan, and a positive net demand for industrial land is expected in the 2016-2041 period. Policy E4 'Land for industry, logistics and services to support London's economic function' of the draft London Plan identifies that sufficient land and premises need to be retained for industrial and related functions, and Table 6.2 identifies that Haringey needs to retain capacity. Policy E7 'Intensification, co-location, and substitution...' of the draft London Plan supports mixed use developments on non-designated industrial sites where there is no prospect of the site being used for industrial purposes; it has

been allocated for mixed use in a development plan; industrial, storage or distribution space is re-provided; or where suitable alternative accommodation is available, and subject to relocation support.

29 Policy E1 'Offices' of the draft London Plan, and London Plan Policy 4.2 supports new office space of different sizes. Policy E2 'Low-cost business space' of the draft London Plan supports the provision of low-cost B1 business space to meet the needs of micro, small and medium-sized enterprises, particularly where proposals include new B1 business space greater than 2,500 sq.m., as proposed here.

30 All of the 8,115 sq.m. of industrial-type floorspace currently existing on the site would be demolished, replaced by a reduced quantum of 7,168-7,500 sq.m. of B1 floorspace, including B1(c) light industrial use. The applicant states that a range of Class B1 (a), (b) and (c) is expected to be delivered, with clusters of creative/maker floorspace; intermediate floorspace; and high-specification office floorspace. The Council's Site Allocations DPD (July 2017) identifies the site for 1,705 sq.m. of commercial/employment floorspace, with 920 sq.m. of town centre uses, and 550 sq.m. of community/assembly/leisure uses; while the draft Wood Green Area Action Plan (February 2017) identifies the site for a much greater level of 14,091 sq.m. of commercial space and 7,046 sq.m. of town centre uses. The applicant states that it would be difficult to deliver this quantum of floorspace while delivering the site allocation required number of homes, with the proposed level of affordable housing, while limiting height to respect views of Alexandra Palace. Noting the recently adopted policy designation for this site, and the increased provision of commercial/employment floorspace now proposed compared to both the consented scheme and the Site Allocations DPD, the overall quantum of employment space is acceptable. However, whilst it is acknowledged for the purposes of Policy E7 of the draft London Plan that the site has both an extant consent and an up to date allocation for a mix of uses, to ensure that the development provides an appropriate balance of employment that responds to strategic requirements relating to industrial capacity, the complete loss of industrial use on this site would not be supported. Therefore, as stated at pre-application stage, a minimum re-provision of B1(c) is required

31 Policy E7 also requires that the application demonstrates that the operations of industrial uses on the site and surrounding sites are not compromised by residential uses. Design mitigation is required in the residential accommodation in terms of safety and security; layout, orientation, access, servicing and delivery; design quality, public realm and visual impact and amenity for residents; vibration and noise; and air quality. The applicant should provide further details on proposed mitigation, particularly in relation to industrial uses to the north of the site, which will need to be secured appropriately.

32 The outline permission should be subject to a condition to require the applicant to work with a specialist workspace provider to ensure that the space is designed flexibly and to limit costs to potential occupiers, in line with Policy E2 of the draft London Plan.

33 The applicant has provided details of the relocation strategy for the existing business tenants, which includes relocation to Enfield with GLA support, and relocation within the proposed scheme. The Council is also contractually required to use all reasonable endeavours to assist existing occupiers of the Western Road buildings to relocate.

Retail and town centre uses

34 London Plan Policies 2.15 'Town Centres', 4.7 'Retail and town centres', and 4.8 'Supporting a successful and diverse retail sector'; and draft London Plan Policies SD6, SD7, SD8 and SD9 provide the strategic policy context in which the proposals are considered, and identify

a town centres first approach. The site lies on the border of Wood Green town centre, identified as a Metropolitan town centre in the London Plan and draft London Plan, and can therefore be considered as an 'edge of centre' site.

35 The level of town centre floorspace proposed is above that identified in the Site Allocations DPD (920 sq.m.), although less than the draft Wood Green AAP (7,046 sq.m.). Nearly all of these uses are located in the outline part of the application site, adjacent to the town centre, and focussed around the proposed new public square. This provision will activate the ground floor and the overall quantum of floorspace does not raise strategic concern. Of the 1,500-3,950 sq.m. of A Class uses proposed in the outline application, Use Class A1 shops are limited to 2,500 sq.m., which is also supported. Use Classes A3 and A4 'food and drink' are proposed, which also contributes to draft London Plan Policy HC6 'Supporting the night-time economy' and is supported. However, given the site's location within 400 metres of a primary school, the provision of Use Class A5 is contrary to Policy E9 'Retail, markets and hot food takeaways' of the draft London Plan and any permission must exclude this use.

Housing

36 The application proposes a minimum of 1,714 units, as set out below:

Detailed	Market	Intermediate (shared o'ship)	Affordable rent	Total
Studio	68	0	0	68
One-bed	163	9	21	193
Two-bed	224	22	34	280
Three-bed	22	0	45	67
Four-bed	1	0	7	8
Total	478	31	107	616
30.6% (hab room)				

Outline	Market	Intermediate (shared o'ship)	Affordable rent	Total
Studio	105	0	0	105
One-bed	268	78	1	347
Two-bed	402	159	25	586
Three-bed	17	0	24	41
Four-bed	0	0	19	19
Total	792	237	69	1,098
33.6% (hab room)				

Site wide	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	173	0	0	173
One-bed	431	87	22	540
Two-bed	626	181	59	866
Three-bed	39	0	69	108
Four-bed	1	0	26	27
Total	1,270	268	176	1,714
32.5% (hab room)				

Affordable housing

37 Policy H5 'Delivering affordable housing' of the draft London Plan and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H6 'Threshold approach to applications' identifies a minimum threshold of 35% (by habitable room) (or 50% on former industrial sites) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, and meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, can follow the 'Fast Track Route' set out in the SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review. Policy H7 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined in partnership with the local planning authority and the GLA.

38 The site wide application proposes 32.5% affordable housing without public subsidy, made up of 48% affordable rent, 52% shared ownership. Within this, the detailed application proposes 30.6% (by habitable room) affordable housing, made up of 87% affordable rent and 13% shared ownership; and the outline application proposes 33.6% affordable housing, with a lesser proportion of affordable rent and a greater proportion of shared ownership, in order to achieve the tenure mix across the whole site.

39 The affordability of the low cost rented units has been agreed with the applicant and the Council, and accords with the requirements of Policy H7 of the draft London Plan, the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report:

- up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
- up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
- social/target rent for three-beds.

40 The affordability of the intermediate units should be informed by the Mayor's qualifying income levels, as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report.

41 As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that the scheme can viably support 8%

affordable housing. The offer of 32.5% put forward by the applicant therefore represents a significant betterment of 24.5%; however, this is on the basis that no late stage viability review would be required. The principle of a late stage review, in order to capture potential future growth in sales values, is a strategic priority that underpins the Mayor's approach to viability and the delivery of an increased level of affordable housing. As such, the absence of a late stage review must be appropriately mitigated by an affordable offer significantly above that supported by viability, and is only acceptable by exception. On this basis, the growth-based affordable housing contribution of 32.5% is significantly above the 8% provision that has been independently verified as the maximum amount, and has effectively secured and front-loaded potential growth. This approach ensures that a larger proportion of on-site affordable housing would be delivered by the scheme from the outset.

42 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made on the detailed application site within two years of the permission being granted, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. Early stage viability reviews will also be required relating to the timing of the submission and implementation of reserved matters applications on the outline application site.

43 In conclusion, given the acceptance of significant growth assumptions at the decision-making stage, in order to front-load substantial additional affordable housing delivery, the absence of a late stage review is acceptable in this case; subject to securing affordable rent levels and shared ownership affordability, and all required planning obligations.

44 The Council must publish the financial viability assessment in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information in accordance with the SPG.

Housing choice

45 Policy H12 'Housing size mix' of the draft London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes; and for low cost rent, boroughs should provide guidance on the size of units required to ensure affordable housing meets identified needs.

46 The proposal includes a good range of one to four-bed units, with almost 50% of the affordable rent units as family-sized in the detailed application; and the majority in the indicative breakdown for the outline application. The proposed choice of units is supported.

Children's play space

47 Policy S4 'Play and informal recreation' of the draft London Plan and London Plan Policy 3.6 seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10 square metres per child, with further detail in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.

48 The applicant's indicative masterplan, reflecting the detailed application proposals and the illustrative outline proposals identifies a requirement for 3,570 sq.m. of play space, with 1,690 sq.m. for under-fives. A total of 2,000 sq.m. of play space is proposed in residents' communal courtyards and rooftop spaces for under-fives, and 860 sq.m. for older age groups in the proposed community park, with the balance of 710 sq.m. provided off-site. For the detailed application

proposals alone, the proposals include 990 sq.m. of play space for under-fives (810 sq.m. required), and 570 sq.m. for older children (1,060 sq.m. required), with the balance of 490 sq.m. provided off-site. Details of the design of play space has also been provided. The application demonstrates that significant play facilities are easily accessible within 800 metres of the site. The proposed play facilities are supported, subject to confirmation of any financial contribution requirements towards off-site provision.

Urban design

Density

49 London Plan Policy 3.4 and draft London Plan Policy D6 'Optimising housing density' seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the development design, as described in draft London Plan policies D4 'Housing quality and standards' and D2 'Delivering good design'.

50 The proposal has a density of approximately 401 units per hectare, which discounts land occupied by Mary Neuner Road and accounts for the impact of non-residential uses. This exceeds the top of the guidance ranges in Table 3.3 of the London Plan (based on the site's PTAL of 2-4), and the thresholds for increased scrutiny of design quality set out in the draft London Plan.

51 Subject to resolution of the issues raised below, the proposal would deliver good design and residential standards. While of a greater scale than the existing context, the proposals reflect the Council and GLA aspirations for the development of the local area. Subject to appropriate contributions to local bus services as discussed under 'transport' below, the proposals are appropriate considering local transport facilities. Subject to these points, and agreement of the affordable housing offer and appropriate employment uses, the density proposed is therefore acceptable, in line with London Plan Policies D2, D4 and D6. In line with Policy D6, the applicant must submit a management plan detailing day-to-day servicing and delivery arrangements and long-term maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan. The agreed maintenance plan should be secured by condition as part of any permission.

Site layout

52 The general layout of the proposals is well considered and would help to establish a permeable and legible public realm network, with a good network of streets and public open spaces. The proposals retain a realigned Mary Neuner Road as the main north/south route through the site; introduce a new community park and connecting Moselle Walk, which forms a new east/west route through the site linking to Hornsey Park Road; and a new public square towards the north of the site. The proposals will deliver significant areas of new public open space, as follows, which are strongly supported on a site of this size:

	Detailed (sq.m.)	Outline (sq.m.)
Public residential courtyards	1,208	1,050
Public square	0	1,032
Community Park and Moselle Walk	3,462	1,486
Other public realm	3,257	4,278
Total	7,927	7,846

53 The strategy for the detailed application is to raise the residential buildings above the level of Mary Neuner Road by 0.75 metres on the east side of the road and 1.5 metres to the west. It is understood that this was as a result of Haringey's Quality Review Panel concern to ensure greater privacy to ground level units; while it also allows undercroft parking below. It is also recognised that setting the undercroft parking at a lower level would require greater excavation and increased associated decontamination costs. Entrances to cores are via five public courtyards with graded routes to entrances, although secondary street entrances are also provided to some ground floor maisonettes, which is welcomed. Although this arrangement does not fully realise the benefits of active streets and passive surveillance; together with the landscaped residents' courtyards and the new community park, this does result in a distinctive and attractive streetscape, as well as a significant piece of new green infrastructure, which is supported.

54 Access to residents' cycle storage to the rear of the proposed blocks in the detailed application are also 1.5 metres below the proposed adjacent blocks on the west side of Mary Neuner Road, to ensure privacy; and 0.75 metres below the proposed adjacent blocks on the east side, which also maintains privacy to the existing residential gardens to the east. GLA officers raised safety concerns about this arrangement at pre-application stage, and as a result of discussions with the Council's Secure by Design officer, the proposals ensure that access to these routes is secured and the routes well-lit, with cycles stored in secured cages. Fittings will also be specified to allow CCTV cameras. This arrangement is accepted.

55 Similarly, Moselle Walk, proposed under the outline application, is 1.5 metres below the proposed adjacent blocks in order to provide privacy to residential units. The landscape masterplan shows level access to the route from connecting public realm; however, stepped access is shown to adjacent residential courtyards. It is accepted that these courtyards do not have space for ramped access, and level access is provided to the blocks from streets to the west and the north. The arrangement is therefore accepted.

56 The proposals generally respond well to the existing context, providing sufficient distance between neighbouring buildings, and stepping down in massing. The southern-most blocks in the detailed application are positioned in close proximity to the southern boundary; however, the sites to the south are designated as development site within the Wood Green AAP and the primary outlook from residential units has therefore been directed to the east and west in order to ensure privacy.

Residential quality

57 Policy D4 of the draft London Plan sets out housing quality, space, and amenity standards, and as discussed above, residential quality is particularly critical for high density proposals such as this.

58 Most of the proposed blocks are L-shaped, which allows more than 60% of the units to be dual aspect across the masterplan area, compared to 23% of the extant scheme. Although 9% of the units in the detailed application are single aspect north-facing, which the Mayor's Housing SPG states should normally be avoided, these units are located adjacent to residential courtyards or open spaces with a good outlook; exceed London Plan minimum space standards; achieve good levels of daylight penetration according to BRE standards, as they are not overly deep; and none are family-sized. Some single aspect units face west towards the railway embankment; however, the section drawings demonstrate that the gentle slope of the embankment allows sufficient outlook and daylight penetration.

59 Two of the blocks in the detailed application site have 11 units per core on some floors, which goes beyond the Mayor's Housing SPG standard of 8 units per core; although this has been reduced in response to pre-application comments, and natural lighting and ventilation has been introduced to the corridors on these floors, which are also of a generous width. The detailed application adds two storeys with 14 units per core to Block C1; however, it is accepted that planning permission already exists for a 9 storey building with this layout, and the corridors are split either side of the core.

60 For the outline element, the design code must be strengthened in order to secure a good residential quality, to state that units must be designed in accordance with the Mayor's Housing SPG (or any updated guidance from the Mayor), unless there are exceptional reasons not to, which must be agreed with the Council.

61 In accordance with Policy D11 'Fire safety' of the draft London Plan, the Council should secure an Informative requiring the submission of a fire statement, produced by a third party suitable qualified assessor.

Height and massing

62 The proposals include buildings of up to 15 storeys in the detailed application to the south of the site; and the parameter plans for the outline application allow buildings stepping up to 19 storeys to the north. This represents a significant step change compared to both the existing massing, and the extant scheme of up to 10 storeys; however, the Wood Green area, and this site in particular, is identified as suitable for tall buildings (defined by the Council as 10 storeys and above) in the Council's Local Plan and the draft Wood Green AAP.

63 The tallest proposed buildings are adjacent to development sites to the north, which are expected to come forward with buildings of a similar height, including a current application with buildings of up to 16 storeys. Taller buildings are also located along the railway embankment on the western side of the site, stepping down to the existing low-rise terraced housing to the east. The massing of the blocks is generally of a mansion block typology, with taller landmark buildings to the north reducing in massing with step-backs, reducing visual impact. The proposed height and massing is supported.

Appearance

64 The predominate material within the masterplan will be brick of varying tones, chosen in response to the surrounding context and palette of materials within Wood Green, with metalwork detailing. A series of brick detailing and facade themes, both for the detailed application site, and secured in the design code for the outline application, ensure variation and depth to the facades, creating a high quality and distinctive appearance. A double storey base is proposed along key street frontages reflecting maisonettes and non-residential functions. These principles are secured within the design code for the outline element, which also ensures some variation through the use of specific codes for 6 identified zones. The resulting appearance of the proposals is of a high quality and is supported.

Historic environment and strategic views

65 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". Policy HC1 'Heritage conservation and growth' of the draft London Plan, like London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm. The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation; significance can be harm or loss through alteration or destruction of the heritage asset or development within its setting.

66 Policy HC4 'London View Management Framework' of the draft London Plan, like London Plan Policy 7.12, states that development should not harm strategic views, with further detail provided in the Mayor's supplementary planning guidance 'London View Management Framework' (LVMF SPG).

67 Conservation areas in the vicinity of the site include Haringey Waterworks, 200 metres to the west of the site on the other side of the railway embankment; Wood Green Common, 250 metres to the north; Alexandra Palace and Park (both also Grade II listed), 350 metres to the west; Noel Park, 400 metres to the east; and Hornsey High Street, 400 metres to the south. Any listed buildings are more than 400 metres from the site, the closest being the Grade II* Top Rank Club to the north-east.

68 An assessment of the impact on heritage assets is contained within the applicant's Townscape, Heritage, and Visual Impact Assessment (THVIA), which also includes an analysis of the impact of the detailed proposals, and the maximum and minimum parameter design on 27 views, including LVMF SPG Assessment Points 1A.1 and 1A.2 for the London Panorama from Alexandra Palace. The THVIA identifies negligible; minor; and moderate, beneficial impact on the conservation areas. No impact or negligible impact is identified on listed buildings. Minor to moderate beneficial impacts are identified on LVMF viewpoints. Concerning the LVMF assessment, the proposals are outside of the defined panorama, although they would be visible on the far left from the viewpoints.

69 GLA officers agree with these findings and confirm that no harm will be caused to heritage assets or strategic views. In coming to these conclusions, GLA officers have taken account of the strong presumption against granting permission that would harm the character or appearance of conservation areas, and have placed considerable importance and weight to the protection of the setting listed buildings from harm.

Inclusive design

70 Policy D3 'Inclusive design' of the draft London Plan and London Plan Policy 7.2 seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). As discussed above, the rationale for raising the level of the residential buildings above the level of Mary Neuner Road is understood, and the graded routes to entrances are of an appropriate gradient.

71 Policy D5 'Accessible housing', and Policy 3.8 of the London Plan, requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The application materials state that the proposals will meet these requirements; however further information should be provided to identify where the wheelchair accessible homes are located and how many there are. These should be distributed across tenure types and unit sizes to give disabled and older people similar choices to non-disabled. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

Transport

72 The draft London Plan states that development proposals should ensure that the bus network can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed (Policy T3). In the interest of sustainable transport, including the reduction of car dependency, and in support of future residents' connectivity to jobs, schools, services and leisure activities, a London development of this scale should be integrated into the public transport network. Under existing bus network conditions, some of the proposed homes would be over 400 metres from the nearest bus service, making it relatively poorly integrated into the bus network.

73 The need for bus network integration for this site was recognised under the previous consent, which secured £660,000 through the section 106 agreement to fund bus route extension(s) and/or increased bus service frequency, and £340,000 for bus stop improvements. The greater scale of the current proposals brings a greater need to ensure the development is connected to the bus network. Consequently, an existing bus route should be extended to start/finish within or adjacent to the site. The applicant should provide the infrastructure required for the route extension, either within or adjacent to the site, in the form of a bus turning point; a bus stand and nearby toilet facilities for the driver; and a minimum of 4 bus stops. Bus infrastructure within the site boundary should be shown on plan and delivered as part of the development; bus infrastructure beyond the site boundary should be funded through the section 106 agreement. In addition, the applicant should provide £1,250,000 for the operation of the extended bus route for a period of 5 years, which should be secured through the section 106 agreement.

74 A total of 425 car parking spaces are to be provided for the residential element of the development, including 170 Blue Badge spaces, which equates to 0.25 spaces per unit. This is consistent with the maximum standard for an outer London Opportunity Area, and provides a Blue Badge space for 10% of residential units, as per Policy T6.1 of the draft London Plan and Policy 6.13 of the London Plan. In addition, three visitor spaces, a further three Blue Badge spaces, and three car club spaces will be provided on-street, which is supported. A total of 20% of the car parking spaces should have charging facilities for electric vehicles, with passive provision for all remaining spaces. The non-residential land uses will be car free, which is supported; however, at least one Blue Badge parking space should be provided for each of these land uses.

75 In line with the Mayor's Healthy Streets approach, the Council should use the walking and cycling environment assessment to prioritise improvements to the local walking and cycling environment, and secure contributions for works through the section 106 agreement. In order to demonstrate how the proposals will contribute positively to an integrated cycling network, as per current London Plan Policy 6.9 and draft London Plan policy T2(C), the applicant should provide a plan showing cycling routes within the site; connections between internal and external cycle routes; and all cycle access points within the site.

76 The applicant must meet the minimum cycle parking standards of the London Plan and the draft London Plan. A total of 3,065 cycle parking spaces (2,863 long-stay plus 202 short-stay) are proposed; however, the applicant must set out its cycle parking quantity provision by land use against minimum standards. To demonstrate that cycle parking is secure, integrated, convenient and accessible, further plans are required showing the cycle parking facilities and demonstrating their accessibility.

77 Wood Green has been identified as a possible location for a new Crossrail 2 station, with an alternative option for Crossrail 2 stations at Alexandra Palace and Turnpike Lane stations.

Should planning permission be granted, necessary conditions and informatives are required to ensure safeguarding.

78 A draft construction traffic management plan has been submitted; however further information is required on peak movements by construction phase, to enable assessment of the impact on the road network. A detailed construction logistics plan should be secured by pre-commencement condition and a full delivery and servicing plan by condition.

Climate change

Energy

79 Based on the energy assessment submitted, compared to a 2013 Building Regulations compliant development, an on-site reduction equivalent to an overall saving of 37% of CO₂ per year in regulated emissions is expected for the domestic element; and 32% for the non-domestic element. Further information has been requested on overheating, worksheet calculations, the site heat network, combined heat and power, and the potential of on-site renewable technologies, which must be provided before the proposals can be considered acceptable in accordance with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan, and the carbon dioxide savings verified. Full details have been provided to the applicant and the Council.

Climate change adaptation

80 A Flood Risk Assessment (FRA) has been provided, which confirms that the site is within Flood Zone 1 and has some localised areas of high and medium surface water flood risk. The application includes a comprehensive approach to sustainable drainage, combined with amending the local topography to direct rainwater along exceedance routes to raingardens and swales. This approach should mitigate the relatively small areas of surface water flood risk and the proposals are acceptable in terms of London Plan Policy 5.12 and draft London Plan SI12 'Flood risk management'.

81 A Drainage Strategy has been provided, which states that the site will manage rainwater to a limit of the 1 in 2 year greenfield run-off rate through the use of green roofs with attenuation crates below. This will be supplemented by raingardens and swales across the site and flow paths for exceedance flows have been identified to direct rainwater to these raingardens/swales. This approach represents good practice and complies with London Plan Policy 5.13 and draft London Plan Policy SI13 'Sustainable drainage'.

82 London Plan Policy 7.28 'Restoration of the Blue Ribbon Network' and draft London Plan SI17 'Protecting London's waterways' supports opening up culverted rivers. The Moselle Brook runs in a culvert through the middle of the site. The FRA demonstrates that the invert of the culvert structure is 3 metres below ground level, which would make opening the river challenging to design, and would involve a substantial land take. Furthermore, the water quality within the Moselle Brook is likely to be problematic and would have a negative impact on any surrounding public realm. Therefore, it is accepted that it is impractical to open the culvert in this case.

Local planning authority's position

83 Council officers have engaged in pre-application discussions with the applicant; and it is understood that they are generally supportive. The application is expected to be considered at Committee in February 2018.

Legal considerations

84 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

85 There are no financial considerations at this stage.

Conclusion

86 London Plan and draft London Plan policies on employment; retail and town centre uses; affordable housing; housing; urban design; historic environment and strategic views; inclusive design; transport; and climate change are relevant to this application. The application does not yet fully comply with the London Plan and the draft London Plan, for the reasons set out below.

- **Employment:** The proposed commercial/employment workspace is supported; however, a minimum requirement of B1(c) floorspace must be secured.
- **Retail and town centre uses:** Proposed A5 'hot food and takeaway' uses are contrary to Policy E9 of the draft London Plan and are not supported.
- **Affordable housing:** 32.5% affordable housing, comprising 48% affordable rent, 52% shared ownership. The applicant's viability assessment has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that the scheme can viably support 8% affordable housing, resulting in a betterment of 24.5% being secured. On the basis of a significant growth based affordable housing offer, the absence of a late stage review is acceptable in this case, subject to securing affordable rent levels and shared ownership affordability, and all required planning obligations. Early stage viability reviews are required for both the detailed and outline elements, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG.
- **Urban and inclusive design:** The design and residential quality of the proposals is generally high; however, for the outline element, the design code must be strengthened in order to secure residential quality, in accordance with Policies D2, D4 and D6 of the draft London Plan. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.
- **Transport:** Infrastructure and a contribution of £1,250,000 is required for an extension to an existing bus route. Further information is required on cycle routes and cycle parking. Conditions and informatives are required to ensure Crossrail 2 safeguarding.
- **Climate change:** Further information is required on overheating, worksheet calculations, the site heat network, combined heat and power, and the potential of on-site renewable technologies

for further information, contact GLA Planning Unit (Development & Projects Team):
Juliemma McLoughlin, Assistant Director - Planning
020 7983 4271 email juliemma.mcloughlin@london.gov.uk
Sarah Considine, Strategic Planning Manager – Development Decisions
020 7983 5751 email sarah.considine@london.gov.uk
Martin Jones, Senior Strategic Planner, Case Officer
020 7983 6567 email martin.jones@london.gov.uk

This page is intentionally left blank



Report for:	Planning Sub Committee Date: 12 February 2018	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Dean Hermitage / Emma Williamson		
Lead Officers:	John McRory / Robbie McNaugher		
Ward(s) affected: All		Report for Key/Non Key Decisions:	

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

**Update on progress of proposals for Major Sites
2017**

FEBRUARY

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
St John's Great Cambridge Road HGY/2016/4095	Internal reordering and extension of St John's Church to the west. The demolition of the existing Church Hall at the east end of the church and the development of the land to the north, south, east and on the opposite side of Acacia Avenue with a mix of two and three storeys 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new Vicarage.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Church has recently been listed and as such this will need to come back to committee.	Gareth Prosser	John McRory
Cannon Factory and Ashley House Ashley Road N17 HGY/2016/4165	Demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. (Outline planning application).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Stage II approval received from GLA.	James Farrer	Robbie McNaugher
Land at Plevna Crescent HGY/2017/2036	Construction of four individual pavilions consisting of 72 residential units with a common ground level plinth and basement to provide servicing and parking	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Wendy Robinson	John McRory
70-72 Shepherds Hill, N6 HGY/2016/2081	Demolition of existing building and redevelopment to provide 16 residential	Members resolved to grant planning permission subject	Gareth Prosser	John McRory

	dwelling within a 5 storey building with associated landscaping, car parking and other associated works	to the signing of a section 106 legal agreement. Not yet signed.		
163 Tottenham Lane N8 HGY/2017/2001	Demolition of the existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Tobias Finlayson	John McRory
Ashley Road South x2 BSD BSD + Ada NCDS HGY/2017/2044	Comprehensive redevelopment of the site with a mix use residential led scheme BSD – Outline mixed use scheme BSD + NCDS – detailed residential and college + Berol House	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Stage II approval received from GLA.	James Farrar	Robbie McNaugher
Hornsey Town Hall, Crouch End, N8 HGY/2017/2220	Erection of extensions and additional buildings including refurbishment of Hornsey Town Hall to include a hotel	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	James Hughes	John McRory
Hale Village, Ferry Lane, Tottenham, N15 HGY/2017/2005	Revised proposal for a 33 storey tower (replacing the consented 18 storey outline permission) to provide housing with commercial and/or community uses at ground floor. 270 units	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Stage II approval received from GLA.	Chris Smith	Robbie McNaugher
30 Muswell Hill HGY/2017/2264	Section 73 application to remove requirement for the development to meet Code for	Determined under delegated authority. 106 to be signed	Valerie Okeiyi	John McRory

	Sustainable Homes as the code doesnt exist anymore			
APPLICATIONS SUBMITTED TO BE DECIDED				
Iceland, Land at Brook Road, N22 HGY/2017/2886	Redevelopment of site and erection of four independent residential blocks providing 148 residential units	Currently at consultation stage. Officers negotiating over design and affordable housing.	Samuel Uff	John McRory
Chocolate Factory, N22 HGY/2017/3020	Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 16 storeys. Mixed use development comprising 9,376 sqm of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 216 Class C3 residential units together with associated residential and commercial car parking, public realm works and access.	Currently at consultation stage. Revisions to the scheme awaited. Targeting March Committee if changes are acceptable.	Wendy Robinson	John McRory
Haringey Heartlands Clarendon Road Gas Works Site HGY/2017/3117	Comprehensive redevelopment of the site (Masterplan) Hybrid application (full and outline)	February committee.	James Farrer	John McRory
500 White Hart Lane 2018/0047	Reserved matters application for outline approval reference. HGY/2016/0828	Consultation stage. Revisions awaited following QRP presentation	Aaron Lau	John McRory
Westbury Court, 423-425 Lordship Lane HGY/2017/3679	Demolition of existing building and erection of part 1, part 5, part 6, part 7, part 8 storey building comprising commercial uses at ground floor and 58 dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity	Consultation stage	Chris Smith	John McRory

	space.			
Land north of Monument Way and south of Fairbanks Road HGY/2018/0050	Reserved Matters application pursuant to HGY/2016/2184 for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories	At consultation stage. February / March Committee targeted	Tobias Finlayson	John McRory
168 Park View Road HGY/2018/0076	Proposal for an additional residential floor comprising 1x 1 bed, 1x 2 bed and 1x 3 bed and extension of a residential unit on the second floor to an approved planning scheme (HGY/2015/3398) for part 2 and part 4 storey building to provide 12 residential units	Currently at consultation stage. Viability assessment awaited.	Tobias Finlayson	John McRory
26-28 Brownlow Road	Demolition of existing dwellings and erection of part 4 and part 5 storey block of 27 flats and 3 house to the rear with the new access.	Consultation stage – viability assessment awaited	Tobias Finlayson	John McRory
Units 1, 2 and 3 Tealedown Works Cline Road HGY/2018/0258	Partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of additional mezzanine floor levels and facade alterations. Alterations to hardstanding area for deliveries and parking and change of use of Units 2 & 3 to B1 use.	Amended application following previous approval HGY/2014/0054 Consultation stage	Laurence Akrill	Robbie McNaugher
Bernard Works Bernard Road HGY/2017/3584	Mixed use development comprising 20,020sqft of commercial makers and designers space, circa 97 apartments and 16 residential apartments tethered to the	Site allocation for mixed use and rationalisation of road layout.	James Hughes	Robbie McNaugher

	commercial space. The commercial space will also include live music rehearsal as well as recording space. Up to 8 storeys.	12 th March committee targeted		
Monohouse, 50-56 Lawrence Road HGY/2018/0120	S73 to amend HGY/2016/2824 - 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) Granted 26/05/2017.	Consultation stage	James Hughes	Robbie McNaugher
Goods Yard Site 44-52 White Hart Lane HGY/2018/0187	330 residential units, 1,200m ² of non-residential floorspace, refurbish the locally listed Station Master's House	Consultation stage	James Hughes	Robbie McNaugher
Tottenham Chances 399-401 High Road INVALID APPLICATION	Refurbishment of existing premises and extensions to provide 24 flats	Application Invalid. Awaiting energy statement and viability report including affordable housing statement.	Valerie Okeiyi	John McRory
Hale Village, Ferry Lane, Tottenham, N15 HGY/2015/0795	Submission of Reserved Matters (including appearance, layout, access, scale and landscaping) in relation to outline consent no HGY/2010/1897 for Plot SW forming part of the Hale Village Masterplan.	Planning application is in to keep planning permission extant. Discussions ongoing.	Chris Smith	Robbie McNaugher
Section 73 for Hale Village HGY/2015/0798	The S73 is to remove the hotel from the tower.	Application is on hold on request of the applicant	Chris Smith	Robbie McNaugher
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
423 West Green Road	Mix use residential development, including the erection of an A1-A3 unit at ground floor level, replacement of existing church	Principle acceptable – in pre-application discussion; Revised scheme to be	Chris Smith	John McRory

	/community/nursery including ancillary offices, is acceptable. Amended scheme on verge of being resubmitted for follow-up advice.	submitted		
St Ann's - Healthcare Campus	New mental healthcare building	Principle acceptable – established at outline permission stage. Application to be submitted soon	Chris Smith	John McRory
48-54 High Road N22	Redevelopment of the site to create a part 6 storey and part 8 storey mixed use development over the existing retail units at ground floor to provide: 76 residential dwellings, 2,800sqm of ground floor retail, 868sqm of first floor retail and office space,	Principle acceptable – in pre-application discussion; Revised scheme to be submitted	Chris Smith	John McRory
Lynton Road/Park Road	Demolition of existing buildings and redevelopment of the site to create a mixed use development comprising employment floor space and new residential accommodation circ. 88 units.	Concerns with design and parking.	Aaron Lau	John McRory
22-24 Broadlands Road N6	Redevelopment of site to create retirement apartments (35 in total)	In pre-application discussions – principle being discussed	Tobias Finlayson	John McRory
Former BHS, 22-42 High Road	Re-development of the site with a mix use development including a hotel	In pre-application discussions	Chris Smith	John McRory
Marks & Spencer 44-46 High Road	Mixed use redevelopment of 150 residential units and 2 retail units totalling 200sqm	In pre-application discussions taking place.	Wendy Robinson	John McRory

Northwood Hall	Erection of an additional storey to existing building to provide 24 residential units	Pre-application discussions taking place	Chris Smith	John McRory
Peacock Industrial Estate, White Hart Lane	Mixed use scheme of 282 residential units and 3000 sqm commercial/retail space.	Very recently submitted – pre-app meeting scheduled December.	James Hughes	Robbie McNaugher
IN PRE-APPLICATION DISCUSSIONS				
Hornsey Parish Church, Cranley Gardens, N10	Retention of church and creation of additional community space and 15 residential units	Pre-application discussions taking place – principle acceptable	Aaron Lau	John McRory
25-27 Clarendon Road off Hornsey Park Road	The demolition of existing buildings and structures and the comprehensive mixed redevelopment of the site to deliver a new part 6, part 8 storey building comprising office (Class B1) and flexible retail/café (Class A1/A3) floor space on ground floor level and circa 50 residential units (Class C3) on upper floor levels.	Pre-application discussions taking place – principle acceptable – discussions around strategic planning of the site and surrounding area required.	Wendy Robinson	John McRory
1-6 Crescent Mews, N22	Redevelopment of site to create residential development comprising approximately 30 residential units	Pre-application meeting arranged for 9 February 2018	Aaron Lau	John McRory
Tottenham Hale Station	Various alterations to existing consent	Pre-application discussions taking place	Gareth Prosser	Robbie McNaugher
Wellbourne Centre, Ashley Road South and Tottenham Hale Island sites	Strategic Development Partner proposal for Tottenham Hale Masterplan. 5 mixed used proposal including retail, medical centre and residential.	Pre-application discussions taking place	James Hughes	Robbie McNaugher
157-159 Hornsey Park Road	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-	Early pre-application discussions taking place	TBC	John McRory

	contained flats.			
555 White Hart Lane	Mixed use redevelopment to provide employment (Use Classes B1a, B1c and B8), retail and residential uses	In pre-application discussions – concerns with loss of industrial land.	Wendy Robinson	John McRory
Pool Motors, 14 Cross Lane	Redevelopment of existing commercial property to provide up to 47 residential units and 211sqm of commercial floorspace.	Principle acceptable	TBC	John McRory
Ashley House, 235-239 High Road	Redevelopment of site to provide a mixed used (residential and commercial) building up to 20 storeys in height.	Principle acceptable, in discussion on employment space and building heights.	TBC	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-app meeting taken place in October Unacceptable in principle. Major design concerns.	James Hughes	John McRory
23 Denewood Road	Facade retention/ reconstruction with new construction behind. Addition of a basement and a reduced height first storey extension over the garage.	Pre-app meeting occurred in October. Current consent for the site, so need to be mindful of fallback position.	Tobias Finlayson	John McRory
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has been advised to participate in masterplan formulations.	James Hughes	John McRory

	A1010 Tottenham High Rd.			
Omega Works	7 storey development with 920 square meters of office and 88 residential units.	Principle maybe acceptable but a more comprehensive approach is required to satisfy the Warehouse Living Policy.	Chris Smith	Robbie McNaugher
Eade Rd and Arena Design Centre	Masterplanning for Haringey warehouse District sites Eade Road/ Overbury Road and Arena Design Centre for redevelopment of sites to create warehouse living, private rented sector residential and employment floorspace.	Principle acceptable but a more comprehensive approach is required to satisfy the Warehouse Living Policy.	James Hughes	Robbie McNaugher
341 Eade Road	Erection of pop-up container park comprising approximately 15 small and 10 large studios for employment use at ground floor and 4 communal warehouse living units at first and second floors, provision of cycle parking and landscaping.	Principle maybe acceptable as a temporary use.	Emma McCready	Robbie McNaugher
Waltheof Gardens	Masterplan development for the entire site at Waltheof gardens to include re-provision of the Citizens' Advice Bureau and the Morris House Dental Surgery, a new GP surgery and 56 new build residential dwellings (mix yet unknown). Also proposing to retain the ornamental garden at the south end of the site and to provide the relevant amenity space, parking, cycle and bin storage.	In discussions at pre-application stage.	Tobias Finlayson	Robbie McNaugher

This page is intentionally left blank

HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 01/01/2018 AND 26/01/2018

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

In addition application case files are available to view print and download free of charge via the Haringey Council website:
www.haringey.gov.uk

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility .
Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 5504,
9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward :

Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

Recommendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

WARD: **Alexandra****FUL Applications Decided: 6**

Application No:	HGY/2017/3242	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	02/01/2018
Location:	125 Dukes Avenue N10 2QD		
Proposal:	Erection of single storey rear extension and associated decking (following demolition of existing conservatory)		
Application No:	HGY/2017/3332	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	15/01/2018
Location:	67 Alexandra Park Road N10 2DG		
Proposal:	Erection of a single storey rear extension and rear dormer roof extension		
Application No:	HGY/2017/3374	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	16/01/2018
Location:	23 Donovan Avenue N10 2JU		
Proposal:	Single storey rear side extension		
Application No:	HGY/2017/3433	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	10/01/2018
Location:	21 Coniston Road N10 2BL		
Proposal:	Erection of single storey side and single storey rear extension		
Application No:	HGY/2017/3508	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	08/01/2018
Location:	10 The Avenue N10 2QL		
Proposal:	Loft conversion with partial roof infill, raising of ridge height, installation of rear facing dormer and insertion of in total 5No. roof/ sky lights to existing detached Edwardian family house.		
Application No:	HGY/2017/3533	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	17/01/2018
Location:	71 The Avenue N10 2QG		
Proposal:	Erection of single storey rear extension		

RES Applications Decided: 1

Application No:	HGY/2017/3563	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	09/01/2018
Location:	Alexandra Palace Alexandra Palace Way N22 7AY		
Proposal:	Approval of details pursuant to condition 10e (any works to Stage or machinery - Theatre) attached to Listed Building Consent HGY/2014/3291.		

Total Applications Decided for Ward: 7WARD: **Bounds Green****ADV Applications Decided: 1**

Application No: **HGY/2017/3475** Officer: Matthew Gunning

Decision: GTD Decision Date: 22/01/2018

Location: Electricity Sub Station Adjoining 2 Lascotts Road N22 8JN

Proposal: Replacement of the existing advertisement(s) with an illuminated 48 sheet sequential display.

CLUP Applications Decided: 2

Application No: **HGY/2017/3636** Officer: Jake Atkins

Decision: PERM DEV Decision Date: 11/01/2018

Location: 91 Whittington Road N22 8YR

Proposal: Certificate of lawfulness for the erection of rear dormer and 3 front rooflights.

Application No: **HGY/2018/0223** Officer: Fatema Begum

Decision: PERM DEV Decision Date: 26/01/2018

Location: 26 Sidney Road N22 8LS

Proposal: Certificate of Lawfulness: rear dormer with juliet balcony and rooflight to the front x 1.

FUL Applications Decided: 1

Application No: **HGY/2017/3540** Officer: Roland Sheldon

Decision: GTD Decision Date: 22/01/2018

Location: 79 Nightingale Road N22 8PT

Proposal: Erection of single storey ground floor side to rear wrap-around extension

PNE Applications Decided: 1

Application No: **HGY/2017/3390** Officer: Laina Levassor

Decision: PN NOT REQ Decision Date: 09/01/2018

Location: 22 The Drive N11 2DX

Proposal: Extension of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.6m and for which the height of the eaves would be 2.6m

Total Applications Decided for Ward: 5WARD: **Bruce Grove****CLUP Applications Decided: 2**

Application No: **HGY/2017/3130** Officer: Sarah Madondo

Decision: PERM DEV Decision Date: 11/01/2018

Location: 93 Mount Pleasant Road N17 6TW

Proposal: Certificate of lawfulness erection of rear dormer with insertion of 2 x rooflights to front elevation.

Application No: **HGY/2018/0080** Officer: Laina Levassor

Decision: PERM DEV Decision Date: 17/01/2018

Location: 30 Steele Road N17 6YA

Proposal: Certificate of Lawfulness for proposed single storey rear extension

FUL Applications Decided: 2

Application No: **HGY/2017/3522** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/01/2018
 Location: 96 Greyhound Road N17 6XN
 Proposal: Erection of side extension with pitched roof.

Application No: **HGY/2017/3637** Officer: Sarah Madondo
 Decision: GTD Decision Date: 22/01/2018
 Location: 48 Morrison Avenue N17 6TU
 Proposal: Demolition of existing ground floor rear extension and erection of a ground floor side extension with bifolding doors.

PNE Applications Decided: 1

Application No: **HGY/2017/3424** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 12/01/2018
 Location: 74 St Margarets Road N17 6TY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.85m and for which the height of the eaves would be 2.6m

Total Applications Decided for Ward: 5WARD: **Crouch End****CLDE Applications Decided: 1**

Application No: **HGY/2017/3550** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 18/01/2018
 Location: First and Second Floor Flat 19 Felix Avenue N8 9TL
 Proposal: Lawful development certificate: existing use of property as 2 no. self-contained flats

COND Applications Decided: 1

Application No: **HGY/2017/3560** Officer: Laurence Ackrill
 Decision: REF Decision Date: 17/01/2018
 Location: 2 Tregaron Avenue N8 9EY
 Proposal: Removal of conditions 1 (implementation of screening) & 2 (approved plans) attached to planning permission HGY/2017/0677 in order to remove the requirement for screening of the existing terrace area.

FUL Applications Decided: 9

Application No: **HGY/2017/2923** Officer: Laurence Ackrill
 Decision: REF Decision Date: 09/01/2018
 Location: 5 Abbots Terrace N8 9DU
 Proposal: Demolition of existing single storey extension to rear of building and construction of a two storey rear extension

Application No: **HGY/2017/3301** Officer: Roland Sheldon
 Decision: GTD Decision Date: 09/01/2018
 Location: 5 Priory Gardens N6 5QY
 Proposal: Erection of canopy above the front entrance, erection of a side dormer and a rear dormer with Juliette balcony, erection of single storey rear extension, and insertion of front rooflight.

Application No:	HGY/2017/3370	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	15/01/2018
Location:	22 Topsfield Parade Tottenham Lane N8 8PP		
Proposal:	Installation of new timber framed shop front with bi-fold windows to front elevation, installation of oven extract flue pipe to the rear		
Application No:	HGY/2017/3448	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/01/2018
Location:	13 Bedford Road N8 8HL		
Proposal:	Alteration to roof to include a skylight above the staircase and front elevation rooflights.		
Application No:	HGY/2017/3450	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	09/01/2018
Location:	37 Glasslyn Road N8 8RJ		
Proposal:	Construction of a single storey rear and side return extension, new ground floor rear window, new rear dormer and roof light to front and rear of main roof, lowering of part of floor to existing basement and new lightwell to front.		
Application No:	HGY/2017/3453	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	23/01/2018
Location:	69 Glasslyn Road N8 8RJ		
Proposal:	Construction of a single storey rear extension		
Application No:	HGY/2017/3464	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	17/01/2018
Location:	Flat 5 52 Coolhurst Road N8 8EU		
Proposal:	Replacement of two sash windows - like for like materials. One at the front of the flat and one at the rear of the flat.		
Application No:	HGY/2017/3573	Officer:	James Hughes
Decision:	GTD	Decision Date:	19/01/2018
Location:	Broadway Annexe Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Proposed refurbishment of interior and exterior of Broadway Annexe building and incorporation of temporary marketing suite (use class sui generis) until June 2018.		
Application No:	HGY/2017/3594	Officer:	Wendy Robinson
Decision:	REF	Decision Date:	16/01/2018
Location:	41 Avenue Road N6 5DF		
Proposal:	Single storey rear and two storey side and part rear extension		

LBC Applications Decided: 1

Application No:	HGY/2017/3574	Officer:	James Hughes
Decision:	GTD	Decision Date:	19/01/2018
Location:	Broadway Annexe Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Listed building consent for proposed refurbishment of interior and exterior of Broadway Annexe building and incorporation of temporary marketing suite (use class sui generis) until June 2018.		

NON Applications Decided: 1

Application No: **HGY/2017/3463** Officer: Matthew Gunning

Decision: GTD Decision Date: 12/01/2018

Location: Roden Court 115 Hornsey Lane N6 5EF

Proposal: Non-material amendment pursuant to planning permission HGY/2007/2509 and HGY/2009/1636 to remove the existing ACM cladding panels and insulation and replacement with a solid aluminium cladding panel system and a non-combustible insulation. The new solid aluminium cladding will be designed to replicate the existing cladding panels in form and will be coloured to match the existing cladding - RAL 6021.

TPO Applications Decided: 4

Application No: **HGY/2017/3371** Officer: Sean McCawley

Decision: GTD Decision Date: 11/01/2018

Location: 7 Broughton Gardens N6 5RS

Proposal: Lime in the rear garden to reduce to previous points

Application No: **HGY/2017/3462** Officer: Matthew Gunning

Decision: GTD Decision Date: 09/01/2018

Location: 10 Priory Gardens N6 5QS

Proposal: Works to trees covered by a Group TPO: T1- Sycamore, fell to ground level. Tree growing next to public footpath and will also be compromised when building extension commences. There was an application passed for this in 2002 but was never done. G1 Sycamores x7 trees growing very close to public footpath. Crown lift and prune overlong branches to prevent limb failure, there are signs of sooty bark disease and there has been large branches fallen..prune into furnishing growth points.

Application No: **HGY/2017/3465** Officer: Matthew Gunning

Decision: GTD Decision Date: 23/01/2018

Location: Avenue Hall Avenue Road N6 5DN

Proposal: Works to tree protected by a TPO: Cut down of the remaining stump (app. 4m tall) of the dead horse chestnut on the side of our building fronting Coolhurst Road to approximately 1m above ground due to safety concerns.

Application No: **HGY/2017/3601** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 26/01/2018

Location: 135 Hornsey Lane N6 5NR

Proposal: Various works to trees protected by TPOs

Total Applications Decided for Ward: 17WARD: **Fortis Green****CLUP Applications Decided: 3**

Application No: **HGY/2017/3510** Officer: Aaron Lau

Decision: PERM DEV Decision Date: 11/01/2018

Location: 22 Marriott Road N10 1JJ

Proposal: Certificate of lawfulness for proposed crossover

Application No: **HGY/2017/3547** Officer: Fatema Begum

Decision: PERM DEV Decision Date: 11/01/2018

Location: 17 Lauradale Road N2 9LT

Proposal: Certificate of lawfulness: rear extension

Application No: **HGY/2017/3608** Officer: Jake Atkins
 Decision: PERM DEV Decision Date: 23/01/2018
 Location: 5 Eastern Road N2 9LD
 Proposal: Certificate of lawfulness: form opening in rear facing extension and insert window.

COND Applications Decided: 1

Application No: **HGY/2017/3363** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 15/01/2018
 Location: Flat 3 21 Muswell Road N10 2BJ
 Proposal: Variation of Condition 2 (approved plans) attached to planning permission HGY/2017/1552 to insert a lightwell to the front elevation.

FUL Applications Decided: 4

Application No: **HGY/2017/3442** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/01/2018
 Location: 31 Church Vale N2 9PB
 Proposal: Erection of single storey side extension, demolition existing conservatory and erection single storey rear extension, increase width of existing side dormer and new first floor Juliet balcony

Application No: **HGY/2017/3452** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/01/2018
 Location: 4 Holt Close N10 3HW
 Proposal: Erection of infill lower ground floor extension, widen lower ground floor glazing, extend ground floor decking and handrail, new garage door, enlargement of first floor rear windows, and new second floor front vertical wall and rear roof extension with new windows

Application No: **HGY/2017/3459** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/01/2018
 Location: Whittington Court Aylmer Road N2 0BT
 Proposal: Replacement roof covering, lowering of ground level to perimeter walls by 150mm and new roof doors

Application No: **HGY/2017/3476** Officer: Aaron Lau
 Decision: GTD Decision Date: 19/01/2018
 Location: 25 Eastern Road N2 9LB
 Proposal: Formation of rear dormer, insertion 2 no. front roof lights, new front porch roof, ground and second floor side windows and new permeable paving to front driveway.

NON Applications Decided: 1

Application No: **HGY/2018/0128** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/01/2018
 Location: The Stables 28 Pages Lane N10 1PP
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/3227 involving the alterations to front elevation fenestration materials.

PNE Applications Decided: 2

Application No: **HGY/2017/3407** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 10/01/2018
 Location: 3 Sussex Gate Sussex Gardens N6 4LS
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2017/3514** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 19/01/2018
 Location: 8 Bancroft Avenue N2 0AS
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3m, for which the maximum height would be 3.40m and for which the height of the eaves would be 3m

TPO Applications Decided: 3

Application No: **HGY/2017/3281** Officer: Roland Sheldon
 Decision: GTD Decision Date: 05/01/2018
 Location: 6 Springcroft Avenue N2 9JE
 Proposal: Works to tree protected by a TPO: Lime (T1): reduce crown by 20% and thin by 15% (between one to 2 metres).

Application No: **HGY/2017/3474** Officer: Matthew Gunning
 Decision: GTD Decision Date: 16/01/2018
 Location: Beechwood Close Western Road N2 9JA
 Proposal: Works to trees protected by a Group TPO: T2 Lime Reduce back to previous points 3-4m approx, thin by 10%, remove epicormic growth T3 Horse Chestnut Thin density by 15%, remove deadwood T4 Lime Reduce back to previous points 3-4m approx, thin by 10%, remove epicormic growth T5 Horse Chestnut Formative prune, thin by 10%, lift 4m T6 Horse Chestnut Formative prune, thin by 10%, lift 4m

Application No: **HGY/2017/3677** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 25/01/2018
 Location: Chester House 30 Pages Lane N10 1PR
 Proposal: Works to trees protected by an Area TPO: T218 - Horse Chestnut - Pollard to 10m due to decay T154 - Yew - Fell due to extensive die back Line of Lime / Maple - Reduce back to boundary up to 3m high clearing street signs / lamp post as currently covering street signs T390 - Mulberry - Crown reduce by 1m to prevent branch failure

Total Applications Decided for Ward: 14WARD: **Harringay****COND Applications Decided: 1**

Application No: **HGY/2017/2788** Officer: Gareth Prosser
 Decision: GTD Decision Date: 25/01/2018
 Location: Garage rear of 42 Park Road N15 3HR
 Proposal: Variation of condition 2 attached to planning permission HGY/2014/3526 to amend drawing numbers to the revised drawing numbers: SE1397-01, SE1397-02, SE1397-03

FUL Applications Decided: 10

Application No: **HGY/2017/3360** Officer: Roland Sheldon
 Decision: REF Decision Date: 16/01/2018
 Location: 18 Venetia Road & 32 Lothair Road North N4 1EW
 Proposal: First floor rear extension to 32 Lothair Road North, erection of part lower-ground, ground and first floor side/rear extension with alterations to side fenestration of 18 Venetia Road, internal alterations to both buildings to change the layout from a 12-bedroom care home with communal facilities to an 11-room supported care home with communal facilities.

Application No: **HGY/2017/3372** Officer: Sean McCawley
 Decision: GTD Decision Date: 16/01/2018
 Location: 47 Raleigh Road N8 0JB
 Proposal: Erection of a side/rear infill extension

Application No: **HGY/2017/3375** Officer: Sean McCawley
 Decision: GTD Decision Date: 15/01/2018
 Location: 22 Pemberton Road N4 1AZ
 Proposal: Erection of a side/rear infill extension

Application No: **HGY/2017/3441** Officer: Samuel Uff
 Decision: GTD Decision Date: 09/01/2018
 Location: Ground Floor Flat A 3 Mattison Road N4 1BG
 Proposal: Retention of outbuilding at the rear of the garden, for use as a study.

Application No: **HGY/2017/3513** Officer: Samuel Uff
 Decision: GTD Decision Date: 26/01/2018
 Location: Flat B 7 Hewitt Road N8 0BS
 Proposal: Rear dormer roof extension above outrigger

Application No: **HGY/2017/3520** Officer: Samuel Uff
 Decision: GTD Decision Date: 22/01/2018
 Location: First Floor Flat 121 Effingham Road N8 0AE
 Proposal: Installation of roof terrace at second floor level over existing rear outrigger

Application No: **HGY/2017/3534** Officer: Sean McCawley
 Decision: GTD Decision Date: 24/01/2018
 Location: Flat A 62 Frobisher Road N8 0QX
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2017/3536** Officer: Sean McCawley
 Decision: GTD Decision Date: 23/01/2018
 Location: Land adjacent to 46 Denmark Road N8 0DZ
 Proposal: Erection of a 3-bed 5-person detached house

Application No: **HGY/2017/3657** Officer: Wendy Robinson
 Decision: GTD Decision Date: 16/01/2018
 Location: 31B Turnpike Lane N8 0EP
 Proposal: Change of use of first and second floor from a House of Multiple Occupation (HMO) into two self-contained flats and erection of a second floor rear extension

Application No: **HGY/2017/3662** Officer: Duncan McKane
 Decision: GTD Decision Date: 17/01/2018
 Location: Shop 555 Green Lanes N8 0RL
 Proposal: Alterations to shopfront to include enlargement of windows to south and west elevations

PNE Applications Decided: 1

Application No: **HGY/2017/3482** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 25/01/2018
 Location: 133 Lothair Road North N4 1ER
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.7m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m

TPO Applications Decided: 1

Application No: **HGY/2017/3466** Officer: Matthew Gunning

Decision: GTD Decision Date: 16/01/2018

Location: 4 Endymion Road N4 1EE

Proposal: Works to tree covered by a TPO:T1 - mature sycamore. Pollard to main stem to reduce shading, roots causing damage to building, this tree is self seeded and has a low amenity value.

Total Applications Decided for Ward: 13WARD: **Highgate****FUL Applications Decided: 11**

Application No: **HGY/2016/3135** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 25/01/2018

Location: 6A Grange Road N6 4AP

Proposal: Demolition of existing house and the erection of a new three storey house with associated landscaping

Application No: **HGY/2017/3229** Officer: Roland Sheldon

Decision: GTD Decision Date: 03/01/2018

Location: To rear of Dyne House Southwood Lane N6 5EE

Proposal: Infilling of old outdoor swimming pool to the rear of the site

Application No: **HGY/2017/3354** Officer: Aaron Lau

Decision: GTD Decision Date: 02/01/2018

Location: 16 Highgate Avenue N6 5SB

Proposal: Erection of single storey side extension

Application No: **HGY/2017/3389** Officer: Roland Sheldon

Decision: GTD Decision Date: 22/01/2018

Location: 21 Kingsley Place N6 5EA

Proposal: Replacement of windows to front and rear elevations with aluminium framed units, insertion of high-level windows above front garage door, replacement of ground floor rear door.

Application No: **HGY/2017/3396** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 16/01/2018

Location: 1 Church Road N6 4QH

Proposal: Removal of rear additions, erection of two-storey stepped rear extension and conversion of upper floors from one flat and two bedsits into three self-contained flats, retaining the day nursery use on extended ground floor.

Application No: **HGY/2017/3414** Officer: Laurence Ackrill

Decision: GTD Decision Date: 03/01/2018

Location: The White House 10 Highgate High Street N6 5JL

Proposal: Lowering floor in existing basement. Minor repair and restoration to original panelling and historic features. Removal of existing 1970's built-in kitchen, and restoration of existing fabric behind. Removal of existing 1970's joinery, fittings and sanitaryware, and restoration of existing fabric behind. Rationalisation of heating, plumbing and electrics and construction of a single storey rear extension.

Application No:	HGY/2017/3428	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	12/01/2018
Location:	26 Sheldon Avenue N6 4JT		
Proposal:	Construction of a first floor side extension and single storey rear extension. Insertion of new gate to front, alterations to the front door and porch and gate and front boundary treatment.		
Application No:	HGY/2017/3457	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	04/01/2018
Location:	35 Stormont Road N6 4NR		
Proposal:	Erection of a recreational tree house with deck and play equipment as per extant planning permission ref: HGY/2017/0196, with differences summarised as tree house set back further into the rear garden and deck area increased by 12 square metres to facilitate enhanced play equipment.		
Application No:	HGY/2017/3458	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/01/2018
Location:	359 Archway Road N6 4EJ		
Proposal:	Erection of additional third storey with flat roof set within existing building footprint to house a 1-bedroom flat with associated front roof terrace, similar to additional third storey flats approved and adjoining under extant planning permission reference HGY/2015/3130 at numbers 353-357.		
Application No:	HGY/2017/3485	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	19/01/2018
Location:	Flat 2 7 Langdon Park Road N6 5PS		
Proposal:	Erection of railing on the existing flat roof of the first floor extension at the rear of flat 9B, complete with opaque glass screening on the side facing 9B, to form a balcony/roof terrace to serve the rear of Flat 2 on the second floor; Replacement of existing second floor rear casement window at Flat 2 with set of French doors to enable access		
Application No:	HGY/2017/3489	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	22/01/2018
Location:	17 Cholmeley Park N6 5ET		
Proposal:	Replacement of ground floor rear elevation timber window with timber French doors		

LBC Applications Decided: 2

Application No:	HGY/2017/3415	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/01/2018
Location:	The White House 10 Highgate High Street N6 5JL		
Proposal:	Listed building consent for the lowering floor in existing basement. Minor repair and restoration to original panelling and historic features. Removal of existing 1970's built-in kitchen, and restoration of existing fabric behind. Removal of existing 1970's joinery, fittings and sanitaryware, and restoration of existing fabric behind. Rationalisation of heating, plumbing and electrics and construction of a single storey rear extension.		
Application No:	HGY/2017/3427	Officer:	Lucy Morrow
Decision:	GTD	Decision Date:	15/01/2018
Location:	38 Southwood Lane N6 5EB		
Proposal:	Listed building consent for repair and renovation including roof renewal and internal alterations.		

NON Applications Decided: 2

Application No:	HGY/2017/3585	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	12/01/2018
Location:	191-201 Archway Road N6 5BN		
Proposal:	Non-material amendment to the wording of condition 15 (BREEAM) following a grant of planning permission HGY/2015/2517		
Application No:	HGY/2018/0121	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/01/2018
Location:	24 Northwood Road N6 5TP		
Proposal:	Non-material amendment following a grant of planning permission HGY/2015/0081 to the internal layout, change the position of the front entrance and bin store and rear extension roof alterations		

TPO Applications Decided: 4

Application No:	HGY/2017/2572	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	25/01/2018
Location:	2 Wembury Mews N6 5XJ		
Proposal:	Works to trees covered by a TPO: 6 trees (self seeded sycamore and ash tress) require significant pollarding to their overall canopy as they are getting too large for the site. They are causing excessive shading to the property and adjacent properties.		
Application No:	HGY/2017/3468	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	10/01/2018
Location:	Cholmeley Lodge Cholmeley Park N6 5EN		
Proposal:	Works to tree protected by a TPO - T1 Holm Oak: cut entire tree to ground level		
Application No:	HGY/2017/3469	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	10/01/2018
Location:	39 Wood Lane N6 5UD		
Proposal:	Works to tree covered by a TPO - T1 Holm Oak: reduce crown by up to 2m.		
Application No:	HGY/2017/3470	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	10/01/2018
Location:	37 Wood Lane N6 5UD		
Proposal:	Works to tree protected by a TPO - T1 Holm Oak: crown reduce by up to 2m.		

Total Applications Decided for Ward: 19WARD: **Hornsey****FUL Applications Decided: 4**

Application No:	HGY/2017/3309	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	09/01/2018
Location:	Flat 1 2 Rathcoole Gardens N8 9NB		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2017/3504	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	17/01/2018
Location:	51A Hillfield Avenue N8 7DS		
Proposal:	Construction of single storey rear infill extension and excavation of patio with stairs up to garden ground level		

Application No: **HGY/2017/3538** Officer: Sean McCawley
 Decision: GTD Decision Date: 25/01/2018
 Location: Second Floor Flat D 1 Priory Road N8 8LH
 Proposal: Formation of 2no. side dormer roof extensions and the insertion of 3no. velux rooflights to front and rear roofslopes.

Application No: **HGY/2017/3543** Officer: Wendy Robinson
 Decision: GTD Decision Date: 16/01/2018
 Location: 121 Tottenham Lane N8 9BJ
 Proposal: Construction of two storey (ground and basement) rear extension to commercial property

NON Applications Decided: 1

Application No: **HGY/2018/0001** Officer: Wendy Robinson
 Decision: GTD Decision Date: 09/01/2018
 Location: Hornsey Refuse and Recycling Centre 35 High Street N8 7QB
 Proposal: Non-material amendment following a grant of planning permission HGY/2013/2019 for the change of use of two live work units to three self-contained residential units consisting of 1 x 2 bed flat and 2 x 1 bed flats

Total Applications Decided for Ward: 5WARD: **Muswell Hill****CLUP Applications Decided: 2**

Application No: **HGY/2017/3602** Officer: Jake Atkins
 Decision: PERM DEV Decision Date: 19/01/2018
 Location: 68 Onslow Gardens N10 3JX
 Proposal: Certificate of lawfulness: construction of garden room in rear garden.

Application No: **HGY/2018/0065** Officer: Sean McCawley
 Decision: PERM DEV Decision Date: 19/01/2018
 Location: 12 Park Avenue North N8 7RT
 Proposal: Certificate of lawfulness for the formation of a vehicle crossover and provision of hardstanding to the front garden

FUL Applications Decided: 9

Application No: **HGY/2017/2801** Officer: Roland Sheldon
 Decision: GTD Decision Date: 26/01/2018
 Location: Ground Floor Flat 24 Princes Avenue N10 3LR
 Proposal: Proposed single storey rear extension.

Application No: **HGY/2017/3405** Officer: Duncan McKane
 Decision: GTD Decision Date: 17/01/2018
 Location: Flat A 30 Hillfield Park N10 3QS
 Proposal: Replacement of timber windows with like-for-like double glazed timber framed windows to rear elevations and replacement of front aluminium framed windows with timber to replicate original window.
 Replacement of timber door to basement front elevation.

Application No: **HGY/2017/3406** Officer: Roland Sheldon
Decision: GTD Decision Date: 03/01/2018
Location: 45 Onslow Gardens N10 3JY

Proposal: Erection of a single storey lower ground floor rear extension with alterations to existing rear terrace, creation of rear inset balcony within mansard roof, creation of first floor rear balcony with screen and safety panels, replacement of existing windows with timber framed windows to match existing and replacement front door, to facilitate conversion of the dwelling into one x 3-bed maisonette and two x 1-bed flats.

Application No: **HGY/2017/3411** Officer: Roland Sheldon
Decision: GTD Decision Date: 03/01/2018
Location: 45 Onslow Gardens N10 3JY

Proposal: Insertion of rear glazed balustrade to existing rear dormer, enlargement and replacement first floor rear door window with balustrade and side glazed privacy screens, in association with conversion of the dwelling into one 1 x 3-bed maisonette and two x 1-bed flats with associated alterations to the front garden.

Application No: **HGY/2017/3444** Officer: Laurence Ackrill
Decision: GTD Decision Date: 11/01/2018
Location: 101 Wood Vale N10 3DL

Proposal: Construction of a single storey rear extension with associated terrace and screening, rear and side dormers to facilitate a loft conversion and front and side roof lights

Application No: **HGY/2017/3479** Officer: Sean McCawley
Decision: GTD Decision Date: 23/01/2018
Location: 153 Park Road N8 8JJ

Proposal: Widening of an existing crossover from 3.6m to 4.8m

Application No: **HGY/2017/3499** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 17/01/2018
Location: 8 Wavel Mews N8 8LQ

Proposal: Replacement of front garage door with window and rear door and window with larger French door. Replacement of all windows and front door with new double glazed aluminium windows/door of same size and location.

Application No: **HGY/2017/3535** Officer: Tobias Finlayson
Decision: GTD Decision Date: 05/01/2018
Location: Buckingham Lodge 2 Muswell Hill N10 3TG

Proposal: Replacement of the existing double door of the main entrance of the building by a single door in order to facilitate access

Application No: **HGY/2017/3566** Officer: Wendy Robinson
Decision: GTD Decision Date: 26/01/2018
Location: First Floor Flat 43 Farrer Road N8 8LD

Proposal: Creation of two parking bays to front area with crossover and dropped kerb. Enlargement of existing second floor loft conversion. Creation of second floor roof terrace with obscured screening. Erection of garden room to rear garden.

NON Applications Decided: 1

Application No: **HGY/2017/3400** Officer: Gareth Prosser
Decision: GTD Decision Date: 09/01/2018
Location: Land To Rear of 3 New Road N8 8TA

Proposal: Non-material amendment to change wording of conditions 2 and 12 of application HGY/2016/1562 to: include 'Design and Access Statement (May 2016) and materials presented to members of the Planning sub-committee' (condition 2) and 'Details of the proposed 'living wall' which shall include maintenance and management requirements to be submitted and agreed with the local authority and implemented thereafter' (condition 12).

Total Applications Decided for Ward: 12

WARD: **Noel Park**

CLDE Applications Decided: 2

Application No: **HGY/2017/3525** Officer: Laina Levassor
 Decision: GTD Decision Date: 23/01/2018
 Location: 109 Willingdon Road N22 6SE
 Proposal: Certificate of Lawfulness for use of property as a Large HMO (Sui Generis Use) for 10 occupants

Application No: **HGY/2018/0036** Officer: Wendy Robinson
 Decision: REF Decision Date: 09/01/2018
 Location: 22 Coombe Road N22 5LB
 Proposal: Certificate of lawfulness for change of use from dwellinghouse (C3 use) to small HMO (C4) prior to implementation of Article 4 direction

CLUP Applications Decided: 1

Application No: **HGY/2018/0058** Officer: Fatema Begum
 Decision: PERM DEV Decision Date: 11/01/2018
 Location: 11 Whymark Avenue N22 6DJ
 Proposal: Certificate of Lawfulness: proposed rear dormer and outrigger dormer.

FUL Applications Decided: 3

Application No: **HGY/2017/3318** Officer: Duncan McKane
 Decision: REF Decision Date: 10/01/2018
 Location: Ground Floor Flat 501 Lordship Lane N22 5DL
 Proposal: Retrospective permission for replacement of 5 no. timber framed windows with upvc framed replacements

Application No: **HGY/2017/3501** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/01/2018
 Location: 22 Courcy Road N8 0QH
 Proposal: Conversion of single family dwellinghouse to 2 no. self contained flats

Application No: **HGY/2017/3599** Officer: Sarah Madondo
 Decision: GTD Decision Date: 17/01/2018
 Location: 16 Glynne Road N22 6LR
 Proposal: Erection of a single storey rear extension, replacement of front elevation windows with new double glazed timber sash windows and replacement of rear elevation windows with new uPVC windows.

PNE Applications Decided: 2

Application No: **HGY/2017/3377** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 04/01/2018
 Location: 30 Coleraine Road N8 0QL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.3m.

Application No: **HGY/2017/3521** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 19/01/2018
 Location: 53 Westbeech Road N22 6HU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.3m and for which the height of the eaves would be 3m

RES Applications Decided: 1

Application No: **HGY/2017/3432** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 02/01/2018
 Location: 69 Alexandra Road N8 0LG
 Proposal: Approval of Details pursuant to Condition 4 (Noise insulation) attached to planning permission HGY/2016/4011, appeal decision APP/Y5420/W/17/3172817

Total Applications Decided for Ward: 9WARD: **Northumberland Park****CLUP Applications Decided: 1**

Application No: **HGY/2017/3435** Officer: Jake Atkins
 Decision: PERM DEV Decision Date: 08/01/2018
 Location: 91 Bruce Castle Road N17 8NL
 Proposal: Certificate of lawfulness: Attic conversion: rooflights to roof slope, dormer to rear and on closet wing.

FLEX Applications Decided: 1

Application No: **HGY/2018/0044** Officer: Laurence Ackrill
 Decision: FLEXREF Decision Date: 10/01/2018
 Location: 848 High Road N17 0EY
 Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 24.12.2017: Existing Use: Class A2 - Proposed Use: Nail Bar

FUL Applications Decided: 2

Application No: **HGY/2017/3284** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/01/2018
 Location: 20 Baronet Road N17 0LU
 Proposal: Conversion of single family dwellinghouse to 2 no. self-contained flats (1 no. 3 bed, 6 person and 1 no. 2 bed, 4 person), erection of part ground, part first floor rear and side extension

Application No: **HGY/2017/3306** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/01/2018
 Location: 73 Manor Road N17 0JH
 Proposal: Erection of two storey 1 x 2-bed/3-person house

NON Applications Decided: 1

Application No: **HGY/2017/3567** Officer: Aaron Lau
 Decision: GTD Decision Date: 09/01/2018
 Location: Mowlem Trading Estate Leaside Road N17 0QJ
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/3489 to revise the car park finishes from block pavers and tarmac to just tarmac

PNC Applications Decided: 1

Application No: **HGY/2018/0004** Officer: Laurence Ackrill
 Decision: PN REFUSED Decision Date: 23/01/2018
 Location: Ground Floor Rear 15 Northumberland Park N17 0TA
 Proposal: Prior notification for change of use from A1 (retail) to C3 (dwellinghouse)

PNE Applications Decided: 2

Application No: **HGY/2017/3397** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 08/01/2018
 Location: 15 Bromley Road N17 0AR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m

Application No: **HGY/2017/3460** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 11/01/2018
 Location: 90 Birkbeck Road N17 8NG
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.1m, for which the maximum height would be 3m and for which the height of the eaves would be 2.2m

RES Applications Decided: 3

Application No: **HGY/2017/1561** Officer: James Hughes
 Decision: GTD Decision Date: 04/01/2018
 Location: Tottenham Hotspur Football Club 748 High Road N17 0AP
 Proposal: Approval of details pursuant to condition B9 (Waste & Refuse) attached to planning permission HGY/2015/3000

Application No: **HGY/2017/3027** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/01/2018
 Location: White Hart Lane Railway Station White Hart Lane N17 8HH
 Proposal: Approval of details pursuant to condition 14 (Air Quality and Dust Management Plan (AQDMP)) attached to planning permission HGY/2016/2573

Application No: **HGY/2017/3087** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/01/2018
 Location: White Hart Lane Railway Station White Hart Lane N17 8HH
 Proposal: Approval of details relating to Condition 5 'Demolition and Construction Management Plan and Construction Logistics Plan (CLP)' of application HGY/2016/2573 White Hart Lane Railwat Station, White Hart Lane N17

Total Applications Decided for Ward: 11WARD: **St Anns****FUL Applications Decided: 3**

Application No: **HGY/2017/2236** Officer: Sarah Madondo
 Decision: GTD Decision Date: 19/01/2018
 Location: Workshop rear of 303-305 West Green Road N15 3PA
 Proposal: Conversion of a vehicle repair workshop to a 2 x bedroom self-contained flat, including the erection of ground floor extensions and alterations to the existing retail unit's layout; and alterations to the existing first floor studio flat including the reloaction of its entrance door, the installation of a new external staircase and the provision of a new first floor terrace.

Application No: **HGY/2017/3299** Officer: Gareth Prosser
 Decision: GTD Decision Date: 23/01/2018
 Location: 62 & 62A Etherley Road N15 3AU
 Proposal: Rearrange and extend two existing dwellings (62 and 62A Etherley Road) to provide two family dwelling houses, including the erection of a rear extension, erection of rear dormers and roof extension, insertion of rooflights to the front elevation. Demolition of the existing single storey side extension (62 A Etherley Road) and erection of a two storey side extension and associated alterations

Application No: **HGY/2017/3516** Officer: Duncan McKane
 Decision: GTD Decision Date: 10/01/2018
 Location: 22 Grand Parade N4 1LA
 Proposal: Change of use of ancillary storage area to the rear of an A1 retail shop to a self-contained Graphic Design Office (B1a use class), plus the removal of 1 window and installation of 1 new door to the side elevation.

PNE Applications Decided: 1

Application No: **HGY/2017/3577** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 26/01/2018
 Location: 10 Chesterfield Gardens N4 1LP
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.265m and for which the height of the eaves would be 2.6m

Total Applications Decided for Ward: 4WARD: **Seven Sisters****FUL Applications Decided: 13**

Application No: **HGY/2017/3416** Officer: Sarah Madondo
 Decision: REF Decision Date: 18/01/2018
 Location: 12 Lealand Road N15 6JS
 Proposal: Erection of ground floor (infill) extension in conjunction with planning approval 2017/2257

Application No: **HGY/2017/3419** Officer: Sarah Madondo
 Decision: REF Decision Date: 25/01/2018
 Location: 47-53 Elm Park Avenue N15 6UW
 Proposal: Part first floor rear extensions at 47, 49, 51 and 53 Elm Park Avenue

Application No: **HGY/2017/3437** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 02/01/2018
 Location: 130 Fairview Road N15 6TR
 Proposal: Erection of single storey rear extension, insertion of additional first floor side elevation window, and installation of doorway to main front elevation.

Application No: **HGY/2017/3519** Officer: Duncan McKane
 Decision: GTD Decision Date: 11/01/2018
 Location: 86 Craven Park Road N15 6AB
 Proposal: Erection of single storey rear and side/infill extension

Application No:	HGY/2017/3531	Officer:	Gareth Prosser	
Decision:	GTD	Decision Date:	12/01/2018	
Location:	44 Craven Park Road N15 6AB			
Proposal:	Erection of 'Type 3' roof extension.			
Application No:	HGY/2017/3610	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	17/01/2018	
Location:	71 Ferndale Road N15 6UG			
Proposal:	Erection of additional storey known as a "Type 3" roof extension			
Application No:	HGY/2017/3613	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	19/01/2018	
Location:	71 Ferndale Road N15 6UG			
Proposal:	Erection of single storey rear/side infill extension			
Application No:	HGY/2017/3654	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	22/01/2018	
Location:	70 Craven Park Road N15 6AB			
Proposal:	Erection of additional storey known as a 'Type 3' roof extension			
Application No:	HGY/2017/3656	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	23/01/2018	
Location:	22 Norfolk Avenue N15 6JX			
Proposal:	Erection of additional storey known as a 'Type 3' roof extension			
Application No:	HGY/2017/3668	Officer:	Kwaku Bossman-Gyamera	
Decision:	REF	Decision Date:	23/01/2018	
Location:	Flat A 1 Eade Road N4 1DJ			
Proposal:	Demolition of two existing garages and the erection of a new 1-bedroom 2-storey house.			
Application No:	HGY/2017/3678	Officer:	Kwaku Bossman-Gyamera	
Decision:	GTD	Decision Date:	26/01/2018	
Location:	368-370 Green Lanes N4 1DA			
Proposal:	Single storey extension at rear of lower ground floor lounge / dining room to hotel.			
Application No:	HGY/2017/3680	Officer:	Kwaku Bossman-Gyamera	
Decision:	REF	Decision Date:	25/01/2018	
Location:	First Floor Flat 77 Vale Road N4 1PP			
Proposal:	Loft conversion to habitable accommodation, including raising the main ridge of the roof.			
Application No:	HGY/2018/0037	Officer:	Kwaku Bossman-Gyamera	
Decision:	NPW	Decision Date:	08/01/2018	
Location:	44 Fairview Road N15 6LJ			
Proposal:	Ground floor rear extension (Retrospective)			

Application No:	HGY/2017/3353	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	02/01/2018
Location:	4 Cadoxton Avenue N15 6LB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.		
Application No:	HGY/2017/3382	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	05/01/2018
Location:	71 Ferndale Road N15 6UG		
Proposal:	Erection of 2 x single storey extensions extending beyond the rear wall of the original house by 6m & 4m, and for which the maximum height would be 3m and for which the height of the eaves would be 3m.		
Application No:	HGY/2017/3398	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	09/01/2018
Location:	22 Norfolk Avenue N15 6JX		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.2m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2017/3484	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	16/01/2018
Location:	23 Rostrevor Avenue N15 6LA		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.8m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		

Total Applications Decided for Ward: 17

WARD: **Stroud Green**

CLUP Applications Decided: 1

Application No:	HGY/2017/3554	Officer:	Jake Atkins
Decision:	PERM DEV	Decision Date:	24/01/2018
Location:	3 Ridge Road N8 9LE		
Proposal:	Certificate of lawfulness: proposed single storey rear extension with pitched roof.		

FUL Applications Decided: 5

Application No:	HGY/2017/0790	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	16/01/2018
Location:	Land Adjacent to 83 Stapleton Hall Road N4 4RH		
Proposal:	Erection of new detached family house.		
Application No:	HGY/2017/3352	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	25/01/2018
Location:	52A Woodstock Road N4 3EX		
Proposal:	Erection of single storey rear extension over existing rear terrace (raised ground floor level)		
Application No:	HGY/2017/3367	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	05/01/2018
Location:	Flat A 20 Nelson Road N8 9RU		
Proposal:	Erection of a single storey side/rear extension		

Application No: **HGY/2017/3401** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/01/2018
 Location: Flat 1 28 Cornwall Road N4 4PH
 Proposal: Erection of rear side infill extension to replace existing

Application No: **HGY/2017/3524** Officer: Roland Sheldon
 Decision: REF Decision Date: 25/01/2018
 Location: Flat C 7 Scarborough Road N4 4LX
 Proposal: Erection of a rear dormer and side dormer, insertion of 1 rear and 1 front rooflight and creation of a rear roof terrace.

TEL Applications Decided: 1

Application No: **HGY/2018/0030** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 23/01/2018
 Location: Chettle Court Ridge Road N8 9NU
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for addition of 3 no. Huawei RRHs (Remote Radio Heads) and 2 no. Commscope BoBs (Breakout Boxes) on 2 no. new steel support poles attached to existing steel grillage within existing demised areas. Associated ancillary works.

Total Applications Decided for Ward: 7

WARD: **Tottenham Green**

CLDE Applications Decided: 1

Application No: **HGY/2018/0191** Officer: Laina Levassor
 Decision: GTD Decision Date: 23/01/2018
 Location: 36 Spondon Road N15 4DX
 Proposal: Certificate of Lawfulness for use of property as two self contained flats

CLUP Applications Decided: 2

Application No: **HGY/2017/3681** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 04/01/2018
 Location: 88 Greenfield Road N15 5ER
 Proposal: Certificate of lawfulness for dormer extensions to the rear and rooflights to the front.

Application No: **HGY/2017/3682** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 03/01/2018
 Location: 26 Brunswick Road N15 5DD
 Proposal: Certificate of Lawfulness for a single storey rear extension.

FUL Applications Decided: 5

Application No: **HGY/2017/1821** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/01/2018
 Location: Zenith House 69 Lawrence Road N15 4TG
 Proposal: Extension comprising two storeys of residential accommodation at fourth and fifth-floor levels to provide a total of 9 apartments (4 x 1-bedroom; 3 x 2-bedroom; 2 x 3-bedroom apartments), and provision of internal, communal amenity space at fifth-floor level; External alterations including re-cladding and re-glazing of ground, first, second and third floors including associated landscaping. (Please note that this is a reconsultation following receipt of updated plans October 2017)

Application No:	HGY/2017/3408	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	23/01/2018
Location:	699 Seven Sisters Road N15 5LA		
Proposal:	The proposal is for change of use of no.699 Seven Sisters Road from a self contained flat (Use Class C3) to a House in Multiple Occupation (Use Class C4) for 4 individuals.		
Application No:	HGY/2017/3598	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	16/01/2018
Location:	196 West Green Road N15 5AG		
Proposal:	Revision to the approved scheme for the demolition of existing buildings and the erection of 2 residential blocks comprising 4x1-bed and 3x2-bed flats (Reference: HGY/2015/2902) to add a third storey to the approved 2-storey rear block to provide one additional 2-bed self-contained flat.		
Application No:	HGY/2017/3611	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	19/01/2018
Location:	Tesco Supermarket 230 High Road N15 4AJ		
Proposal:	Installation of 4no condensor units on existing flat roof at top of Tesco building, including 'fence' type enclosure. Revision to previous permission (Ref: HGY/2017/1221) for 4no condensor units to be located on a different part of the roof.		
Application No:	HGY/2017/3616	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	24/01/2018
Location:	38 Dorset Road N15 5AJ		
Proposal:	Replacement of existing single storey rear extensions with new extension		

NON Applications Decided: 1

Application No:	HGY/2017/3624	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	03/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Non-material amendment to the trigger date for condition 36 (Public Space Strategy).		

PNC Applications Decided: 1

Application No:	HGY/2017/3553	Officer:	Valerie Okeiyi
Decision:	PN NOT REQ	Decision Date:	08/01/2018
Location:	49 Broad Lane N15 4DJ		
Proposal:	Prior notification for change of use from B1 (Office) to C3 (dwellinghouse)		

PNE Applications Decided: 2

Application No:	HGY/2017/3461	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	11/01/2018
Location:	26 Brunswick Road N15 5DD		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 3.7m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2017/3492	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	18/01/2018
Location:	88 Greenfield Road N15 5ER		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.535m and 2.5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.		

RES Applications Decided: 6

Application No:	HGY/2017/3292	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	08/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 10 (piling method statement) attached to planning permission HGY/2017/0967		
Application No:	HGY/2017/3293	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	17/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 15 (Air Quality and Dust Management Plan) attached to planning permission HGY/2017/0967. This is a partial discharge of the condition, applying to the Non-Road Mobile Machinery (NRMM) First Construction Phase.		
Application No:	HGY/2017/3392	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	17/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 23 (single energy centre) attached to planning permission HGY/2017/0967.		
Application No:	HGY/2017/3506	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	11/01/2018
Location:	Zenith House 69 Lawrence Road N15 4TG		
Proposal:	Approval of details pursuant to conditions 5 (Service and Delivery Plan (SDP)) and 6 (Cycle Storage) attached to planning permissions HGY/2017/0981 and HGY/2017/0982		
Application No:	HGY/2018/0161	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	22/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 6 (Arboricultural Method Statement) attached to planning permission HGY/2017/0967.		
Application No:	HGY/2018/0162	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	22/01/2018
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 6 (Arboricultural Method Statement) attached to planning permission HGY/2015/2915.		

Total Applications Decided for Ward: 18WARD: **Tottenham Hale****CLUP Applications Decided: 4**

Application No:	HGY/2017/3607	Officer:	Jake Atkins
Decision:	PERM DEV	Decision Date:	24/01/2018
Location:	76 Seymour Avenue N17 9EB		
Proposal:	Certificate of lawfulness: proposed construction of rear dormer and rooflights to the existing pitched roof and alterations to the rear ground floor fenestration		
Application No:	HGY/2017/3671	Officer:	Samuel Uff
Decision:	PERM DEV	Decision Date:	25/01/2018
Location:	6 Park View Road N17 9EY		
Proposal:	Certificate of lawfulness for proposed rear roof extensions.		

Application No:	HGY/2018/0124	Officer:	Marco Zanelli
Decision:	PERM DEV	Decision Date:	19/01/2018
Location:	110 Scales Road N17 9EZ		
Proposal:	Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 3 x rooflights to the front roofslope.		
Application No:	HGY/2018/0148	Officer:	Fatema Begum
Decision:	PERM DEV	Decision Date:	26/01/2018
Location:	129 Sherringham Avenue N17 9RU		
Proposal:	Certificate of Lawfulness - rear dormer and roof lights x 3		

FUL Applications Decided: 5

Application No:	HGY/2017/3129	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	26/01/2018
Location:	The Beehive Stoneleigh Road N17 9BQ		
Proposal:	Demolition of existing garages and erection of 3 storey building comprising 3.no studio flats (Class C3 Residential); new metal balustrade, decking and access covering existing single storey structure to provide associated amenity space; provision of cycle and waste storage to rear		
Application No:	HGY/2017/3379	Officer:	James Hughes
Decision:	GTD	Decision Date:	19/01/2018
Location:	1 Station Square Station Road N17 9JZ		
Proposal:	Application for temporary planning permission for the erection of new substations and enclosure within the western section of the wider Station Square site to facilitate delivery of Planning Permission HGY/2016/3932.		
Application No:	HGY/2017/3597	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	24/01/2018
Location:	110 Lansdowne Road N17 9XX		
Proposal:	Erection of a side window to kitchen.		
Application No:	HGY/2017/3630	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	24/01/2018
Location:	41 Vicarage Road N17 0BB		
Proposal:	Alteration to existing church including erection of a single storey rear extension		
Application No:	HGY/2017/3632	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	25/01/2018
Location:	12A Baronet Grove N17 0LX		
Proposal:	Demolition of former MOT garage and outbuildings at rear, and erection of a 2 storey end of terrace building to the Baronet Grove frontage comprising two 1 bedroom flats, together with a part two-storey, part single-storey rear extension to provide a 1 bedroom flat and a studio flat.		

PND Applications Decided: 1

Application No:	HGY/2017/3410	Officer:	Robbie McNaugher
Decision:	GTD	Decision Date:	25/01/2018
Location:	Berol Yard Ashley Road N17 9LJ		
Proposal:	Prior notification for demolition of the following buildings, located to the rear of Berol House, Ashley Road, Tottenham Hale: existing lightweight portal steel warehouse - known as Unit 10, Berol House, existing lightweight portal steel warehouse - known as Unit 11, Berol House, and existing café - known as Unit 8, Berol House		

RES Applications Decided: 1

Application No: **HGY/2017/1857** Officer: Gareth Prosser

Decision: GTD Decision Date: 17/01/2018

Location: Tottenham Hale Station Station Road N17 9LR

Proposal: Approval of details pursuant to conditions 8 (Demolition and and Construction Management Plan and Construction Logistics Plan) attached to planning permission HGY/2013/2610

TEL Applications Decided: 1

Application No: **HGY/2018/0009** Officer: Kwaku Bossman-Gyamara

Decision: RNO Decision Date: 04/01/2018

Location: Waterside Way N17 9AZ

Proposal: Notification to utilise permitted development rights as defined in Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) to install electronic communications apparatus/development ancillary to radio equipment housing on behalf of CTIL, Telef nica UK Ltd and Vodafone Ltd (removal of 6no. antennas and their replacement with 6no. new antennas and the removal of the existing antenna shroud and its replacement with a new slightly larger antenna shroud measuring 580mm)

Total Applications Decided for Ward: 12WARD: **West Green****CLUP Applications Decided: 2**

Application No: **HGY/2017/3683** Officer: Marco Zanelli

Decision: PERM DEV Decision Date: 05/01/2018

Location: 25 Keston Road N17 6PJ

Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 3 x rooflights to the front roofslope.

Application No: **HGY/2018/0125** Officer: Marco Zanelli

Decision: PERM DEV Decision Date: 19/01/2018

Location: 188 Boundary Road N22 6AJ

Proposal: Certificate of lawfulness for formation of dormer in rear roof slope.

FUL Applications Decided: 4

Application No: **HGY/2017/3402** Officer: Gareth Prosser

Decision: GTD Decision Date: 09/01/2018

Location: 236 Boundary Road N22 6AJ

Proposal: Conversion of a Property into two self-contained flats comprising 1 x 3 bedroom flat, 1 x 2 bedroom flat with associated landscaping of front gardens. In addition, the flats will incorporate an external enclosed bin store and secure cycle store.

Application No: **HGY/2017/3491** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 24/01/2018

Location: Surgery 326 Philip Lane N15 4AB

Proposal: Conversion of GP surgery at first floor level only into 2 bed 3 person self contained flat including terrace at first floor level

Application No: **HGY/2017/3512** Officer: Duncan McKane

Decision: REF Decision Date: 24/01/2018

Location: 450 West Green Road N15 3PT

Proposal: Change of use of rear of shop (use class A1) to 1 no. 1 bed flat (use class C3) and associated alterations

Application No: **HGY/2017/3615** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/01/2018
 Location: 8 Carlingford Road N15 3EH
 Proposal: Erection of rear ground floor side extension

PNE Applications Decided: 2

Application No: **HGY/2017/3480** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 16/01/2018
 Location: 215 Sirdar Road N22 6QU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Application No: **HGY/2017/3562** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 23/01/2018
 Location: 188 Boundary Road N22 6AJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.610m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 8WARD: **White Hart Lane****CLUP Applications Decided: 1**

Application No: **HGY/2018/0182** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 26/01/2018
 Location: 81 Risley Avenue N17 7HJ
 Proposal: Certificate of Lawfulness for a single storey rear extension.

FUL Applications Decided: 1

Application No: **HGY/2017/3395** Officer: Duncan McKane
 Decision: GTD Decision Date: 04/01/2018
 Location: 7 Great Cambridge Road N17 7LG
 Proposal: Installation of a Rapid Charging Point and associated works to the pedestrian footway to create an electric vehicle charging point

TPO Applications Decided: 1

Application No: **HGY/2017/3569** Officer: Matthew Gunning
 Decision: GTD Decision Date: 25/01/2018
 Location: Electricity Sub Station Church Lane N17
 Proposal: Works to Trees protected by a TPO: T1 - Lime - to reduce in height by 3-4 meters and reduce side laterals by 1-2 meters. to crown lift to 4 meters. crown lift needed because the tree is restricting access to essential space within a UK Power Networks site. space is needed for utility vehicles in order to carry out maintenance to the site. reduction is in the interest of good husbandry. T2- Lime - to reduce in height by 3-4 meters and reduce side laterals by 1-2 meters. to crown lift to 4 meters. crown lift needed because the tree is restricting access to essential space within a UK Power Networks site. space is needed for utility vehicles in order to carry out maintenance to the site. reduction is in the interest of good husbandry.

Total Applications Decided for Ward: 3WARD: **Woodside****CLUP Applications Decided: 2**

Application No: **HGY/2017/3546** Officer: Kwaku Bossman-Gyamera
 Decision: PERM REQ Decision Date: 16/01/2018
 Location: 45 Warberry Road N22 7TQ
 Proposal: Certificate of lawfulness proposed first floor rear extension.

Application No: **HGY/2018/0135** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 24/01/2018
 Location: 217 Lyndhurst Road N22 5AY
 Proposal: Certificate of Lawfulness for proposed single storey rear extension, rear dormer to facilitate a loft conversion with rooflights and outbuilding

FUL Applications Decided: 5

Application No: **HGY/2017/3443** Officer: Samuel Uff
 Decision: GTD Decision Date: 17/01/2018
 Location: 38 Sylvan Avenue N22 5HY
 Proposal: Conversion from dwelling into 3 self-contained flats in conjunction with single storey rear extension and rear dormer roof extension

Application No: **HGY/2017/3576** Officer: Wendy Robinson
 Decision: GTD Decision Date: 11/01/2018
 Location: 109 Lyndhurst Road N22 5AX
 Proposal: Formation of loft conversion, involving; re-pitching of the roof & the front pediment/raising of the ridge line, the formation of a rear roof dormer extension, and the insertion of two rooflights to the front slope and to the back addition slope

Application No: **HGY/2017/3592** Officer: Duncan McKane
 Decision: GTD Decision Date: 12/01/2018
 Location: Ground Floor Flat A 670 Lordship Lane N22 5JJ
 Proposal: Erection of a single storey rear/side return extension

Application No: **HGY/2017/3617** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/01/2018
 Location: 6 Ewart Grove N22 5NX
 Proposal: Erection of a single storey rear extension, rear dormer window and insertion of x 2 rooflights to the front elevation

Application No: **HGY/2017/3646** Officer: Duncan McKane
 Decision: REF Decision Date: 18/01/2018
 Location: Flat 1 38 Woodside Road N22 5HT
 Proposal: Erection of single storey rear extension

TEL Applications Decided: 1

Application No: **HGY/2017/3705** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 05/01/2018
 Location: White Hart Lane Community Sports Centre White Hart Lane N22 5QW
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for the removal and replacement of 3no. existing antennas with 3no. new antennas and ancillary works thereto.

Total Applications Decided for Ward: 8

Total Number of Applications Decided:	194
--	------------
