

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Monday, 12th March, 2018, 7.00 pm - Civic Centre, High Road,
Wood Green, London N22 8LE**

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

Quorum: 3

1. **FILMING AT MEETINGS**

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

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

2. **PLANNING PROTOCOL**

The Planning Committee abides by the Council's Planning Protocol 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 13 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 - 44)

To confirm and sign the minutes of the Planning Sub Committee held on 15 January 2018 and 12 February 2018.

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. (2018/0050) LAND NORTH OF MONUMENT WAY AND SOUTH OF FAIRBANKS ROAD N17 (PAGES 45 - 102)

Proposal: Submission of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 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

Recommendation: GRANT

9. (2017/3584) LAND AT BERNARD WORKS, BERNARD ROAD, HERBERT ROAD AND NORMAN ROAD (PAGES 103 - 244)

Proposal: Demolition of existing buildings and erection of a part 1,3, 4,5,6,7 storey mixed use development comprising 25 Commercial Units (B1), music rehearsal space (Sui Generis), a café (A3), Commercial Pavilion (Sui Generis) (2446.9sqm), and 99 Residential Units (C3) including 12 apartments tethered to the commercial space, plus site access, landscaping, plant and other associated development.

Recommendation: GRANT

10. (2018/0047) 500 WHITE HART LANE N17 7NA (PAGES 245 - 336)

Proposal: Submission of Reserved Matters, namely a) Layout, b) Scale, c) Appearance and d) Landscaping pertaining to Outline Permission ref. HGY/2016/0828 for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.

NB: This reserved matters application also deals with the layout and location of the employment use, which under the outline planning consent is located at the rear of the site and adjacent to Block 4. The layout now changes where the employment use is located at the front of the site on ground floor and first floor of block 1. The amount of commercial floorspace does not increase but as consented under the outline planning consent. A substation will be located in its place to the north west of the site.

Recommendation: GRANT

11. UPDATE ON MAJOR PROPOSALS (PAGES 337 - 348)

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

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 349 - 378)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 29 January – 23 February 2018.

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

14. DATE OF NEXT MEETING

20 March 2018

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

Friday, 02 March 2018

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 15TH JANUARY, 2018, 7.00 -
9.10 pm**

PRESENT:

**Councillors: Natan Doron (Chair), Joanna Christophides, Barbara Blake,
John Bevan, Jennifer Mann, James Patterson and Ann Waters**

149. FILMING AT MEETINGS

Noted.

150. APOLOGIES

Apologies for absence were received from Councillor Basu, Beacham and Mallett.

Councillor Christophides was in attendance as a substitute for Councillor Basu.

151. URGENT BUSINESS

None.

152. DECLARATIONS OF INTEREST

None.

153. MINUTES

RESOLVED

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

**154. HGY/2017/2182 - LAND AT THE REAR OF 132 STATION ROAD, WOOD GREEN,
N22 7SX**

The Committee considered an application for the demolition of existing structures and redevelopment of the site to provide 3 no. family sized dwellings (over two levels) and associated refuse shelters, cycle parking and additional landscaping (2nd AMENDED PROPOSAL, Revision E: relocation of Houses 2 and 3, obscure glazing to rear of House 3, levelling off site ground level, relocation of House 2 lightwell to avoid Root Protection Zone of Tree 004).

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

Kenny Jones addressed the Committee in objection to the application. He owned the recording studio next to the land, and the access road leading up to it. He submitted to the Committee that the application was in contravention of the planning policies DM1 and DM2. He stated that there would be a detrimental effect to his business, as any structural or building works would impact on clients' ability to carry out any recordings in the studio. He requested that the Committee took into account the comments of the Fire Authority, who had indicated that they were not satisfied with the access to the properties.

Simon Fedida addressed the Committee in objection to the application. He requested that the Committee refuse the application, due to the damage that it would cause to Mr Jones' business, the poor design of the site (the creation of a gated community with poor access), the potential loss of light to gardens from boundary planting, and the damage to a conservation area.

Councillor Mitchell addressed the Committee in objection to the application. He suggested that building within the Wood Green Conservation Area was in contravention of planning policy DM9. There had been previous refusals of applications at the site on the basis of loss of open space and the impact on visual amenity. The proposal was for modern style housing which was not in keeping with the traditional housing in the surrounding roads.

Councillor Wright addressed the Committee in objection to the application. The site was in the Wood Green Conservation Area, and previous appeals to refusals had been upheld on this basis, which should provide the Committee with a strong argument for refusing the application. There were a number of approved applications which would provide thousands of homes, and it was unnecessary to allow an application which was in contravention to the planning policy for only three homes.

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

- The previous application was for a different site area, which would have been more prominent and overdeveloped. The site for this application was not visible from the public realm, and there had been a lot of thought put into the architecture to ensure it fits in with the local area.
- Ownerships issues were not a material planning consideration, however, the applicant would not be permitted to use the access road to the site without the permission of the landowner.
- There would be no parking on the site, and residents would be able to apply for on-street parking permits.
- Access for emergency vehicles was not a material planning consideration. It would be controlled by Building Regulations.
- It could be conditioned that the gate be removed from the access road to the site to avoid a gated development, however, this would require permission from the landowner.

Matt Humphreys, Applicant Representative, addressed the Committee. He advised that the applicant had attended two pre-application meetings, and had worked with officers to reduce the height and scale of the proposal. He considered that the development would retain the character and appearance of the conservation area. All

properties would be at least dual aspect, whilst remaining sensitive to the local context.

The Chair moved that the application be granted, and following a vote, with 3 Members voting in favour, 4 Members voting against and no abstentions, the motion was NOT AGREED.

The Chair moved that the application be refused, and following a vote, with 4 Members voting in favour, and 3 abstentions, the motion was AGREED, and the application was REFUSED, for the following reasons:

1. The proposed development, by reason of the quantum of development and domestication of the land, would be harmful to the character and appearance of the area and represent an overdevelopment of the site. This would be contrary to policies 7.4, 7.6 and 7.8 of the London Plan 2016, SP11 of the adopted Haringey Local Plan 2013 and DM1, DM7 and DM9 of the adopted Haringey Development Management DPD 2017, and the provisions of the NPPF.
2. The general access arrangements proposed to service the development would not result in a high quality residential environment and would be contrary to policies DM2 and DM7 of the adopted Haringey Development Management DPD 2017, and the provisions of the NPPF.

155. BHS - 22-42 HIGH ROAD, WOOD GREEN, N22 6BX

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:

- The developers had been mindful of not creating small pockets of spaces where it may encourage anti-social behaviour. It was hoped that the openness of the courtyard, the lighting, and the A3 unit would prevent this.
- Part of the balconies would be dedicated as winter gardens to allow for better use. For the properties without balconies, there would be adequate shared amenity space.
- There was already an operator interested in developing the hotel, which demonstrated the level of demand in the area.

The Chair thanked all for attending.

156. 26-28 BROWNLOW ROAD, BOUNDS GREEN, N11 2DE

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:

- Parking would not be provided for the 27 flats, however there would be three disabled spaces in line with the guidance, and one space per house. There was existing permission in place for two houses each with a parking space, so the amended proposal would include one additional space for the third house.

- The balconies would be covered with obscured glass.

The Chair thanked all for attending.

157. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

158. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

159. NEW ITEMS OF URGENT BUSINESS

None.

160. DATE OF NEXT MEETING

29 January 2018

CHAIR: Councillor Natan Doron

Signed by Chair

Date

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 12TH FEBRUARY, 2018, 7.00 -
8.50 pm**

PRESENT:

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

161. FILMING AT MEETINGS

Noted

162. PLANNING PROTOCOL

Noted

163. APOLOGIES

Apologies for absence were received from Councillor Jennifer Mann.

164. URGENT BUSINESS

None.

165. DECLARATIONS OF INTEREST

Councillors Christophides and Waters advised that they were Trustees on the Alexandra Palace and Park Board, who had submitted comments on the Haringey Heartlands application, although these comments were neither in support or objection to the application.

166. MINUTES

RESOLVED

That the minutes of the Planning Committee held on 28 November 2017, 11 December 2017 and 18 December 2017 be approved.

167. LAND AT HARINGEY HEARTLANDS

The Committee considered an application for: 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.

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

Marcus Ballard addressed the Committee on behalf of the Parkside Malvern Residents Association in objection to the application. He requested that there be a compromise between the development and the deculverting of the Moselle river. He referred to the Atkins report provided by St William and stated that there was a number of errors, mainly that the river level was not as deep as had been suggested (although future building works would bury the river further below ground); and that the water quality standards used by St William were incorrect. He referred to the option of future proofing the development so that the river could be daylighted in the future, but explained to the Committee that he did not believe this to be a suitable option. He requested that a condition be added to the permission (if granted) in relation to deculverting the river.

Nick Rau addressed the Committee on behalf of Fountain Area Residents Association in objection to the application. He also requested that if permission were granted, that a condition be included to require the deculverting of the river. He referred to the future proofing suggestion and stated that he did not think this was viable, as it would involve carrying out works in the gardens of new residents. He informed the Committee that 72 representations had been made on the Planning website in support of deculverting. He also agreed with Mr Ballard that St William had used the wrong water quality standard, and had used the standard for bathing water.

Ivan Huzar addressed the Committee in objection to the application. He owned a business on Western Road and explained that the redevelopment of the area would result in having to relocate his business. He requested that the Committee considered the loss of businesses and jobs in the area as a result of the development.

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

- Officers explained that the water testing results had shown that the water quality had worsened since the commencement of the misconnections project, and advised that it would be not sensible to deculvert the river until the quality had risen to bathing standards.
- Haringey Council were responsible for relocating all Haringey business tenants, and would provide suitable premises before and land transfer took place.

Councillor Doron read a statement from Councillor Ahmet, in which she referred to the need for truly affordable housing and not intermediate, although she conceded that there had been an improvement on the amount of affordable housing than in the existing consented scheme. Cllr Ahmet also referred to the Borough's Transport Strategy, which would include the air quality action plan, and a cycling / walking strategy and stated that she would fully expect to see strategies and plans embedded in the masterplan for the development.

Councillor Tucker addressed the Committee. He referred to a letter sent to the Committee by Catherine West MP, which raised questions regarding the lack of affordable housing. Out of 1700 units, there would be 95 flats for social rent, which he considered to be unacceptable in a major scheme.

Sean Ellis, St William, addressed the Committee on behalf of the applicant. The development site had a PTAL rating of 4-6, which was considered to be very good, and this was not based on Crossrail 2 or improvements to the Piccadilly Line. There would be an £8m s106 contribution from the development. Affordable homes made up 32.5% of the total homes in the scheme, which was an increase of 234 homes to the existing consent.

Mr Ellis referred to the deculverting of the river and explained that the quality of the water was deteriorating and deculverting would cause a public health hazard. There would be the option to future proof the deculverting, with annual water quality testing. He agreed to waive the resident's vote in terms of future deculverting, and all residents would be made aware that subject to the improvement in water quality, there would be a possibility that the river could be deculverted. He added that any deculverting would be subject to a planning application.

Following further discussions on the deculverting of the river, the applicant agreed to submit a de-culverting plan to the Council prior to commencing phase 2 of the development and agreed to undertake annual water quality assessments up until 5 years after practical completion, with such water quality standards to be agreed with the Council and the Environment Agency.

Mr Ellis added that the development would provide an additional 6050sqm of employment space, and the scheme had been reviewed by the Mayor of London, who was in support.

Nick Hartwright addressed the Committee in support of the application. He was the owner of The Mill Co. Project, and had been working with the developers to ensure that the employment space offer was attractive to businesses. He explained the

importance of provided affordable workspaces to smaller start up businesses. The development would allow businesses to put down roots and be retained in the Wood Green area.

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

- Whilst it would be desirable to include more affordable housing, the number of affordable units was based on the viability assessment. The affordable housing in this development met the Government definitions/
- Catherine West MP had previously written to officers regarding block C7, however, she had not submitted any representations to previous applications.
- The design code made provisions for greening buildings.
- 63% of units had a north facing aspect, there were fewer single aspect units, and none of the family sized units would be single aspect. 60% of units would be dual aspect, and only 6% of the single aspect units would be north facing.
- The new employment space would provide 890 jobs.
- The applicant would be happy to extend the time period for shared ownership eligibility.

Councillor Bevan requested a condition that shared ownership eligibility be extended to people working in Haringey for six months rather than two. The application agreed to this, but explained that this would form part of the s106 terms, rather than a condition.

The Chair moved that the application be granted subject to inclusion of the additional conditions/obligations agreed with the applicant during the meeting, and following a vote, with eight Members voting in favour, and one abstention, it was resolved:

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

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) 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>
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B – Conditions relating to the outline element only

2.	<p>Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping) 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, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:</p> <p>(a) appearance; (b) landscaping; (c) layout; and (d) scale (e) access</p> <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, for each phase of development. The development of each phase 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) The first application for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made</p>

	<p>to the Local Planning Authority no later than the expiration of five years from the date of this permission with all applications for the approval of the remaining Reserved Matters made no later than the expiration of ten 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 style="padding-left: 40px;">a) The expiration of five years from the date of this permission OR b) The expiration of three 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>
<p>4.</p>	<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 2 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 29 (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. • An updated commercial strategy detailing how the minimum commercial floorspace requirements are being provided. <p>Access</p> <ol style="list-style-type: none"> 1) Detailed plans and drawings including 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>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 <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 amendment.</p> <p>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);</p>

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

439/P/SW/E/100; 439/SW/E/200; 439/SW/E/201; 439/P/SQ/200 (Rev A); 439/P/SQ/203 (Rev A); 439/P/SQ/204 (Rev A); 439/P/SQ/207 (Rev A); 439/P/C1/100 (Rev A).

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. COMPLIANCE - Quantum of Development

The development hereby permitted shall comply with the following amounts:

Building	
Class C3 residential	Maximum 163,300m ² GEA (and no less than 1714 homes)
Class B1 Employment	7,500m ² GEA (of which no less than 1,500m ² of Class B1(c))
Total A1-A5 Use	1,500m ² - 3,950m ² GEA (of which no more than 2,500m ² of Class A1 Retail)
Class D1 Day Nursery	Up to 417sqm (GEA)
Class D1/D2 Leisure	Up to 2,500m ² (includes 251m ² GEA 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)

	<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>
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.</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(B1c) 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 objectives in pursuance of Local Plan policies SP11.</p>
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 Class A1 floorspace shall not exceed 2,500sqm. No floorspace is permitted in respect of Class A5 use.</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>

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

Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).

11. **COMPLIANCE – Development in accordance with Noise and Vibration Report**
a) Prior to the commencement of each phase of the development hereby approved , except for Site Preparation Works, details of the sound attenuation to protect against externally generated (environmental) noise sources including rail transport so as to achieve the internal ambient noise levels detailed in Table 10.14 (Chapter 10, ES October 2017) and BS8233:2014 shall be submitted to and approved in writing by, the Local Planning Authority. The measured or calculated noise levels shall be determined in accordance to the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. b) The approved works are to be completed prior to occupation of the development and retained for the lifetime of the development. c) Prior to first occupation of the development, a Post Completion Report demonstrating compliance with the mitigation measures in A above shall be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the amenities, health and safety of neighbouring properties and occupiers and of the area generally, and to ensure compliance with Policy 7.15 of the London Plan (2016)

12. **COMPLIANCE –RESIDENTIAL MIX**

The development hereby permitted shall comply with the following affordable residential mix; and private residential mix (unless otherwise agreed in writing with the local planning authority):

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 (o 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)

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. **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.

14. **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 and other standards 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).

15. **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.

16. **COMPLIANCE – Architect Retention**
The existing architects shall be retained as Masterplan Architects to oversee the detailed design unless otherwise agreed in writing by the Local Planning Authority. The existing architect shall also be retained for the implementation of the detailed element of the application unless otherwise agreed in writing by the Local Planning Authority.

	<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>
<p>17.</p>	<p>COMPLIANCE - Land Contamination – Part C <u>CON1:</u> Before development commences for each phase other than for investigative work:</p> <p>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.</p> <p>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:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</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.

	Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.
18.	<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>
19.	<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>
20.	<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 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>
21.	<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>
22.	<p>COMPLIANCE - A1-A4 and B1– 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>
23.	<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 0700 or after 2300 hours on any day of the week.</p>

24.	<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>
25.	<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>
26.	<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>
27.	<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 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>
28.	<p>PRE COMMENCEMENT – Updated Air Quality Assessment</p> <p>Part A:</p>

Prior to the submission of any reserved matters, an updated air quality assessment shall be submitted and approved by the Council in line with best practice guidance and other guidance provided by the Council. The air quality assessment will:

- 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.

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.

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.

Part D: No development works will take place for the outline element , 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.

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.
29.	<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>
30.	<p>PRE-COMMENCEMENT (Phase 2) River Moselle De-culverting Plans</p> <p>No development or works relating to Phase 2 as defined by the approved Phasing Strategy under condition 29 (excluding demolition of above ground structures and Building C1) shall take place until a detailed plan for the de-culverting of the Moselle has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The development shall be carried out in accordance with the approved details which shall include the following:</p> <ul style="list-style-type: none"> - Details of the annual testing of water quality, including the relevant benchmarks to be achieved in accordance with Annex 1 of the Bathing Water Quality Directive' forming part of the Water Framework Directive or any future equivalent standard - Full options feasibility appraisal and preferred solution - Full landscape details including cross and long sections - A long-term maintenance and management scheme, including how safe access to, and maintenance of, the river will be achieved <p>Reason: to secure details of an implementable scheme to deliver the future de-culverting of the River Moselle in accordance with London Plan policy 7.24.</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>
31.	<p>COMPLIANCE - Archaeological Watching Brief</p> <p>No development (apart from demolition of above ground structures) shall take place within the former Olympia Trading Estate and properties 57-89 Western</p>

	<p>Road until the applicant has secured the implementation of an archaeological watching brief 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 ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported consistent with Policy 7.8 of the London Plan 2015 and Policy SP12 of the Haringey Local Plan.</p>
32.	<p>PRE-COMMENCEMENT – MEANWHILE AND INTERIM USES</p> <p>No development of a phase excluding demolition and site preparation works shall be commenced 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>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>
33.	<p>PRE-COMMENCEMENT - Confirmation of Site Levels</p> <p>Prior to the commencement of each relevant phase (except demolition works 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> <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>
34.	<p>PRE-COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>Development for each 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.</p>

	<p>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>
35.	<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 for that phase. 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>
36.	<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>
37.	<p>PRE- COMMENCEMENT - Electricity Sub-station:</p> <p>Prior to the commencement of the development, excluding demolition and site preparation works, a survey report on the 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>
38.	<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>
39.	<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; 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>
40.	<p>PRE-COMMENCEMENT - Piling method statement</p> <p>No piling shall take place within a phase 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 for that phase. 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>
41.	<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>
42.	<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>
43.	<p>PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy</p> <p>Prior to commencement of above ground works excluding Building C1 for each phase an affordable housing strategy shall be submitted to and approved in writing by the local planning authority setting out how that phase contributes to a minimum site wide requirement 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 for each phase, 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>
44.	<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 Building C1 a strategy to facilitate ultra-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 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>
45.	<p>PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan</p> <ul style="list-style-type: none"> a) Prior to commencement of above ground works for each phase, a Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in writing by the Local Planning Authority. The BEP shall be

	<p>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>
<p>46.</p>	<p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p> <p>Prior to the commencement of above ground works for each phase details of the design, implementation, maintenance and management of the sustainable drainage scheme for each phase 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>

47.	<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>
48.	<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 for that phase. Development shall accord with the details as 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>

49.	<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 the principles and practices 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 of that phase, 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>
50.	<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 beyond the assessment methodology thresholds. The report will include the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - 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>
51.	<p>PRIOR TO SUBMISSION OF RMA - Energy Strategy</p> <p>Notwithstanding the submitted details and prior to the submission of any</p>

	<p>detailed reserved matters, excluding demolition and site preparation works, an updated 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. Details of the site wide heating and hot water facilities, the phasing of delivery, and associated network infrastructure will be submitted for approval to the Council. The strategy shall explore all reasonable options for improving the energy efficiency of the building 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.</p>
52.	<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 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>
53.	<p>PRIOR TO OCCUPATION – Commercial and Workspace Strategy</p> <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> <ol style="list-style-type: none"> a) a strategy that complements the existing and emerging cultural and economic offer in and around the site b) setting out a timetable for the marketing and occupation of such workspace; c) explaining how such workspace is designed to meet the needs of commercial undertakings; d) 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;

	Reason: to ensure the placemaking and economic objectives of the Wood Green AAP are secured.
54.	<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>
55.	<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 carrying out the development.</p>
56.	<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> <p>a) CCTV; b) Security lighting</p>
57.	<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>
58.	<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</p>

	landscape management plan shall be carried out as approved.
59.	<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> <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). <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 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>
60.	<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>
61.	<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>

	Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.
62.	<p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System</p> <p>Prior to the occupation of each phase 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>
63.	<p>PRIOR TO OCCUPATION – Delivery and Servicing Plan</p> <p>Prior to occupation of each phase of 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.

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.

CIL

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.

Site Preparation Works:

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:

Substructure works are defined as building foundations or underlying supporting substructure

Superstructure

Superstructure works are defined as part of the building above its foundations

Phasing:

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

Meanwhile Uses:

Interim works comprise, inter alia, meanwhile uses.

INFORMATIVE: The applicant is referred to details within the Design Code and Design and Access Statement encouraging the use of Green & Living Walls. Green walls are essentially vertical gardens that can attach to either the inside or outside of a wall and are slightly different from other designs, utilising plants such as climbing ivy or clematis, in that the plant material is actually rooted into the wall fixing itself. The use of living and green walls is encouraged as part of future detailed design and soft landscape details submitted in support of planning conditions.

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 six 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 timetables, 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 £255,000 (two hundred and fifty-five thousand 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 £900,000 (Nine Hundred 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
- to carry out annual testing of the water quality of the River Moselle (testing specification to be agreed with the EA and the Council) until 5 years after practical completion of the development using the following sequence;
 - (1) Prior to Phase 2 or should the water quality meet an agreed standard then St William will submit for approval by the Council a plan for de-culverting the Moselle;
 - (2) St William will undertake the works subject to funding being available.

10. Monitoring Fee

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

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 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.

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.

168. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

169. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

170. NEW ITEMS OF URGENT BUSINESS

None.

171. DATE OF NEXT MEETING

22 February 2018

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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Planning Sub Committee 12 March 2018

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2018/0050

Ward: Tottenham Hale

Address: Land north of Monument Way and South of Fairbanks Road N17

Proposal: Submission of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 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

Applicant: Newlon Housing Trust

Case Officer Contact: Tobias Finlayson

Date received: 10/11/2016

Drawing number of approved plans:

Site plans:

16017_00_07_001 Planning Application Boundary Location Plan P01

16017_00_07_002 Existing Site Plan P01

16017_00_07_003 Site Plan Proposed With Context P01

16017_00_07_004 Site Plan Proposed P01

16017_00_07_010 Ground Floor Plan P01

16017_00_07_011 First Floor Plan P01

16017_00_07_012 Second Floor Plan P01

16017_00_07_013 Third Floor Plan P01

16017_00_07_014 Fourth Floor Plan P01

16017_00_07_015 Site Roof Plan P01

GA plans:

16017_00_07_100 Block A, Plan - Ground Floor P01

16017_00_07_101 Block A, Plan - First Floor P01

16017_00_07_102 Block A, Plan - Typical Floor P01

16017_00_07_103 Block A, Plan - Roof P01

16017_00_07_105 Block B, Plan - Ground Floor P01

16017_00_07_106 Block B, Plan - First Floor P01

16017_00_07_107 Block B, Plan - Typical Floor P01

16017_00_07_108 Block B, Plan - Fourth Floor P01

16017_00_07_109 Block B, Plan - Roof 1:200 A3 P01

16017_00_07_110 Block C, Plan - Ground Floor P01

16017_00_07_111 Block C, Plan - First Floor P01

16017_00_07_112 Block C, Plan - Typical Floor P01
16017_00_07_113 Block C, Plan - Roof P01
16017_00_07_114 1b2p Type Plans P01
16017_00_07_115 2b4p Type Plans P01
16017_00_07_116 2b4p Type Plans P01
16017_00_07_117 3b5p Type Plans P01
16017_00_07_118 3b5p Type Plans P01

Site elevations:

16017_00_07_200 South Site Elevation P01
16017_00_07_201 North Site Elevation P01

GA elevations:

16017_00_07_203 Block A, Elevations P01
16017_00_07_204 Block B, Elevations P01
16017_00_07_205 Block C, Elevations P01
16017_00_07_206 Block B, Elevations - South P01
16017_00_07_207 Block B, Elevations - North P01
16017_00_07_208 Rvp, Gutter And Hopper Detail Elevations P01

GA sections:

16017_00_07_303 Block A, Section - Core P01
16017_00_07_304 Block A, Section - Long Section P01
16017_00_07_305 Block B, Section - Core P01
16017_00_07_306 Block B, Section - Long Section P01
16017_00_07_307 Block C, Section - Core P01
16017_00_07_308 Block C, Section - Long Section P01

Bay studies:

16017_00_07_400 Block A - Bay Study P01
16017_00_07_401 Block B - Bay Study P01
16017_00_07_402 Block C - Bay Study P01

Design intent:

16017_00_07_500 Balcony Detail P01
16017_00_07_501 Window Detail P01
16017_00_07_502 Canopy Detail P01
16017_00_07_503 Typical Roof Section P01

Landscape drawings:

271_001 Proposed Landscape Plan P6
271_002 Proposed Tree Replanting Plan P4
271_010 Block A Proposed Landscape Plan P5
271_011 Block B Proposed Landscape Plan P4
271_012 Block C Proposed Landscape Plan P5
271_020 Proposed Cross Section 1 P2
271_021 Proposed Cross Section 2 P2

271_022 Proposed Cross Section 3 P1
271_023 Proposed Cross Section 4 P2
271_024 Proposed Cross Section 5 P2
271_025 Proposed Cross Section 6 P2
271_026 Indicative Typical Brick Setting Out P1
271_030 Proposed Wall Front Elevation 1 P2
271_031 Proposed Wall Front Elevation 2 P1
271_040 Typical Wall Detail P2

Highway drawings:

160721-X-00- DR-C-2000 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-2001 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-4000 Proposed Surface Layout Sheet 1P2
160721-X-00-DR-C-4001 Proposed Surface Layout Sheet 2 P2
160721-X-00-DR-C-2200 Longitudinal Sections P1
160721-X-00-DR-C-2201 Cross Sections Sheet 1 P1
160721-X-00-DR-C-2202 Cross Sections Sheet 2 P1
160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P1
160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P2

Documents:

Combined Planning Statement and Design and Access Statement (including appendices) dated December 2017 by Allies and Morrison
Construction Environmental Management Plan dated 23 February 2018 by Mulalley & Co Ltd

1.1 The application has been referred to the Planning Sub-committee for a decision because it is a reserved matters application for scale, layout, appearance and landscaping to a major application which had a resolution to grant at Planning Sub-committee in February 2017 and for which the decision was issued in December 2017 following the signing of the section 106 agreement.

2.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

2.1 Outline planning permission (ref: HGY/2016/2184) was granted by the Planning Sub-committee in December 2017 (following the s106 agreement) for 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 thereby establishing the principle of development and affordable housing provision along with access matters. Matters of scale, layout, appearance and landscaping were subsequently reserved.

2.2 The development of the site as set in this reserved matters application is in accordance with the principles and parameters of the outline planning permission as well and the Council's strategic direction for this area. Therefore, the reserved matters of scale, layout, appearance and landscaping as proposed are considered acceptable.

3.0 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives as set out below.

List of conditions (the full text of recommended conditions is contained in section 9 of this report):

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)
- 3) COMPLIANCE: Plant and Machinery – EU Directive (LBH Environmental Health)
- 4) COMPLIANCE: Inventory of NRMM during Development
- 5) COMPLIANCE: Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)
- 6) COMPLIANCE: Wheelchair Dwelling (LBH Development Management)
- 7) PRE-COMMENCEMENT: Land contamination part 1 (LBH Environmental Health)
- 8) PRIOR TO FIRST OCCUPATION: Land contamination 2 (LBH Environmental Health)
- 9) PRE-COMMENCEMENT: Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)
- 10) PRE-COMMENCEMENT: Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)
- 11) PRE-COMMENCEMENT: NRMM Registration and Notification to LPA (LBH Environmental Health)
- 12) PRE-PILING: Impact Piling Method Statement (Thames Water)
- 13) PRE-ANY TREE WORKS: Tree Protection Site Meeting (LBH Tree and Nature Conservation)
- 14) PRE-ABOVE GROUND WORKS – Secure by Design Certificate (Metropolitan Police Service)
- 15) PRIOR TO FIRST OCCUPATION: Car Parking Management Details (LBH Transportation)
- 16) PRIOR TO FIRST OCCUPATION: Child Play Space Strategy (LBH Development Management)

List of informatives (the full text of recommended informatives is contained in section 9 of this report):

- 1) Working with the applicant (LBH Development Management)
- 2) Hours of construction work (LBH Development Management)
- 3) Party Wall Act (LBH Development Management)

- 4) Designing out crime – certified products (Metropolitan Police)
 - 5) Public sewers (Thames Water)
 - 6) Surface water (Thames Water)
 - 7) Minimum pressure and flow rate (Thames Water)
 - 8) Water main crossing the site (Thames Water)
 - 9) Large water main adjacent the site (Thames Water)
 - 10) Sprinkler installation (London Fire Brigade)
 - 11) Asbestos survey (LBH Environmental Health)
 - 12) Naming of new development (LBH Transportation)
- 3.2 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 3.3 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 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.

CONTENTS

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

APPENDICES:

- Appendix 1: Internal and external consultation responses
- Appendix 2: Neighbour consultation responses
- Appendix 3: Plans and images
- Appendix 4: Quality Review Panel report

4.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

4.1 Proposed development

- 4.1.1 The application is for the approval of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 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.
- 4.1.2 The scheme is proposed to be 100% affordable housing with the tenure split comprised of 100% Affordable Rented Housing (ARH).

4.2 Site and surroundings

- 4.2.1 The application site is 0.61 hectares in area and is irregular shaped but broadly rectangular. The site is bounded by Monument Way to the south and to the north by two and three storey post-war residential dwelling houses in 5 terraced rows, perpendicular to the northern plot line of the site. These dwelling houses form part of the wider Chesnut Estate. A primary school lies to the northwest of the site.
- 4.2.2 The site contains a highway, Fairbanks Road, which runs east to west within the redline area. Twenty-four off street car parking spaces currently lie south of Fairbanks Road (although not all of these spaces are currently in use for car parking). The site also contains a row of elm trees north of Monument Way and several smaller trees dispersed within grassed areas which are not designated as open space in the Local Plan. A brick boundary wall separates the site from Monument Way.
- 4.2.3 The site does not contain any statutory or locally listed buildings, although 62 High Cross Road, a Grade II listed Georgian dwelling is in the vicinity of the application site to the south. The Grade II listed Tottenham High Cross lies to the west of the site at the junction of Monument Way and the Tottenham High Road. The eastern boundary of the Tottenham Green Conservation Area lies approximately 90 metres from the western plot line of the site.
- 4.2.4 The surrounding area is of a mixed use character that is in transition. The application site will lie within the boundaries of the proposed Tottenham Hale District Centre. The area to the south of Monument Way has some uses of an industrial character, although there are also residential flatted uses present. The area is primarily characterised by the lack of permeability created by high volume of road traffic along Monument Way and the boundary wall between the site and the wider area to the south. The land which was occupied by the former Welbourne Centre, which is programmed for comprehensive redevelopment, lies to the east of site. The wider Chesnut Estate lies to the north and east of the redline area.

4.2.5 The site lies to the west of Tottenham Hale Bus and Railway Station and the site attracts a Public Transport Accessibility Level (PTAL) rating of 5/6a across the site, indicating excellent access to public transport. The site is located in Flood Risk Zone 1. The site is also the subject of a strategic designation (HT10) in the Tottenham Area Action Plan (AAP). The site is adjacent to archaeological priority area and within the Tottenham Hale Growth Area. The site is not within a Controlled Parking Zone (CPZ).

4.3 Relevant planning history

4.3.1 It is important to note that the site falls within the London Plan's Upper Lea Valley Opportunity Area Planning Framework, the Mayor of London's Housing Zone, the Tottenham Area Action Plan 2017 (AAP) and subject to a specific site allocation (TH10 Monument Way and the Welbourne Centre). Given the policy designations applicable to the site, the proposed development plays a key role in the portfolio approach to housing in that it is one of the few sites that will have a large amount of affordable rented units and provides for family housing.

4.3.2 Outline planning permission 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 was granted in December 2017 following the signing of the associated s106 agreement. The matter of access was approved with all other matters (appearance, landscaping, layout and scale being reserved).

5.0 CONSULTATION

5.1 Pre-submission engagement/consultation

5.1.1 Council's Regeneration Team has undertaken significant engagement with local residents in the vicinity of the site prior to the submission of the outline application, which also included a Statement of Community Involvement (SCI). Furthermore, the proposal is essentially a Council-led proposal and as such a careful consideration of the impacts on local residents has been on going as part of work to define the future of the wider Tottenham Hale area.

5.1.2 Subsequent to the outline planning permission being granted in February 2017, the reserved matters proposal has been discussed in detail with officers through the pre-application process, presented to the Quality Review Panel (QRP) and also presented to the Council Planning Sub-committee.

5.1.3 The report of the QRP meeting held 15 March 2017 is attached at Appendix 4. The issues raised and how they have been addressed by the applicant are set out at section 7 of this committee report. A summary of the report is as follows:

The Quality Review Panel finds much to admire in the proposals for Monument Way, which promise high quality development for this significant site. The key challenge at this design stage is to ensure the best possible relationship with the housing to the rear of the site. The panel thinks there is scope to refine the architecture of the rear elevation, to improve its appearance and light reflecting qualities. They also think the roof scape could be refined, to minimise overshadowing, within the parameters of the outline approval. The panel also offered some detailed comments on layout, public realm and landscape design.

5.1.4 To address the concerns of the QRP, the proposed scheme was amended in the following broad terms:

- The blue roof was removed, which enabled the massing and roofscape design to be refined to better integrate with the existing homes and minimise the daylight, sunlight and overshadowing impact as far as possible whilst maintaining the proposed unit mix.
- A light coloured facade has been specified for the rear wall of the external corridor.
- Ground and first floor windows have been introduced on the gable end elevations.
- Design Intent drawings have been included in the Design and Access Statement to secure the quality of the details.
- A robust planting scheme has been proposed adjacent to the wall.
- A lighting strategy has been submitted within the Design and Access Statement.
- The car parking spaces have been integrated with the footpath design to further enhance the character of the new Fairbanks Road.
- A channel for bicycles has been included in the design of the westernmost access point between Fairbanks Road and Monument Way.
- Landscaping works to existing green spaces to the north of the site, including informal play facilities, now form part of the proposals.

5.2 Formal consultation (post-submission)

5.2.1 The following were consulted regarding the application:

Internal:

- LBH Design Officer
- LBH Head of Carbon Management
- LBH Housing Design & Major Projects
- LBH Arboricultural Officer
- LBH Flood and Surface Water Drainage
- LBH Waste Management East Team
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Emergency Planning and Business Continuity
- LBH Transportation Group Transportation

- LBH EHS – Noise

External:

- London Fire Brigade
- Metropolitan Police Designing Out Crime Officer
- Transport for London
- Environment Agency
- Natural England
- Thames Water Utilities

5.2.2 The full text of comments from internal and external consultees that responded to consultation are contained in Appendix 1. A summary of the received consultation responses (or not) is below:

Internal:

- LBH Design Officer: No objection
- LBH Head of Carbon Management: No response
- LBH Housing Design & Major Projects: No objection
- LBH Arboricultural Officer: No response
- LBH Flood and Surface Water Drainage: No objection
- LBH Waste Management East Team: No objection subject to condition
- LBH EHS - Pollution Air Quality Contaminated Land: No response
- LBH Emergency Planning and Business Continuity: No response
- LBH Transportation: No objection subject to condition
- LBH EHS – Noise: No response

External:

- London Fire Brigade: No response
- Metropolitan Police Designing Out Crime Officer: No objection subject to condition
- Transport for London: Objects to loss of tree from TLRN
- Environment Agency: No response
- Natural England: No objection
- Thames Water: No objection

6.0 LOCAL REPRESENTATIONS

6.1 The following were consulted:

- 496 neighbouring properties by letter
- 5 site notices were displayed close to the site
- 1 notice was displayed in the press

6.2 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: 8
- Objecting: 7
- Supporting: 1

6.3 No local groups/societies made representations.

6.4 No Councillors made representations.

6.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

6.5.1 Affordable housing:

- Agrees that more social housing is needed
- Questionable whether affordable is really 'affordable'
- Rumours Chesnut residents will be moved in future

6.5.2 Impact on neighbouring amenity:

- Will overshadow adjoin properties
- Failed to conduct Daylight Distribution Test
- Will impact daylight/sunlight of other properties not surveyed

6.5.3 Construction impacts:

- Noise, air and dust pollution will result from demolition and construction of the proposed development

6.5.4 Design:

- Much higher than existing properties on Fairbanks Road
- Transparent balconies will result in clutter and privacy issues
- Have taken care with design to do not overlook neighbouring properties

6.5.5 Landscaping and layout:

- Result in loss of 'green lung' and trees
- Development will present a barrier between Monument Way and Chesnut residents
- Loss of wall along Monument Way removes relative seclusion of Chesnut residents

6.5.6 Anti-social behaviour:

- Additional alleyways

Car parking:

- Loss of car parking spaces from Fairbanks Road
- Result in congestion
- Good idea as road is hostile and dominated by cars

6.6 The following issues raised are not material planning considerations:

- 'Right to Light'
- History of fly-tipping

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The National Planning Practice Guidance makes clear that reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination). These are defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale'.

7.2 Outline planning permission (ref: HGY/2016/2184) was granted for matters of access only however, it did establish the principle of the proposed development, including the provision of residential development, the re-provision of existing car parking spaces and the loss of undesignated open space.

7.3 It is also important to note that the outline permission and associated s106 agreement secured the quantum and tenure mix of affordable housing provision (100% Affordable Rented Housing) as well as it being ARH in perpetuity, being drawn from nominations made by the Local Housing Authority, the dwelling mix and target rents being a percentage of local market rents.

7.4 Given the above, the reserved matters for consideration under the current application are scale, layout, appearance and landscaping.

7.5 Scale

Development density

7.5.1 London Plan 2016 policy 3.4 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 location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted local policy.

7.5.2 The density of the proposed development was considered at outline application stage and resulted in a gross density of 88 units per hectare (u/ha) based on 54

total units on a site of 0.6145 hectares, which is within the respective London Plan 2016 Density Matrix range for an urban site with that PTAL rating (5/6a). The density of the proposed scheme by habitable room can also be assessed as the unit layout is now known. The scheme proposes 168 habitable rooms resulting in 274hr/ha, which is within the relevant density matrix of 200-700hr/ha. Although at the lower end of the matrix, this is reflective of the site constraints that require a built form integrating with the existing pattern of lower density development in the area.

- 7.5.3 Overall, the proposed development will yield a density that is comfortably within London Plan matrix guidelines, optimises the site potential given identified constraints and is therefore acceptable and in accordance with relevant policy.

Height, bulk and massing

- 7.5.4 The principle of three terraces; blocks of 4 to five storeys containing maisonettes on lower floors and flats above, “bookending” the existing terraces and facing the main Monument Way street frontage, is established by the outline permission (ref: HGY/2016/2184).
- 7.5.5 However, the precise form of the terraces, in particular their roof form, has been firmed up and refined in this reserved matters application. The pitched roofs of the proposals retain the distinctive and eye catching variations of gables along the main south façade, and create interest to their end elevations, which will be seen in approaches to the development. However, to the rear, backing onto Chesnut estate, a simple pitched form creates a calm profile that is also as low as possible. Proposals for a flat roof with a higher parapet to parts of the rear, to enable raingardens, have been rejected on officers and the QRP’s advice, to avoid making the roof form more complex and reduce its height from the neighbouring houses as much as possible, with a lower eaves line than in the outline proposals.
- 7.5.6 Gable ends of the proposed blocks are further refined to give distinctive and interesting profiles, with roof terraces, balconies, windows and in two locations front doors onto them, to provide animation and surveillance of the ends of terraces and the new “entrances” into the existing residential closes. The two gable ends containing front doors are the two with the longest views. One is the eastern end of Block C (also the eastern end of the proposal), where the alignment of Fairbanks Road kinks back to its original location and the area to its south becomes a wider, wooded amenity space, opening onto the crossing of Monument Way and the major development site of the former Welbourne Centre. The other is the eastern end of Block A, which steps forward of the other two as the road in front narrows to just a footpath.

Daylight, sunlight and privacy/overlooking of neighbours

- 7.5.7 London Plan 2016 policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD 2017 policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 7.5.8 The Mayor's Housing SPG indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 7.5.9 The applicants provided Daylight, Sunlight and Overshadowing assessment of the proposed development and also the effect of their proposals on neighbouring dwellings as part of the outline application. These have 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".
- 7.5.10 The former is unchanged, but the latter has been further refined in this reserved matters application, to incorporate changes to the detailed massing of the proposals (particularly the lowered eaves line), and to include a more detailed assessment of neighbouring properties assessed to have noticeable day and sunlight effects.
- 7.5.11 The applicant's assessment demonstrates that 14no. windows to habitable rooms in neighbouring dwellings would have a noticeable loss of daylight to a level below the BRE Guide recommendations (the angles and Vertical Sky Component (VSC) tests). However, following surveys of a representative sample of rooms in neighbouring dwellings, they have been able to assess the No Sky Line areas (NSL) of the rooms lit by the affected windows; these show that only 1 of the affected windows light a room that would be adversely affected to a noticeable degree within the BRE Guide criteria. NSL is a measure of the distribution of diffuse daylight within a room.
- 7.5.12 Officers consider that just because the room lit will pass the NSL test, it is not necessarily acceptable for windows to fail the VSC test; it would be preferable for both tests to be passed. However, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London (the Mayor of London's Housing SPG acknowledges). In particular, 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. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. In this case, all but one of the affected windows retain a VSC of over 20% (or start well below 20% in the case of 2 ground floor windows where that resident has built a structure in their garden).

7.5.13 As before, the sunlight tests on living room windows show one house affected; it would still receive sufficient year-round sunlight but fall short for winter sunlight hours. It remains the case that this is to windows not affected by loss of daylight, and to a dual aspect house with good sunlight access to their other façade (all the affected neighbouring houses, like all the proposed dwellings in this development, are of dual aspect).

7.5.14 For gardens, the assessment again shows most neighbouring gardens to already have only marginal sunlight access, due to their east west alignment and high fences. Officers consider that the proposal may bring greater security to these gardens and perhaps some residents would feel confident to reduce the height or open up these fences to increase their sunlight access. The applicants' consultant's further work on this has been to assess sunlight levels in late spring and summer months (the BRE Guide assessment is based on the spring equinox i.e. March 21st). This shows sunlight levels when gardens are most likely to be used. This interestingly shows that sunlight levels in the afternoon are less and less affected by the development so that by June they are not affected at all.

7.5.15 It is difficult to 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:

"2.3.47 BRE guidelines 147 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".

7.5.16 In conclusion, officers are satisfied that the daylight, sunlight and overshadowing effects of the proposal would not result in significant harm in what is an urban location. This is also considered in the context of the outline permission. Officers also consider that the minor deleterious effects on neighbours in this

respect are outweighed by the public benefits (most significantly affordable housing) and improvement in the streetscape and urban environment and providing these neighbours with greater security, privacy and protection from noise and pollution. This is in addition to the need for affordable housing (including affordable rental accommodation) already identified within the outline permission (ref: HGY/2016/2184) and as secured by the associated s106 agreement.

7.6 Layout

Form and development pattern

- 7.6.1 The proposed development includes three linear blocks arranged east to west and orientated toward Monument Way, which is the same as approved under the outline permission. Blocks A and C are rectangular while Block B is articulated in line with the re-alignment of Fairbanks Road.
- 7.6.2 The terraced forms of the proposed blocks comprise ground and first floor maisonettes, with flats above. The ground and first floor maisonettes each have their own front door facing the street and their own private garden to the rear. The flats are accessed off a single communal entrance door, stair and lift core, to the centre of each block, a small private communal garden to its rear. In this way private gardens back onto the side walls and side fences to the back gardens of the existing Chesnut Estate gardens. Existing service paths are retained and taken around the side of the gable ends, but are gated so the existing and proposed housing gain a much more private rear, and a more logical relationship of domestic frontages to public streets. A clearer boundary between the public and private realm will therefore be established.
- 7.6.3 The principle of realigning Fairbanks Road to allow new housing facing it and, shortly beyond it, the parallel Monument Way, bookending the gable ends of the existing Chesnut Estate terraces, was established at outline permission stage. This included retaining a landscaping strip, including a wall, between the realigned Fairbanks Road and Monument Way but reconfiguring the wall to improve permeability, with gaps, steps and ramps opposite the new blocks, with wall remaining opposite the entrances to the existing residential closes.
- 7.6.4 The precise alignment of the new Fairbanks Road has been refined and detailed and officers consider that it will be a pedestrian friendly environment, with parking in limited, controlled locations, and with high quality surfacing materials to calm traffic and define a distinctive local streetscape. Landscaping has also been further refined and detailed, with street trees and seating to support a neighbourly street environment and integrate the proposals into the neighbouring residential streets.

Privacy and overlooking

- 7.6.5 The reserve matters application includes floor plan layouts for individual dwelling units and therefore allows assessment of privacy and overlooking. Given Monument Way adjoins the site to the south, privacy and overlooking issues for assessment arise primarily from the upper floor windows of the proposed blocks and access decks towards the rear gardens of the respective terraces to the north of the site.
- 7.6.6 While there is some potential for upper floor windows of the proposed blocks to overlook upper floor windows of the existing terraces, the established window orientations are primarily aligned with terraced rows facing each other, with inter-looking primarily in an east-west orientation, not southward toward the development site. Furthermore, given the location and arrangement of the upper floor windows within the northern elevation, any overlooking will at acute angles and at sufficient separation distance so as not to be unduly harmful.
- 7.6.7 It is noted that there are open access corridors located on the northern façade of blocks B and C within the second, third and fourth floors. However, their position and architectural treatment ensures that any overlooking from these corridors over the existing terraced houses to the north is minimised through a rhythm of screens that reflects the location of the apartment doors and windows behind and located openings wherever the wall behind is blank.
- 7.6.8 There are three flanking windows in the southern elevation of 72 Fairbanks Road at ground, first and second floor level. There is also a single flanking window at first floor level in the southern flank elevation of 44, 27 and 26 Fairbanks Road. These windows do not serve habitable rooms, they serve either bathrooms or corridors and as such these windows would not give rise to privacy implications arising from the proposed development.
- 7.6.9 Overall, the floor plan, design and fenestration pattern of the rear elevation will ensure that the proposed development will not result in an unduly harmful degree of overlooking or loss of privacy for adjoining residents, particularly those occupying the properties to the north within Chesnut Estate.

Quality of accommodation

- 7.6.10 London Plan 2016 policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan 2017 policy SP2 and policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 7.6.11 Detailed floor plans have been included for each of the apartment types and all of the units meet the space standards required by the London Plan. It is also noted that all units are dual aspect. In addition, each apartment will be provided with

dedicated private amenity space in the form of balconies or rear garden for the ground floor units.

7.6.12 In accordance with condition 24 of the outline permission (ref: HGY/2016/2184), an updated noise impact assessment has been submitted this reserve matters application. A noise survey was carried out at the site and found that noise levels at the site are dictated by road traffic noise emissions from Monument Way. A 3D noise model of the development was then constructed based on the results of the site noise survey and used to calculate road traffic noise levels at all facades of the development. The model found that acceptable internal noise levels were achieved in habitable rooms of the proposed development subject to the adoption of acoustically upgraded glazing and doors in the development design. Noise levels in gardens of the development were also generally predicted to be within recommended levels.

7.6.13 Overall, the proposed development provides an appropriate quality of residential accommodation in accordance with the above policies.

Parking and highway safety

7.6.14 Local Plan 2017 policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in policies DM31 and DM32 of the Development Management DPD 2016.

7.6.15 The reserved matters application does not seek to change the quantum of provision nor any other transportation aspects of the outline application but has provided additional information in accordance with a number of condition subsequently imposed on that outline permission.

7.6.16 In accordance with condition 8 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes appropriate geometrical and alignment layout for the realigned Fairbanks Road and associated parking bays, footways and the connection to Monument Way including line and level, construction details and gully locations and therefore acceptable in this regard.

7.6.17 In accordance with condition 9 of the outline permission (ref: HGY/2016/2184), the reserved matters application maintains provision of the 24 spaces required for existing residents plus the 6 new blue badge bays required for the proposed development and is therefore acceptable in this regard.

7.6.18 In accordance with condition 11 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes details of the cycle storage system to be used – semi vertical cycle parking as produced by Bike Dock Solutions is proposed (or a similar/identical system) and cycle parking will be located

adjacent to the cores of each residential building and is therefore considered acceptable.

7.6.19 In accordance with condition 12 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes details of the vehicle charging points and is considered acceptable.

7.6.20 Council's Transportation Planner has assessed the reserved matters application and confirms that he remains supportive of the application as consented by outline permission (ref: HGY/2016/2184) and the information submitted with the reserved matters application in order to fulfil the relevant conditions. However, Council's Transport Planner does note that condition 10 of the outline permission relating to parking management still requires discharging. In this regard, the condition requires submission and approval of the parking management plan prior to occupation and therefore, it is recommended to be imposed on the reserved matters permission as set out at section 9 of the report.

Designing out crime

7.6.21 The NPPF and London Plan 2016 policies 7.1, 7.3, 7.4 seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.

7.6.22 In accordance with condition 25 of the outline permission (ref: HGY/2016/2184), the submitted design and access statement (and architectural drawings) details of the measures to be incorporated into the proposed development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included. Furthermore, these details have been considered in consultation with the Metropolitan Police's Design Out Crime Officer (DOCO). The DOCO advises that he is grateful for the correspondence and detail from the applicant and genuinely believes the intention is to adhere to the advice provided to date on the project. However, he would still need to complete a compliance check close to a completion (possibly phased if required) as its only at this point we can state the advice has been delivered, which would then allow to fully discharge the condition. Therefore, a condition requiring Secured by Design certification prior to completion is included within section 9 of this report.

Inclusive access

7.6.23 Local Plan 2017 policy SP2 and policy 3.8 of the London Plan 2016 require that a minimum of 10% wheelchair accessible housing units or units easily adaptable for wheelchair users are provided. 6 wheelchair adaptable units are provided in blocks A and B in the ground floor maisonettes and therefore comply with policy requirements.

Waste and recycling storage

7.6.24 London Plan 2016 policy 5.16 indicates that the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan 2017 policy SP6 and Development Management DPD 2017 policy DM4 requires development proposals make adequate provision for waste and recycling storage and collection.

7.6.25 In accordance with condition 29 of the outline permission (ref: HGY/2016/2184), dedicated refuse/recycling storage space for the development will be stored within a secured area of the ground floor of each block. The Council's Waste Management Team has reviewed the arrangements and confirms that they are acceptable subject to provision of a Waste Management Plan for the site. A condition to this effect is included within section 9 of this report.

Energy and sustainability

7.6.26 The NPPF and London Plan 2016 policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan 2017 policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.

7.6.27 In line with condition 28 of the outline permission (ref: HGY/2018/2184), the applicant has submitted justification for not having a centralised system and not connecting to the DEN and is considered acceptable in this instance given that the provision of centralised plant would result in the loss of affordable units. As the outline application was submitted before 1 October 2016 (irrespective of when the reserved matters application was submitted), the zero carbon policy does not apply and the application meets the 35% below part L standard, therefore no carbon offsetting payment is due.

Air quality

7.6.28 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality.

7.6.29 Local Plan 2017 policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected by Development Management DPD 2017 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.

7.6.30 in accordance with conditions 35 and 36 of the outline permission (ref: HGY/2016/2184, the reserved matters application includes an updated Air Quality Assessment. The assessment undertook dispersion modelling of existing traffic emissions on Monument Way and as a result recommended that a mechanical ventilation system be installed. This will ensure appropriate air quality standards for future residents and the proposed development is therefore considered in accordance with the above policies.

7.7 Appearance

7.7.1 The NPPF should be considered alongside London Plan 2016 policies 3.5, 7.4 and 7.6, Local Plan 2017 policy SP11 and policy DM1 of the Development Management DPD 2017. 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. Furthermore, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan 2017 policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Elevational treatment and fenestration including balconies

7.7.2 The broad principles of elevational treatment and fenestration were established in the outline application and have not changed. However, with this reserved matters application the fenestration has been refined, particularly to gable elevations to give greater animation to these elevations and provide passive surveillance to the spaces they overlook.

7.7.3 The elevations to the north of blocks B and C, the main, longest blocks of the proposals, have been subject to considerable discussion and refinement. These face onto the back gardens of the existing Chesnut Estate houses. Although they will not be widely seen (except in glimpses and oblique view) from much of the public realm, they will be visible to residents of the neighbouring estate. Except at the ends, where they face these houses' gable walls and to the ground and 1st floor, mostly below sight lines from these neighbouring gardens, there will not be windows to habitable rooms, but openings onto communal access corridors. An interesting pattern of bricks, with lighter bricks to the set-back walls, will help lighten this elevation.

7.7.4 The option of open access decks or a number of different permutations of openings between brick piers or panels were considered by the architects but officers felt simple or repetitive patterns would have been an unsightly and alienating sight. Officers are now supportive of the solution now adopted, of varied width openings, aligned to generally screen kitchen windows and front

doors to flats in the development from overlooking and to emulate the syncopated rhythm and irregular pattern of fenestration elsewhere in the proposal. The design is considered to provide an attractive and complimentary elevational treatment to this potentially difficult side of the proposed buildings.

- 7.7.5 The permutations and treatment of balconies in the proposal has also been further refined and detailed with this reserved matters application. Roof terraces and recessed balconies to some gable ends have been introduced as part of the effort to enliven these gables. Recessed balconies have also been introduced where they can be on the south elevations, including to all instances of 1st floor balconies. This will be positive for the privacy of residents, reducing visual clutter and at 1st floor an essential measure for security. The design of the remaining projecting balconies now features solid balustrades to the main face, facing the street, with a balustrade of steel slats or fins to the side. This will allow views out and “in” (in reality across) at acute angles, looking up and down the street, whilst protecting residents’ privacy and from noise from the street. The elegant balcony designs also compliment the similar entrance canopy and other metal features in the proposals.

7.8 Landscaping

Hard and soft landscaping (including trees and boundary treatments)

- 7.8.1 Development Management DPD 2017 policy DM1 and the Tottenham Area Action Plan 2017 (AAP) indicate that existing street trees are a strong asset to the streetscape and should be preserved.
- 7.8.2 In accordance with conditions 15 and 16 of the outline permission (ref: HGY/2016/2184), a detailed hard and soft landscaping plan as well as boundary treatments have been submitted as part of the reserved matters application. The submitted information provides a detailed and comprehensive solution to the landscaping and boundary treatment challenges posed by the site, particularly given the need to re-align Fairfield Way as well as the level differences involved with the boundary wall and associated openings to southern side of the development with Monument Way.
- 7.8.3 Whilst a number of trees are to be removed to facilitate the development, those trees to be removed are considered of low quality due to their small size, unremarkable form and or low potential for long-term retention. Therefore, any resulting loss of amenity value is considered to be correspondingly low. This also needs to be considered in the context of the retention of the higher quality trees on the site combined with additional planting and corresponding biodiversity value drawings.
- 7.8.4 Transport for London (TfL) has objected to the loss of one tree from the Transport for London Road Network (TLRN) however, this tree appears to be in the land transferred to Council and then in turn to Newlon (the applicant) and is

arguably no longer TRLN. Nevertheless, this is a landowner matter and from a planning perspective, as noted above, additional trees are being planted, which accords with the Mayor's initiatives.

- 7.8.5 Given the above and in consideration of the other positive planning benefits of the scheme including the provision of affordable housing and the regeneration of Tottenham, the planning harm arising as a result of the loss of amenity with removal of the trees is considered to be acceptable in planning terms and in accordance with the above policies.

Child playspace

- 7.8.6 In accordance with policy 3.6 of the London Plan 2016, development proposals that include housing should make suitable provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy position is carried through in Local Plan 2017 Strategic Policy SP13, which underlines the need to make provision for children's informal or formal play space.
- 7.8.8 The proposal includes 3 areas of playspace to be located approximately 30-40 norths of development. However, to ensure a sufficient quality of playspace is provided, a condition requiring details of equipment and playable features is required. The also site has excellent access to Down Lane Park and a pocket park within the wider Chesnut Estate is forthcoming. Subject to condition, the proposed development is considered acceptable in child playspace terms and in accordance with the above policies.

Land contamination

- 7.8.9 Development Management DPD 2017 policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. Site allocation (TH10) also requires land contamination issues to be addressed given the site history.
- 7.8.10 The Council's Environmental Health Pollution Officer has assessed the proposal and raises no objections subject to provision of a risk assessment and refined conceptual model (including site investigation), remediation method statement and where required remediation verification. Conditions to this effect are included within section 9 of this report.

Flood risk and drainage

- 7.8.1 As confirmed within the outline permission, the site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and

sea. Furthermore, as the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application.

7.8.12 London Plan Policy 5.13 and Local Plan policy SP5 require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy. 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.

7.8.13 In accordance with condition 17 of the outline permission (ref: HGY/2016/2184), a surface water drainage statement and associated sustainable drainage drawings have been submitted as part of the reserved matters application. Council's Sustainable Urban Drainage Systems Officer has reviewed the strategy and drawings and confirms it is an acceptable drainage solution for the proposed development. The proposal is therefore considered acceptable in sustainable drainage and flood risk terms and in accordance with the above policies.

Ecology

7.8.14 In accordance with condition 23 of the outline permission (ref: HGY/2016/2184), a biodiversity enhancement scheme has been submitted as part of the reserved matters application. The scheme details comprehensive measures in line with wildlife legislation and planning policy as encouraged through the NPPF and the enhancements will also help achieve London Biodiversity Action Plan targets.

7.8.15 Natural England has assessed the reserved matters application and confirms that they have no comment to make.

7.9 Conclusion

7.9.1 The development of the site as set in this reserved matters application is in accordance with the principles and parameters of the outline planning permission as well and the Council's strategic direction for this area and overall, the reserved matters of scale, layout, appearance and landscaping as proposed are considered acceptable.

7.9.2 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

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

8.1 The applicant has made a written declaration to the Council claiming mandatory CIL relief for chargeable development on the basis the development will include

'qualifying dwellings' as described in the CIL Regulations relating to social housing.

- 8.2 Members are advised that the granting of CIL relief is dependent on the applicant securing a leasehold interest of at least 7 years on the subject land. Officers confirm that this leasehold has been obtained and the development is therefore not assessed for CIL purposes.

9.0 RECOMMENDATIONS

- 9.1 GRANT PERMISSION subject to the following 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:

Site plans:

16017_00_07_001 Planning Application Boundary Location Plan P01
16017_00_07_002 Existing Site Plan P01
16017_00_07_003 Site Plan Proposed With Context P01
16017_00_07_004 Site Plan Proposed P01
16017_00_07_010 Ground Floor Plan P01
16017_00_07_011 First Floor Plan P01
16017_00_07_012 Second Floor Plan P01
16017_00_07_013 Third Floor Plan P01
16017_00_07_014 Fourth Floor Plan P01
16017_00_07_015 Site Roof Plan P01

GA plans:

16017_00_07_100 Block A, Plan - Ground Floor P01
16017_00_07_101 Block A, Plan - First Floor P01
16017_00_07_102 Block A, Plan - Typical Floor P01
16017_00_07_103 Block A, Plan - Roof P01
16017_00_07_105 Block B, Plan - Ground Floor P01
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Documents:

Combined Planning Statement and Design and Access Statement (including appendices) dated December 2017 by Allies and Morrison
Construction Environmental Management Plan dated 23 February 2018 by Mulalley & Co Ltd

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: Plant and Machinery – EU Directive (LBH Environmental Health)

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

Reason: To protect local air quality.

COMPLIANCE: Inventory of NRMM during Development

4. An inventory of all NRMM shall be kept on the development 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 which detail proof of emission limits for all equipment. This documentation shall be made available to local authority officers as required until development completion.

Reason: To protect local air quality.

COMPLIANCE: Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

5. The placement of any satellite dish or television antenna on any external surface of the development is prohibited excepting those approved pursuant to the "Central Dish/Receiving System" condition above.

Reason: To protect the amenity of the locality.

COMPLIANCE: Wheelchair Dwelling (LBH Development Management)

6. 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 2010 (as amended) in conformity with the Design and Access Statement unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure inclusive and accessible development.

PRE-COMMENCEMENT: Land contamination part 1 (LBH Environmental Health)

7. Before development commences other than for investigative work:
 - a) Using information obtained from the Phase 1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

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

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

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

PRIOR TO FIRST OCCUPATION: Land contamination 2 (LBH Environmental Health)

8. Where remediation of contamination on the site is required completion of the remediation detailed in the approved 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 first occupied.

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

PRE-COMMENCEMENT: Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)

9. 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 disruption to traffic and pedestrians is minimised. It is also required that construction vehicle movements be carefully planned and co-ordinated to avoid the AM and PM peak periods. The development will thereafter be implemented in accordance with the approved CMP and CLP.

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

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

PRE-COMMENCEMENT: Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

10. Prior to any works on the application site, the installed tree protection measures as approved in the Tree Protection Scheme must be inspected and approved by the Council's Arboriculturist.

Reason: In order to safeguard the trees in the locality.

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

PRE-COMMENCEMENT: NRMM Registration and Notification to LPA (LBH Environmental Health)

11. Prior to the commencement of the development, all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be registered at <http://nrmm.london/>. The Local Planning shall be notified in writing of registration.

Reason: To protect local air quality.

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

PRE-PILING: Impact 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: 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 to discuss the details of the piling method statement.

PRE-ANY TREE WORKS: Tree Protection Site Meeting (LBH Tree and Nature Conservation)

13. Prior to any trees works on the application site (including tree removal), a Tree Protection Site Meeting shall occur. The meeting shall be attended by the 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 Scheme and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the trees in the locality.

PRE-ABOVE GROUND WORKS – Secure by Design Certificate (Metropolitan Police Service)

14. Prior to above grade works, 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. The development shall be carried out in accordance with the approved details and maintained as such thereafter.

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

PRIOR TO FIRST OCCUPATION: Car Parking Management Details (LBH Transportation)

15. Details of a scheme for the management, maintenance and enforcement of car parking within the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by or on behalf of the Local Planning Authority.

Reason: to protect the amenity of adjoining occupiers and prevent obstruction on the highway.

PRIOR TO FIRST OCCUPATION: Child Play Space Strategy (LBH Development Management)

16. Prior to first occupation, a Child Play Space Strategy demonstrating how child play space provision will be accommodated on and off the site shall be submitted to and approved by the Local Planning Authority. The strategy as approved shall be implemented prior to first occupation of the development and maintained as such thereafter unless otherwise agreed in writing by Local Planning Authority.

Reason: to ensure high quality development.

Informatives:

Working with the applicant (LBH Development Management)

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

Hours of construction work (LBH Development Management)

2. 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)

3. **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.

Designing out crime – certified products (Metropolitan Police)

4. **INFORMATIVE:** In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Public sewers (Thames Water)

5. **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.

Surface water (Thames Water)

6. **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.

Minimum pressure and flow rate (Thames Water)

7. **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.

Water main crossing the site (Thames Water)

8. **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 0800 009 3921 for further information.

Large water main adjacent the site (Thames Water)

9. 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-hour access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on 0800 009 3921 for further information.

Sprinkler installation (London Fire Brigade)

10. INFORMATIVE: This authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs 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 sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

Asbestos survey (LBH Environmental Health)

11. 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.

Naming of new development (LBH Transportation)

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

Appendix 1 Internal and external consultation responses

Stakeholder	Question/comment	Response
Internal		
LBH Design Officer	<p>Principal of development</p> <p>The principle of development is established in the Outline Permission HGY/2016/2184. This application seeks permission for all Reserved Matters, specifically Scale, Layout, Landscaping and Appearance. However, the principle of development has been established in the Outline Permission, including the Form, Bulk, Height and Layout Principles.</p> <p>However, I would like to restate my reasons for my support for the principle of this development. The development is in accordance with the adopted Site Allocation TH10: Welbourne Centre & Monument Way in the adopted Tottenham AAP (July 2017), which itself builds on studies carried out as part of the Tottenham Hale District Centre Framework (October 2014). It not only secures much needed additional affordable housing, but will in my view hugely improve the streetscape of Monument Way, providing an active frontage and a more pedestrian friendly environment. I also consider it will hugely improve the existing residential Chesnut Estate, better integrating the estate into the surrounding urban context, providing a transition between the quiet closes of the estate and busy urban streets rather than an alienating and car dominated barrier of overlooked roads, parking, wall and nominal landscaping.</p> <p>The existing pattern of development of Chesnut Estate, or short terraces of houses set well away from the busy road of Monument Way, which is left as a grassed “cordon sanitaire”, is a very 1960s “modernist”, pattern of development, that assumes a car dominated society and that people will expect to drive everywhere on high speed urban motorways between low density housing laid out without a strong relationship to the street; a street network that is pedestrian and public transport unfriendly and tends to promote alienation, anti-social behaviour and real or perceived lack of public safety. The proposed development would reintegrate the existing neighbouring houses into the network of local, pedestrian friendly, city streets, and contribute to the long term project to transforming Monument Way from a piece of urban motorway to a still busy, still vehicular trafficked, but more mixed use, more</p>	Comments noted.

Stakeholder	Question/comment	Response
	<p>pedestrian and public transport friendly, “normal” city street.</p> <p>Pattern, form, height, bulk and massing</p> <p>The principle of three terraces; blocks of 4 to five storeys containing maisonettes on lower floors and flats above, “bookending” the existing terraces and facing the main Monument Way street frontage, is established by the Outline Permission.</p> <p>However, the precise form of the terraces, in particular their roof form, has been firmed up and refined in this reserved matters application. The pitched roofs of the proposals retain the distinctive and eye thatching variations of gables along the main south façade, and create interest to their end elevations, which will be seen in approaches to the development. However, to the rear, backing onto Chesnut estate, a simple pitched form creates a calm profile that is also as low as possible. Proposals for a flat roof with a higher parapet to parts of the rear, to enable raingardens, have been rejected on my and the QRP’s advice, to avoid making the roof form more complex and reduce its height from the neighbouring houses as much as possible, with a lower eaves line than in the outline proposals.</p> <p>Gable ends of the proposed blocks are further refined to give distinctive and interesting profiles, with roof terraces, balconies, windows and in two locations front doors onto them, to provide animation and surveillance of the ends of terraces and the new “entrances” into the existing residential closes. The two gable ends containing front doors ate the two with the longest views. One is the eastern end of Block C (also the eastern end of the proposal), where the alignment of Fairbanks Road kinks back to its original location and the area to its south becomes a wider, wooded amenity space, opening onto the crossing of Monument Way and the major development site of the former Welbourne Centre. The other is the eastern end of Block A, which steps forward of the other two as the road in front narrows to just a footpath.</p> <p>Streetscape character</p> <p>The principle of realigning Fairbanks Road to allow new housing facing it and, shortly beyond it, the parallel Monument Way, bookending the gable ends of the existing Chesnut</p>	

Stakeholder	Question/comment	Response
	<p>Estate terraces, was established at outline. This included retaining a landscaping strip, including a wall, between the realigned Fairbanks Road and Monument Way, but reconfiguring the wall to improve permeability, with gaps, steps and ramps opposite the new blocks, with wall remaining opposite the entrances to the existing residential closes.</p> <p>The precise alignment of the new Fairbanks Road has been refined and detailed and I am happy that it will be a pedestrian friendly environment, with parking in limited, controlled locations, and with high quality surfacing materials to calm traffic and define a distinctive local streetscape. Landscaping has also been further refined and detailed, with street trees and seating to support a neighbourly street environment and integrate the proposals into the neighbouring residential streets.</p> <p>The terraced forms of the proposed blocks comprise ground and first floor maisonettes, with flats above. The ground and first floor maisonettes each have their own front door facing the street and their own private garden to the rear. The flats are accessed off a single communal entrance door, stair and lift core, to the centre of each block, a small private communal garden to its rear. In this way private gardens back onto the side walls and side fences to the back gardens of the existing Chesnut Estate gardens. Existing service paths are retained and taken around the side of the gable ends, but are gated, so the existing and proposed housing gain a much more private rear, and a more logical relationship of domestic frontages to public streets. A clearer boundary between the public and private realm will therefore be established.</p> <p>Elevational treatment and fenestration including balconies</p> <p>The broad principles of elevational treatment and fenestration were established in the outline application and have not changed. Fenestration has been refined, particularly to gable elevations to give greater animation to these elevations and provide passive surveillance to the spaces they overlook, as described in para. 6 above.</p> <p>The elevations to the north of Blocks B and C, the main, longest blocks of the proposals, have been subject to considerable discussion and refinement. These face onto the back</p>	

Stakeholder	Question/comment	Response
	<p>gardens of the existing Chesnut Estate houses; they will not be widely seen, except in glimpses and oblique views, from much of the public realm, but will be very visible to neighbouring residents. Except at the ends, where they face these houses gable walls, and to the ground and 1st floor, mostly below sight lines from these neighbouring gardens, they will not be windows to habitable rooms, but openings onto communal access corridors. An interesting pattern of bricks, with lighter bricks to the set-back walls, will help lighten this elevation.</p> <p>The option of open access decks, or a number of different permutations of openings between brick piers or panels, were tried by the architects, but simple or repetitive patterns would, I felt, have been an unsightly and alienating sight. I am happy that the solution now adopted, of varied width openings, aligned to generally screen kitchen windows and front doors to flats in the development from overlooking, and to emulate the syncopated rhythm and irregular pattern of fenestration elsewhere in the proposal, provides an attractive and complimentary elevational treatment to this potentially difficult side of the proposed buildings.</p> <p>The permutations and treatment of balconies in the proposal has also been further refined and detailed. Roof terraces and recessed balconies to some gable ends have been introduced as part of the effort to enliven these gables. Recessed balconies have also been introduced where they can be on the south elevations, including to all instances of 1st floor balconies; this will be good for privacy of residents, reducing visual clutter and at 1st floor an essential measure for security. The design of the remaining projecting balconies now feature solid balustrades to the main face, facing the street, with a balustrade of steel slats or fins to the side, so there will be views out and “in” (in reality across) at acute angles, looking up and down the street, but protection of residents’ [privacy and from noise from the street. The elegant balcony designs also compliment the similar entrance canopy and other metal features in the proposals.</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:</p>	

Stakeholder	Question/comment	Response
	<p data-bbox="331 266 1640 337"><i>“...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:</i></p> <ul style="list-style-type: none"> <li data-bbox="380 378 1640 493"><i>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;</i> <li data-bbox="380 540 1640 656"><i>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...”</i> <p data-bbox="331 704 1640 1029">The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals and of the effect of their proposals on neighbouring dwellings as part of the outline application. These have 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”. The former is unchanged, but the latter has been further refined in this reserved matters application, to incorporate changes to the detailed massing of the proposals (particularly the lowered eaves line), and to do a more detailed assessment of neighbouring properties assessed to have noticeable day and sunlight effects.</p> <p data-bbox="331 1070 1640 1393">The applicants’ consultants find that 14no. windows to habitable rooms in neighbouring dwellings would have a noticeable loss of daylight to a level below the BRE Guide recommendations (the angles and Vertical Sky Component (VSC) tests). However, following surveys of a representative sample of rooms in neighbouring dwellings, they have been able to assess the No Sky Line areas (NSL) of the rooms lit by the affected windows; these show that only 1 of the affected windows light a room that would be adversely affected to a noticeable degree within the BRE Guide criteria. I am not convinced that just because the room lit will pass the NSL test, it is acceptable for windows to fail the VSC test; it would be preferable for both tests to be passed.</p>	

Stakeholder	Question/comment	Response
	<p>However, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London’s Housing SPG acknowledges. In particular, 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. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. In this case, all but one of the affected windows retain a VSC of over 20% (or start well below 20%in the case of 2 ground floor windows where that resident has built a structure in their garden).</p> <p>As before, the sunlight tests on living room windows show one house affected; it would still receive sufficient year-round sunlight but fall short for winter sunlight hours. It remains the case that this is to windows not affected by loss of daylight, and to a dual aspect house with good sunlight access to their other façade (all the affected neighbouring houses, like all the proposed dwellings in this development, are of dual aspect).</p> <p>For gardens, the assessment again shows most neighbouring gardens to already have only marginal sunlight access, due to their east west alignment and high fences. They do not note but I would note that the proposal will bring greater security to these gardens; perhaps some residents would feel confident to reduce the height or open up these fences to increase their sunlight access. The applicants’ consultants’ further work on this has been to assess sunlight levels in late spring and summer months (the BRE Guide assessment is based on the spring equinox, i.e. March 21st). This shows sunlight levels when gardens are most likely to be used. This interestingly shows that sunlight levels in the afternoon are less and less affected by the development, so that by June they are not affected at all.</p> <p>It is difficult to 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>	

Stakeholder	Question/comment	Response
	<p><i>“2.3.47 BRE guidelines 147 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”.</i></p> <p>I am content that the daylight, sunlight and overshadowing effects of the proposal would be minor and acceptable in what is an urban location, as well as that the minor deleterious effects on neighbours in this respect are more than offset by the benefits to society and to these neighbours the development will bring, in improving the streetscape and urban environment, and providing these neighbours with greater security, sense of enclosure, privacy and protection from noise and pollution.</p> <p>Conclusions</p> <p>I remain convinced that this is a positive proposal that will provide much needed affordable housing as well as improving the urban environment and public realm in this important area of the borough. I am also convinced that the translation of the outline proposals previously approved into detail has been carried out successfully to maintain the scheme’s benefits and address all the outstanding concerns I, the Quality Review Panel and the Committee had previously.</p>	
LBH Transportation Planner	<p>This REM application is for the following;</p> <p>Submission of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 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.</p>	<p>Comments noted. Recommended that condition 10 (Parking Management Plan) attached to outline permission</p>

Stakeholder	Question/comment	Response
	<p>Transportation provided comments on the parent application HGY/2016/2184, and were supportive of the application subject to a number of suggested conditions and Section 106 contributions.</p> <p>The outline application comprised of 54 residential units across three separate blocks and the development is proposed as car free. Included in the application is the provision of 30 car parking spaces, which includes retention of associated parking for 24 cars provided at street level on Fairbank Road which is for existing residents plus the provision of 6 new blue badge bays.</p> <p>Access to these parking areas will be from a re-aligned Fairbank Road which is a private internal access road running east to west to the south of the proposed residential blocks. In accordance with London Plan standards, the application includes 6 wheel chair accessible car parking spaces designed to inclusive mobility standards, a total of 107 secure cycle parking spaces and a commitment to provide 20% of car parking spaces with electric charging points.</p> <p>The S106 obligations suggested included the following;</p> <ul style="list-style-type: none"> • Car club 2 years' membership plus £50 driving credit for each residential unit • Car free status – no CPZ permit availability • £3000 Transport contribution towards parking controls and feasibility/design • Travel Plan and £3000 towards Travel Plan Monitoring <p>This REM application does not seek to change the quantum of provision nor any other transportation aspects of the parent application but has provided additional information.</p> <p>The associated planning conditions relevant to Transportation are as follows; - comments are made in relation to these.</p> <p><i>8. Detailed plans and drawings with respect to the matters reserved for subsequent approval shall include details of the proposed access roads and landscaping, including the location of</i></p>	<p>(HGY/2016/2184) be attached (see section 9 of this report).</p>

Stakeholder	Question/comment	Response
	<p><i>the existing cycle track and bus shelter, shall be submitted to and approved in writing by the Local Planning Authority; such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. No part of the development shall be occupied until the works of construction have been carried out in accordance with the drawings so approved.</i></p> <p><i>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</i></p> <p>Appendix E of the Design and Access statement does provide the information required in condition 8, including the geometrical and alignment layout for the realigned Fairbanks Road and associated parking bays, footways and the foot connection to Monument Way. This includes line and level, construction details and gully locations. The condition is fulfilled.</p> <p><i>9. Any application for reserve matters related to layout shall demonstrate car parking space in general conformity with the plans attached to Condition 3 above. The spaces shown reserved for parking of cars shall be used for or available for such use at all times.</i></p> <p><i>Reason: To protect the amenity of adjoining occupiers.</i></p> <p>The DAS appendices do show the provision of the 24 spaces required for existing residents plus the 6 new blue badge bays to be provided by the development. The condition is fulfilled.</p> <p><i>10. Details of a scheme for the management, maintenance and enforcement of car parking within the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by or on behalf of the Authority.</i></p> <p><i>Reason: To protect the amenity of adjoining occupiers and prevent obstruction on the</i></p>	

Stakeholder	Question/comment	Response
	<p><i>highway.</i></p> <p>This hasn't been submitted with this application so the information is still outstanding.</p> <p><i>11. Any application for reserve matters related to layout shall be accompanied by arrangements for cycle storage (including means of enclosure for the area concerned where necessary) in conformity with relevant London Plan standards.</i></p> <p><i>Reason: To ensure that adequate cycle storage facilities are provided.</i></p> <p>The DAS includes details of the system intending to be used – semi vertical cycle parking as produced by Bike Dock Solutions is proposed (or a similar/identical system) and cycle parking will be located adjacent to the cores of each residential building. The condition is fulfilled.</p> <p><i>12. Any application for reserve matters related to layout shall provide details of electric vehicle charging points in conformity with relevant London Plan policy and guidance.</i></p> <p><i>Reason: To promote sustainable travel.</i></p> <p>Of the 6 new parking bays provided with this application (all blue badge) there will be a single charging point, which will be able to be accessed from two of the blue badge bays. This appears to be shown between two blue badge bays to the south side of Fairbanks Road in the architectural drawings. The condition is fulfilled.</p> <p>Conclusion</p> <p>This REM application is in relation to several reserved matters associated with the residential development on land north of Monument Way and south of Fairbanks Road consented by HGY/2016/2184. This development comprises 54 residential units plus 6 new blue badge parking spaces, and a realignment of Fairbanks Road plus a footway connection to Monument Way.</p>	

Stakeholder	Question/comment	Response
	<p>From the transportation perspective, the following conditions have been fulfilled; Conditions 8, 9, 11 and 12.</p> <p>Condition 10 (Parking Management Plan) is yet to be fulfilled.</p> <p>To confirm, Transportation remain supportive of the application as consented by HGY/2016/2184 and the conditions fulfilled here.</p>	
LBH Housing Enabling Officer	<p>Affordable housing provision:</p> <p>The proposed development seeks to provide 100% by habitable rooms of affordable housing units and as such accord with Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.</p> <p>The scheme is above our desired affordable housing requirement but viability considerations as set in the Local Plan and NPPF, that an offer of 100% affordable rented homes are acceptable.</p> <p>Dwelling mix:</p> <p>The recommended dwelling mix for the affordable housing is 15%x1beds, 45% x 2beds, 33%x3 beds and 11%x4beds.</p> <p>Tottenham Hale has been identified as a key growth area and opportunity area. As a result, the Council will be seeking a proposed mix and type of affordable housing (largely Low Cost Home Ownership), which will ensure a more sustainable, balanced and less transient community, Strategic Policies SP1.</p> <p>This site forms part of a dedicated Housing Zone within Tottenham Hale District Centre. The</p>	<p>Comments noted. Affordable housing matters already secured by s106 agreement attached to outline permission (ref: HGY/2016/2184).</p>

Stakeholder	Question/comment	Response
	<p>Council's adopted AAP and approach for this area and site is to provide a variation to the current housing policy SP2.</p> <p>The Council rationale for this variation is site specific characteristics in the context of the rest of the development at Tottenham Hale:</p> <ul style="list-style-type: none"> • This site has been identified as being one of the few appropriate for a range of units 1, 2 and 3 – much of the units coming forward on this site within the District Centre will be 1 and 2 bed units. • Significant amounts of affordable rent will be on this site. <p>The maximum affordable rents as percentages of the local market rents - 1 beds up to 80%, 2 beds up to 65%, 3 beds up to 55% and capped by the London Housing Allowance (LHA) whichever is the lowest. Rents above 65% of the local market rents they should be targeting homes at working households not affected by the benefit cap.</p> <p>10% of new residential developments to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>Propose development scheme:</p> <p>The current quantum of affordable housing comprises 54 homes 2x1beds, 24x2beds and 18x3beds.</p> <p>Conclusion:</p> <p>This site forms part of a dedicated Housing Zone within Tottenham Hale District Centre.</p> <p>The Housing & Growth team supports the scheme on the grounds it promotes the area's regeneration and this site will deliver 100% affordable homes.</p>	
LBH Waste	Arrangements will need to be made to ensure waste is contained at all times. Provision will	Comments noted.

Stakeholder	Question/comment	Response
Management	<p>need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The current application does not show pulling distances from waste storage areas to collection point. These must be in line with guidance. There must also be a dropped kerb within the 10 metre pulling distance for 1100L Euro bin waste collection.</p> <p>Planning confirmed on the 21/02/2018 that a management plan will be in place to ensure all guidance will be followed and all receptacles will be within 10 metre pulling distance on collection days.</p> <p>In light of this information the RAG status has now been rated green for waste storage and collection point pulling distances.</p>	The applicant has confirmed that a management plan will be put in place prior to occupation.
LBH SUDS Officer	Have reviewed the updated drainage strategy for Monument Way and confirm it is an acceptable drainage solution for the proposed development.	Comments noted.
External		
Thames Water	The reserved matters application does not affect Thames Water and as such we have no observations to make.	Comments noted. Recommend that informatives attached to outline permission be replicated (see section 9)
Natural England	<p>Natural England currently has no comment to make on the submission of reserved matters of Planning Permission HGY/2016/2184.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.</p>	Comments noted.
Metropolitan	I am grateful for the attached email from the applicant and do genuinely believe the intention	Comments noted.

Stakeholder	Question/comment	Response
Police Designing Out Crime Officer	is to adhere to the advice provided to date on the project, however I would still need to complete a compliance check close to a completion (possibly phased if required) as its only at this point we can state the advice has been delivered, which would then allow to fully discharge the condition.	Recommended that a Secured by Design condition be attached as set out at section 9 of this report.
Transport for London	<p>The site is located adjacent to the A503 Monument Way which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.</p> <ol style="list-style-type: none"> 1. TfL welcomes that step-free access is provided between Monument Way and the pedestrian routes within the site. 2. The proposed highway layout is acceptable. 3. TfL has concerns with the loss of a healthy TfL tree from the TLRN. The applicant should provide information as to why the loss of this tree is necessary. 4. If the loss of this tree is required and agreed to, TfL may seek to ensure there is appropriate mitigation provided by the applicant for the loss of a public asset. <p>Until further information can be provided, TfL objects to the application for the reasons outlined above.</p>	Comments noted.

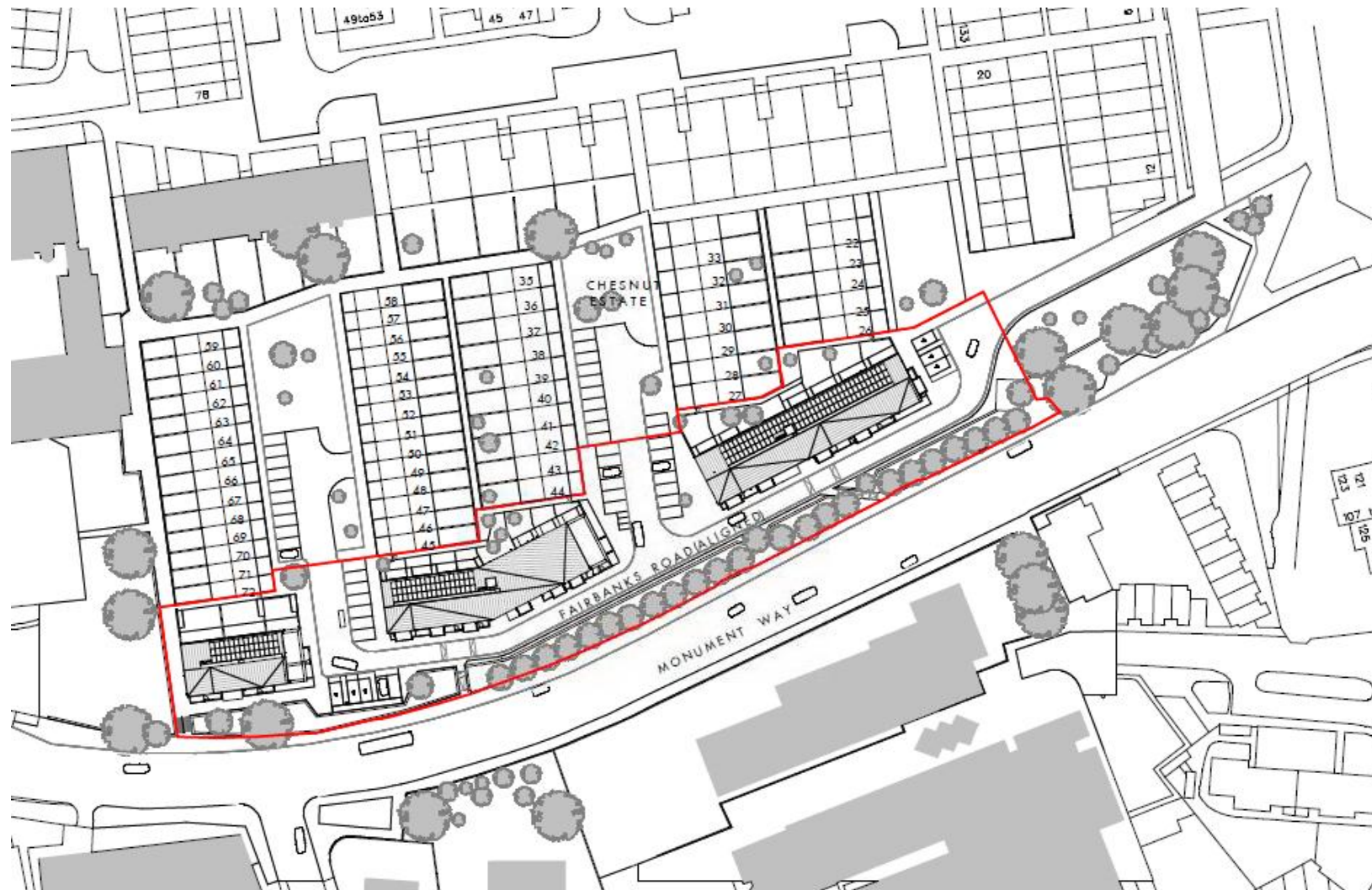
Appendix 2 Material issues raised in neighbour consultation representations

Material issue raised	Response
<p>Affordable housing:</p> <ul style="list-style-type: none"> • Agrees that more social housing is needed • Questionable whether affordable is really 'affordable' • Rumours Chesnut residents will be moved in future 	<p>Affordable housing provision has already been established with the granting of the outline permission (ref: HGY/.2016/2184) – refer paragraph 7.3.</p>
<p>Impact on neighbouring amenity:</p> <ul style="list-style-type: none"> • Will overshadow adjoin properties • Failed to conduct Daylight Distribution Test • Will impact daylight/sunlight of other properties not surveyed • Ignored 'Right to Light' 	<p>Daylight and sunlight issues are assessed at section 7.5 and 7.6 of the report. It should be noted that there is no 'Right to Light' under planning legislation and is a civil matter.</p>
<p>Construction impacts:</p> <ul style="list-style-type: none"> • Noise, air and dust pollution will result from demolition and construction of the proposed development 	<p>Construction impacts are temporary and a Construction Environmental Management Plan has been included with the application. Furthermore, the s106 agreement attached to the outline permission (ref: HGY/2016/2184) included an obligation for the constructor to be registered with considerate constructors' scheme. Construction hours are also controlled under separate legislation.</p>
<p>Design:</p> <ul style="list-style-type: none"> • Much higher than existing properties on Fairbanks Road • Transparent balconies will result in clutter and privacy issues • Have taken care with design to do not overlook neighbouring properties 	<p>Design issues are assessed at section 7 of the report.</p>
<p>Landscaping and layout:</p>	<p>Landscaping and layout issues are assessed at section 7 of the</p>

Material issue raised	Response
<ul style="list-style-type: none"> • Result in loss of 'green lung' and trees • Development will present a barrier between Monument Way and Chesnut residents • Loss of wall along Monument Way removes relative seclusion of Chesnut residents 	report.
<p>Anti-social behaviour:</p> <ul style="list-style-type: none"> • History of fly-tipping • Additional alleyways 	Fly-tipping is not a material planning consideration. Furthermore, the development will result in additional passive surveillance and other secured by design enhancements that will assist in reducing potential for anti-social behaviour.
<p>Car parking:</p> <ul style="list-style-type: none"> • Loss of car parking spaces from Fairbanks Road • Result in congestion • Good idea as road is hostile and dominated by cars 	Parking provision remains the same as approved under the outline permission (ref: HGY/2016/2184) as is further assessed at section 7 of the report.

Appendix 3: Plans and images

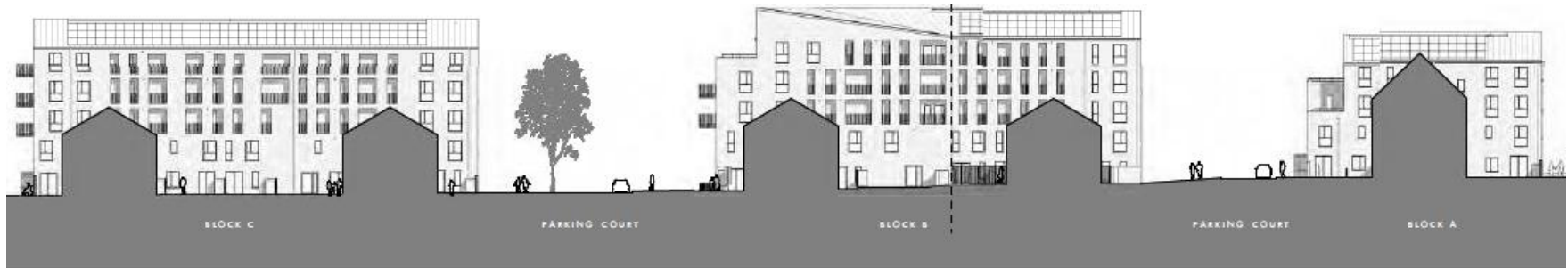
Proposed site plan



Proposed north elevation (without outline of existing buildings)



Proposed north elevation (with outline of existing buildings)



Proposed south elevation from Fairfield Road



Computer rendered view looking west



Appendix 4: Quality Review Panel report

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Monument Way reserved matters

Wednesday 15 March 2017

River Park House, 225 High Road, London, N22 8HQ

Panel

Hari Phillips (chair)
Wen Quek
Chris Twinn

Attendees

John McRory London Borough of Haringey
Tobias Finlayson London Borough of Haringey
Richard Truscott London Borough of Haringey
Cecile Poullain London Borough of Haringey
Deborah Denner Frame Projects
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

Monument Way / Fairbanks Road, Tottenham Hale
Planning application reference (outline application) HGY/2016/2184

2. Presenting team

Antje Saunders Allies and Morrison
John Fannon Allies and Morrison
Hendrick Heyns Allies and Morrison
Mike Levy Newlon Housing Trust

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 proposal is for a residential development of 54 residential units in three blocks ranging from 4 storeys to 5 storeys in height, with the top floor partially contained within the roof space. The scheme is 100% affordable. Fairbanks Road would be realigned.

The site forms part of the wider site allocation TH10 in the Tottenham AAP, which includes the Welbourne Centre and this portion of land. The AAP for this portion of the site states that 'a development complementing the end properties on the Chestnut Estate will be acceptable, with new homes opening onto the existing (undesigned) open land to the south providing passive surveillance'.

On the 13 February 2017 the Haringey Council Planning Sub-committee resolved (subject to a Section 106 agreement) to grant outline planning permission to the scheme (Council reference: HGY/2016/2184) with the only reserved matter considered being 'access'. The current stage of design work will form the basis of a reserved matters application, comprising appearance, landscaping, layout and scale. Officers note that within the outline permission granted in February 2017, the proposed building heights (number of storeys) as shown within the parameter plans have also been approved.

5. Quality Review Panel's views

Summary

The Quality Review Panel finds much to admire in the proposals for Monument Way, which promise high quality development for this significant site. The key challenge at this design stage is to ensure the best possible relationship with the housing to the rear of the site. The panel thinks there is scope to refine the architecture of the rear elevation, to improve its appearance and light reflecting qualities. They also think the roof scape could be refined, to minimise overshadowing, within the parameters of the outline approval. The panel also offered some detailed comments on layout, public realm and landscape design. Further details are provided below.

Massing and roofscape

- As at the previous reviews, the panel recognises that the scale of the proposed development fronting onto Monument Way seems appropriate to the context.
- Whilst the relationship to existing houses at the rear is more challenging, they understand that the proposed massing (the number of storeys within each block as identified within the parameter plans) has been established as part of the outline permission.
- However, the panel thinks there is scope to refine the massing, within the parameters of the outline approval.
- The proposed roofscape is highly complex, responding to a number of challenges: visual, contextual and environmental (blue roofs, PV panels and massing in terms of overshadowing neighbouring properties).
- The panel think that achieving the best possible relationship with houses to the rear of the site should be the priority – and that simplifying the technical brief for the roof scape will help achieve this.
- The panel suggests rainwater attenuation systems at ground level rather than through a 'blue roof', could be shown to achieve the same performance.
- Removing the 'blue roof' would enable careful modelling of the profile of the roof to reduce overshadowing of the neighbouring gardens to the north – for example by removing the roof above the access walkway to the top floor.
- Alternatively, the use of glass and lighter materials as a canopy to the top level could also mitigate overshadowing to an extent.

Detailed design and architectural expression

- The panel supports the deck access (screened for privacy) along the north facades, and the location of bedrooms and living rooms to the south of the blocks, to minimise overlooking and safeguard privacy for the existing gardens to the rear.
- They note that allowing for solid fronts to balconies rather than vertical balustrades can support privacy and reduce noise transmission.
- They would encourage further thought about the design of the rear facades, to enhance the appearance of the development from existing homes and gardens.
- Specifying a light coloured brick for the rear façade could help maximise the sense of light for neighbouring homes.
- Whilst articulation to the gable ends of the blocks is now included in the proposals, at ground level the gable walls are still quite blank. The panel would support further articulation.
- The proposed energy centre could be located in one of the triangular spaces at the end of the blocks to optimise the level of accommodation achievable.
- The panel understands that the development is to be delivered through a design and build contract. Securing the quality of materials and construction details through the reserved matters process will be essential for this prominent scheme.

Scheme layout, public realm and landscape design

- The panel warmly supports the approach taken by the design team to the boundary and landscape along Monument Way, and feels that overall the layout of the scheme and landscape strategy are convincing.
- The panel welcomes the retention of existing trees along Monument Way, and the sloping and variable boundary walls which help to screen the development from the busy road.
- They note that robustness and ongoing maintenance should be a consideration in the design and specification of the planting scheme within and adjacent to the wall.
- In addition, careful consideration of external lighting could help to enhance the wall's appearance at night.
- The path adjacent to the school at the west of the site would benefit from further consideration, to make it a more pleasant and well-surveilled route.

- The panel would welcome exploration of whether the newly-aligned Fairbanks Road could be a shared surface.
- They would also support creation of a level route for cyclists; one option could be integrated ramps and steps.
- The panel would support planning officers securing funding for improved or additional child play space provision locally through a Section 106 agreement.

Next Steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Application: HGY/2017/3584

Ward: Tottenham Green

Address: Land at Bernard Works, Bernard Road, Herbert Road and Norman Road
Bernard Road Tottenham London N15 4NX

Demolition of existing buildings and erection of a part 1,3, 4,5,6,7 storey mixed use development comprising 25 Commercial Units (B1), music rehearsal space (Sui Generis), a café (A3), Commercial Pavilion (Sui Generis) (2446.9sqm), and 99 Residential Units (C3) including 12 apartments tethered to the commercial space, plus site access, landscaping, plant and other associated development.

Applicant: Empyrean Developments Ltd

Agent: Urbanissta

Ownership: Private and Council

Case Officer Contact: James Hughes

Site Visit Date: 5th January 2017

Date received: 11th December 2017

Plans and Drawing Numbers: A244-DMA-ZZ-ZZZ-DR-A-01100; A244-DMA-ZZ-ZZZ-DR-A-00101; A244-DMA-ZZ-ZZZ-DR-A-00102; A244-DMA-ZZ-ZZZ-DR-A-00201; A244-DMA-ZZ-ZZZ-DR-A-00202; A244-DMA-ZZ-ZZZ-DR-A-01101; A244-DMA-ZZ-ZZZ-DR-A-01102; A244-DMA-ZZ-ZZZ-DR-A-01103; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01105; A244-DMA-ZZ-ZZZ-DR-A-01106; A244-DMA-ZZ-ZZZ-DR-A-01107; A244-DMA-ZZ-ZZZ-DR-A-01108; A244-DMA-ZZ-ZZZ-DR-A-01109; A244-DMA-ZZ-ZZZ-DR-A-01201; A244-DMA-ZZ-ZZZ-DR-A-01202; A244-DMA-ZZ-ZZZ-DR-A-01203; A244-DMA-ZZ-ZZZ-DR-A-01204; A244-DMA-ZZ-ZZZ-DR-A-01205; A244-DMA-ZZ-ZZZ-DR-A-01206; A244-DMA-ZZ-ZZZ-DR-A-01207; A244-DMA-ZZ-ZZZ-DR-A-01208; A244-DMA-ZZ-ZZZ-DR-A-01301; A244-DMA-ZZ-ZZZ-DR-A-01302; A244-DMA-ZZ-ZZZ-DR-A-01303; A244-DMA-ZZ-ZZZ-DR-A-01304; A244-DMA-ZZ-ZZZ-DR-A-01305; A244-DMA-ZZ-ZZZ-DR-A-01306; A244-DMA-ZZ-ZZZ-DR-A-01401; A244-DMA-ZZ-ZZZ-DR-A-01402; A244-DMA-ZZ-ZZZ-DR-A-01403; A244-10.06-01-Area & Accommodation Schedule; A244-10.06-02-Residential Unit Schedule; A244-10.06-03-Commercial Unit Schedule

Approved Documents: Planning Statement (December 2017 Urbanissta); Home Quality Mark Assessment (December 2017 - Renewable Environmental Services); Breeam Assessment (December 2017 - Renewable Environmental Services); Tree Survey & Arboricultural Impact Assessment (October 2017 - Syntegra Consulting); Statement of Community Involvement (October 2017 – Hard Hat); Daylight/Sunlight Analysis (December 2008 – Gia); Internal Daylight/Sunlight Analysis (December 2008 – Gia); Air Quality Assessment (December 2017 - xC02); Phase I Land Contamination Study (April 2017 – Soils Limited); Basement Impact Assessment (September 2017 – Soils Limited); Environmental Noise Survey Report (October 2017 - Sandy Brown Acoustic); Planning Noise Report (November 2017 - Sandy Brown Acoustic); Outline Fire Safety Strategy Report (December 2017 – Chapman BDSP); Economic Statement (December 2017 – Empyrean Developments); Energy Strategy (December 2017 - Renewable Environmental Services); Thermal Comfort Analysis (December 2017 - Renewable Environmental Services); Future Climate (TM49) Analysis (December 2017 - Renewable Environmental Services); Wind Comfort Study (December 2017 – Chapman BDSP); Viability Report and appendices 1-4 (December 2017 – Adam Roberts); Construction Management Plan (December 2017 – Haig); Demolition Plan (December 2017 – Haig); Transport Assessment (December 2017 - Steer Davies Gleave); Design and Access Statement (December 2017 -Duggan Morris Architects); D&A Landscape Character and associated plans (December 2017 – MRG Studio); Utilities Statement (December 2017 – Long and Partners); Ventilation Services Strategy (December 2017 – Long and Partners).

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

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- This proposal is very well designed and has been formulated with the needs of the end user in mind and offers an innovative approach to employment led redevelopment which officers consider offers a model approach for future schemes.
- The proposed development is in line with the strategic site allocation requirements (TH12 - Herbert Road) and is judged to be a catalyst that will encourage and retain small scale creative enterprises in the area.
- The applicant has followed a master planned approach. The proposal is considered to meet the policy criteria for redevelopment within a Local Employment Area (Regeneration Area). The development maximises employment floorspace and delivers 25 units of commercial floorspace of

varying sizes and layouts. The scheme will make a contribution of 99 homes for which there is a substantial and pressing need in the locality

- The scheme provides 12 units of affordable tethered housing that will protect and incentivise artists and creative businesses to invest in Tottenham in the long term, even as rents may rise.
- The principle of the re-location of the open space within the site is acceptable. Redevelopment will result in the loss of 10 trees (including 2 provisionally protected trees). However, these losses are offset by a comprehensive site-wide tree re-planting program (with street trees provided along Ashby Road and Herbert Road) together with landscaping treatment that will provide a high quality park. The re-configuration will provide a 33% increase in open space and improved pedestrian circulation and access.
- The development's physical design embodies many of the key objectives of Creative Enterprise Zones (CEZs). The incorporation of meeting and social spaces within the scheme will encourage creative relationships between artists, creative businesses, their clients, and local communities.
- The density is compliant with the London Plan Density Matrix. The design of the scheme is credible and well considered. The mixed use development will allow creative production while still being well managed and protecting local amenity.
- The layout and access to the site is logical and the strategic site requirements around retained pedestrian access are met. The applicant has met policy requirements around the provision of taller buildings and the massing and scale of the scheme responds positively to the context of the area. Haringey's Quality Review Panel supports the design of the scheme.
- The new residential units will provide high quality residential units and will not have significant impact on neighbouring occupiers. The transport impacts of the development are considered to be acceptable.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to referral to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of 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 Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 1st July 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions – Summary (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Three Year Expiry (LBH Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Materials Samples (LBH Development Management)
- 4) Hard and Soft Landscaping (LBH Development Management)
- 5) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 6) Lighting Strategy (LBH Development Management)
- 7) Secure by Design Certificate (Metropolitan Police Service)
- 8) Waste Management (LBH Development Management)
- 9) Car Parking Management Plan (LBH Transportation)
- 10) Updated Basement Development Impact Assessment (LBH Development Management)
- 11) Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)
- 12) Service and Delivery Plan (DSP) (LBH Transportation)
- 13) Wheelchair Dwellings (LBH Development Management)

- 14) Accessible & Adaptable Dwellings (LBH Development Management)
- 15) Internal Noise Levels within Residential Units – Design (LBH Environmental Health – Noise)
- 16) Internal Noise Levels within Residential Units – Maximum Noise (LBH Environmental Health – Noise)
- 17) Plant Noise (LBH Environmental Health – Noise)
- 18) Commercial Music Studio Design (LBH Environmental Health – Noise)
- 19) Scheme of Sound Insulation (LBH Environmental Health – Noise)
- 20) Construction and Demolition Noise LBH Environmental Health – Noise)
- 21) Site Wide Energy Network (LBH Carbon Management)
- 22) Surface Water Drainage (Thames Water)
- 23) Public Sewer Crossings (Thames Water)
- 24) Piling Method Statement (Thames Water)
- 25) Existing Water Supply Impact study - (Thames Water)
- 26) Details of Flood Risk Attenuation Measures (LBH Drainage)
- 27) Drainage Details – (LBH Drainage)
- 28) Confirmation of Energy Standards (LBH Carbon Management)
- 29) Post Construction Certification BREEAM and Home Quality Mark (LBH Carbon Management) (LBH Carbon Management)
- 30) Remedial Works Plan BREEAM Very Good and Home Quality Mark (LBH Carbon Management)
- 31) Site Investigation (LBH Environmental Health)
- 32) Site Remediation (LBH Environmental Health)
- 33) Air Quality and Dust Management Plan (LBH Environmental Health)
- 34) Machinery Emissions (LBH Environmental Health)
- 35) NRMM Registration (LBH Environmental Health)
- 36) Machinery Inventory (LBH Environmental Health)
- 37) Updated Ecological Appraisal (LBH Development Management and Carbon Management)

Informatives Summary (The full text of Informatives is contained in **Appendix 1** to this report.)

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Numbering New Development (LBH Development Management)
- 6) Asbestos Survey Where Required (LBH Environmental Health)
- 7) Disposal of Commercial Waste (LBH Waste Management)
- 8) Piling Method Statement Contact Details (Thames Water)
- 9) Minimum Water Pressure (Thames Water)

- 10) Main Water Crossing (Thames Water)
- 11) Installation of Non-Return Valve (Thames Water)
- 12) Paid Garden Waste Collection Service (LBH Development Management)
- 13) Designing out Crime Officer Services (Metropolitan Police Service)

Section 106 Heads of Terms:

1) Affordable Workspace – 23,000m² of affordable workspace across 25 creative workspace studios to be let at 75% of market rent, subject to a rent review mechanism, for a period of 50 years.

- Provision of an affordable workspace provider to manage and support occupiers.
- Provision of an affordable workspace plan to include:
 - Delivery of commitments to the community in terms of training and/or employment opportunities and/or prioritising local residents and/or supporting community initiatives, providing upskilling opportunities and participating in studio open days
 - Management of the exhibition/pavilion space
 - Management of the café/refreshment space.
 - Management of noise/exhausts/cooling and impacts on residential neighbours
 - Management of use of the yard space and resulting noise
 - Management of communal space and parking.

2) Affordable Housing – 12 units of tethered rental accommodation (12% affordable housing by unit and habitable room - 8 x 1B1P and 4 x 2B3P) to be located on the first and second floors of the development.

- Residents to be Occupiers (and family members) of onsite commercial licence holder
- London Plan income restriction for occupiers (£90,000 maximum household income)
- 75% of market rent subject to rent review.

3) Viability Review Mechanism should the proposal not be implemented within 18 months of the date of decision.

4) Viability Review Mechanism at 75% leasehold sale completion.

- 5) **Public Space Access and Management Plan** – for new public space created
- Space to be open to the public at all times
 - Public space to be maintained by the applicant
- 6) **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 save for disabled residents.
- 7) **Parking Control Measures - £23,000** (twenty three thousand pounds) towards the consultation and implementation of parking control measure in the local area surrounding the site including amendments to relevant traffic management orders.
- 8) **Car Club** - 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.
- 9) **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) Travel Information packs to be given to all residents and information available through a website.
 - d) **£3,000** (three thousand pounds) for monitoring of the travel plan initiatives.
- 10) **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.
- 11) **Energy Plan** and a developer financial contribution of **£382,305** addressing the **unachieved carbon reduction targets**. Subject to a review mechanism

if the energy efficiency can be improved. Further contribution in the event sustainability measures do not achieve carbon savings.

12) Considerate Constructor- Development to be constructed in accordance with Considerate Constructor's scheme.

13) S278 Works – Applicant obligated to enter into a S278 agreement for relevant highway works on adopted highways.

2.5 In the event that members choose to make a decision contrary to officers' recommendations, members will need to state their reasons.

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

- i. In the absence of a legal agreement securing 1) an affordable workspace plan and 2) an affordable workspace provider, the scheme would fail to deliver high quality employment floorspace within a designated Employment Area – Regeneration Area and fail to meet the Council's strategic objectives in relation to employment land and the site allocation. As such, the proposal is contrary to London Plan Policy 4.4, Draft London Plan Policy E3, Strategic Policy SP8 and DM Policy 38 and TH12.*
- ii. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms 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 TH12.*
- iii. In the absence of the legal agreement securing an Open Space Management and Access Plan the proposal would fail to secure publicly accessible and well maintained open space. As such, the proposal would be contrary to London Plan policies 7.5, 7.9, Policy SP12, Policy DM20 and Policy TH12.*
- iv. In the absence of legal agreement securing 1) residential and commercial Travel Plans, and Traffic Management Order (TMO) amendments 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 TH12.

- v. *In the absence of a legal agreement securing an energy plan 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.*
- vi. *In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme, the development would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies 5.3, 7.15, Policy SP11 and Policy DM1.*

2.7 In the event that the Planning Application is refused for the reasons set out 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, and
- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. This is a full planning application for the demolition of existing buildings and the erection of a part 1/3/4/5/6/7 storey mixed use development comprising 25 commercial units (Use Class B1), music rehearsal space (Sui Generis), a café (A3), Commercial Pavilion (Sui Generis) (2446.9sqm), and 99 residential units (C3) including 12 affordable “tethered” units.
- 3.1.2. In design terms, the scheme is set out primarily in 4 blocks, generally fronting the perimeter roads around the site with an interior courtyard. The basement contains commercial units and a music rehearsal space. The ground floor contains an A3 café use and commercial units, with ground-oriented residential dwellings facing existing development along Ashby Road and Herbert Road.
- 3.1.3. An enclosed pavilion faces the interior courtyard at ground floor level. The remaining upper floors contains residential dwellings. The applicant proposes 40 one-bedroom units, 45 two-bedroom units and 13 three-bedroom units. The heights of proposed building increase across the site terminating with the highest structures of 7 storeys in the southeast corner of the site. A new

publicly accessible park is proposed along the southern boundary of the site to replace the existing greenspace at the north of the site. The proposed greenspace is will have seating as well as open lawn and an east-west pedestrian connection.

- 3.1.4. The proposal involves rationalising the existing dual road layout running in parallel north to south and removing part of Herbert Road while retaining the pedestrian link with Ashby Road and access for emergency and refuse vehicles.
- 3.1.5. The scheme proposes 18 car parking spaces, all on street. 10 Blue Badge accessible car parking space will be provided along Ashby Road and 3 standard car parking bays along Herbert Road with 3 spaces removed along Ashby Road. Any existing local residential that is a Blue Badge Holder may use the disabled spaces created. All created parking spaces will be added the CPZ, to be secured by S106 agreement.
- 3.1.6. The existing pedestrian passage at the western edge of the site connecting Bernard Road and Norman Road will be open to vehicles. The new carriageway will contain 5 commercial car parking bays, primarily serving the commercial element of the development. 183 cycle parking spaces are proposed.
- 3.1.7. The scheme seeks to build upon Tottenham's emerging creative culture by providing affordable workspaces together with market and affordable housing. The developer intends to secure an affordable workspace provider to curate and select commercial occupiers that will contribute to a creative and varied community that will establish itself in Haringey and integrate with the wider area in the long term. The development is designed to foster a 'maker' community that can be retained even if rents in the surround area increase.
- 3.1.8. The development proposes 12% affordable housing. The scheme incorporates an affordable 'tethered housing' product that will be offered to eligible commercial occupiers (with their families) at a 75% discount of prevailing market rents. The occupier must be a licence holder of a commercial space so the housing is linked to the occupation of a commercial space but physically separate.

3.2. **Site and Surroundings**

- 3.2.1. The site is approximately 0.71 hectares in area and roughly rectangular. The site primarily contains industrial units, internal access roads and an area of undesignated green space in the north-east corner of the site that is 650m². The site is located to the south of Herbert Road, north of Bernard Road, west of Ashley Road, and east of Norman Road.

- 3.2.2. The site is surrounded by a mixture of existing commercial development along Norman Road and Bernard Road to the south and west. 2 storey residential terraces are located to the north on Herbert Road and along Ashby Road to the east. An unconventional road layout runs along the eastern boundary of the site, with Herbert Road running parallel to Ashby Road, separated by a 2-metre-high brick wall. The remainder of the site contains surface car parking serving the industrial units.
- 3.2.3. The site lies within a designated Local Employment Area – Regeneration Area (Rangemoor/ Herbert Roads) and within the Tottenham Hale Growth Area. Part of the site (excluding the open space in the northeast corner) is allocated in the Tottenham Area Action Plan (TH12 Hebert Road). The site allocation indicates the site is suitable for mixed used employment-led redevelopment. The site is within the Upper Lea Valley Opportunity Area.
- 3.2.4. The South Tottenham area has been identified by the Greater London Authority (GLA) as a potential Creative Enterprise Zone (CEZ), due to its expanding cluster of creative industries who provide jobs and give character and identity to the area. It is an increasingly attractive choice for artists, creators and makers.
- 3.1.1. The Seven Sisters/Page Green Conservation area lies to the northeast. The site does not contain any listed or locally listed buildings. Earlsmead Primary School, a prominent landmark within the Conservation Area lies to the north of the site.
- 3.1.2. The site has a PTAL Rating of 6a with excellent access to Seven Sisters Underground and Overground Station and may benefit from future access to Crossrail 2. The site lies within the Seven Sisters Controlled Parking Zone (CPZ).
- 3.2. Relevant Planning and Enforcement history**
- 3.2.1. There are no planning applications for this site that are of direct relevance to the current proposal. The site and surroundings have extensive planning history for minor alterations to the existing commercial buildings.
- 3.3. Applicant's Consultation**
- 3.3.1. The applicant has undertaken pre-application public consultation prior to the submission of the application, and has sought pre-application guidance from the Council.
- 3.3.2. The applicant has submitted a Statement of Community Involvement prepared by Hard Hat dated October 2017. The applicant also undertook non-statutory public exhibitions and community consultation events on 18th May 2017 and 4th October 2017.

3.4. **Quality Review Panel**

- 3.4.1. The scheme has been presented to Haringey's Quality Review Panel on three occasions at the pre-application stage, the first being a full review and the subsequent two meetings via the Chair's review process. A summary of the most recent QRP Chair's Review (on 8 March 2017) is set out in the design section below. The Panel and the Chair have offered their broad support for the scheme.

3.5. **Development Management Forum**

- 3.5.1. The proposal was presented to a Development Management Forum on 4th July 2017. Concerns were raised with the proposal to consolidate the road layout and the effect on traffic levels on Ashby Road on Herbert Road. The relocation of the park was critiqued, and concerns were raised with the height of the buildings and impact on neighbouring amenity. The notes from the Forum are set out in Appendix 5.

4. **CONSULTATION RESPONSE**

- 4.1. The following were consulted regarding the application:

Internal

- LBH Head of Carbon Management
- LBH Design Officer
- LBH Housing
- LBH Tree Officer
- LBH Economic Development
- LBH Regeneration
- LBH Cleansing
- LBH Parks
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Policy
- LBH Conservation Officer
- LBH Property Services
- LBH Emergency Planning and Business Continuity
- LBH Drainage
- LBH Transportation Group
- LBH EHS - Noise EHS

External

- London Fire Brigade
- Designing Out Crime Officer
- Transport For London
- Environment Agency
- National Grid
- Thames Water Utilities
- Page Green Residents Association
- Tottenham Conservation Area Advisory Committee

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

Internal:

LBH Conservation Officer

No objection to development proposal. The development would not have an impact on the Page Green/Seven Sisters Conservation area or the listed Old Bank or Markfield Beam Engine. The proposal is of high quality and has been sensitively designed to transition between the terraced streetscape and taller elements. Proposal would enhance the townscape of this part of Tottenham and would enhance the setting of the heritage assets within the wider area.

LBH Waste Management

No objection to proposal. The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection. Standard Conditions and informatives required.

LBH Transportation

No objection to proposal, subject to including Conditions and contributions via S106 agreement.

LBH Environmental Health

No objection to the proposal subject to standard conditions.

LBH Environmental Health Noise

No objection to proposal. EHO Has considered Environmental Noise Survey Report and Planning Noise Report. Conditions recommended including noise insulation scheme.

LBH Tree Officer

No objection to proposal. The proposed new development at the Bernard works site will result in the loss of the existing open space on Herbert Road and all of the 12 trees currently present. The majority of these trees are either in a poor condition or are of low quality and value and should not be an impediment to development. Two trees (T1: Lime and T8: Norway maple) are of moderate quality and value. They have been assessed for a TPO and meet the criteria.

The loss of T1 and T8 would be mitigated by the planting of new trees in and around the new development. The New Tree and Specimen Shrub Plan (Drawing SP00) shows the location of over 50 new trees in highway locations and within a new public space. It includes 9 new trees in Herbert Road, 7 of which would be in front of the proposed new homes.

There are also 25 additional specimen shrubs to be planted in residential gardens. The proposed new trees are appropriate for such a scheme and include a mixture of different species in various sizes. Many of the new trees are native species, which will greatly increase local biodiversity. The number and variety of new trees will help to mitigate the loss of the existing trees, improve screening of the site and local air quality, while also enhancing the quality of life for existing and future residents and visitors to the area. Construction Phase conditions not required.

LBH Local Lead Flood Authority

No objection to proposal. LLFA reviewed the information that was supplied and held several meetings with drainage consultants and worked through pre-app issues. Overall, the drainage strategy that is proposed is acceptable and can be approved subject to condition.

LBH Carbon Management

No objection to proposal subject to energy plan with Carbon Offset. Proposed measures, alongside the site wide energy network, makes the scheme policy compliant and should be secured with an updated energy plan and carbon offset payment through conditions and legal agreement.

LBH Tottenham Regeneration Team

No objection to proposal. The proposed development will see a workspace-led, mixed use scheme come forward, providing much needed affordable workspace for local entrepreneurs, start-ups and creative industries.

External:

Thames Water

No objection to development proposal. Existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Condition to secure infrastructure study required. No objection with regard to sewerage infrastructure capacity. Standard conditions and informatives to be imposed.

Metropolitan Police – Designing Out Crime Officer (DOCO)

No objection to proposed development subject to conditions. Consultation was held with the architect in Sept 2017 and issues with the development were highlighted in regards to antisocial behaviour and crime. Applicant explained their vision to enhance the area through architectural design and agreed to participate in the SbD scheme. Conditions recommended.

Transport for London

As the site is not on or is not in close proximity to the Transport for London Road Network or the Strategic Road Network, TfL has no comments to make on the application.

Environment Agency

No objections to the proposals but Environment Agency encloses advice around land contamination and ground water infiltration.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

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

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

- No of individual responses: 59

- Objecting: 55
- Supporting: 4
- Petitions: 2 (5 Signatories – with Objections; 78 Signatories with 78 Objections)
- Others: 1 – Response from Joanne McCartney – London Assembly Member Haringey and Enfield (Objection on behalf of local residents)

Summary of Assembly Member (AM) Objections

Lack of Affordable Housing; Scale and privacy impacts; Concerns regarding the re-location of the greenspace, traffic and parking and delivery impacts.

- 5.3 The issues raised in representations that are material to the determination of the application are summarised as follows:

Principle of Development

- The number of units proposed exceeds the strategic allocation in the Tottenham Area Action Plan
- The scheme will result in the loss of existing jobs on the site

Development Design

- The height and bulk of the new build blocks are out of keeping with existing area.
- The density of the scheme is excessive and will set a precedent
- The pavilion will result in noise, disturbance and anti-social behaviour
- The relocation of the green space will result in the loss of trees and a well used community space.
- Future residential occupiers will be impacted by adjoining commercial users

Local Amenity

- The scheme will give rise to daylight/sunlight and privacy impacts to adjoining properties
- The proposal will result in additional air pollution in the local area.
- There is insufficient waste collection and servicing proposed, which will lead to local fly tipping.
- The music studio will give rise to vibrational impacts
- Basement development may give rise to subsistence

Transport

- The proposal lacks sufficient parking and will add to parking pressure in the local area
- The servicing plans will lead to congestion
- Permit Free development will be insufficient to prevent parking on local roads (after CPZ hours)
- Air quality concerns arising from additional vehicle movements.

- Changes to the road layouts will cause congestion and lead to highway safety issues.
- The current dual road layout is suitable and should be retained to protect the area from traffic impacts.

Other matters

- Pressure on local services including health services, public transport and the Earlsmead School.
- The Community Infrastructure Levy payment will be insufficient to address the impacts of the proposal
- The developer should not pay an offset carbon levy, and should make the development sustainable instead.

Support

- The provision of affordable workspace will meet with local demand and encourage the retention of small businesses in the area – maybe start ups are seeking the type of space on offer.
- Development will strengthen the creative community in the area that has emerged in recent years.
- There is a need for sub-market affordable workspace all over London.
- Provision of tethered housing will support lower income residents that may wish to start small businesses.

5.4 The following issues raised are not material planning considerations:

- The re-located green space will be partly ‘privatised’ (Officer comment: provided the re-located green space is fully accessible to the public, its ownership is not a material planning consideration.)
- The market units will be too expensive for Haringey residents. (Officer comment: the post planning sale price of individual market units is not a planning matter.)
- It is not appropriate for the Council to sell its land to the development industry (Officer comment: the sale of the land is not material to planning)

6.0 MATERIAL PLANNING CONSIDERATIONS

6.1 Principle of the Development

- 6.1.1 The NPPF establishes overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process and supports “approving development

proposals that accord with the development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.”

The Development Plan

- 6.1.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan includes the London Plan (2016), the draft London Plan; Haringey’s Local Plan: Strategic Policies (2013 with alterations 2017); Development Management DPD (2017); Site Allocations (2017); and Tottenham Area Action Plan (2017).

The London Plan

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

- 6.1.4 The draft London Plan carries limited weight given its progression in the plan making process, but is a material planning consideration. The draft London Plan sets an annualised target for Haringey of 1,958 homes, and 10-year target of 19,580 homes.

Haringey Local Plan Strategic Policies (2013)

- 6.1.5 Haringey’s Local Plan Strategic Policies document sets out that the Council will secure a strong economy in Haringey through the reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes, and the intensification of the use of existing employment sites (where possible), the provision of B1a/b floorspace as part of mixed-use development on suitable sites. New development shall protect and improve Haringey’s parks and open spaces. Secure improvements, enhancement and management in both quality and access to existing green spaces.

Tottenham Area Action Plan (AAP)

- 6.1.6 The document provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted alterations to the Strategic

Polices DPD and the DPDs that sit alongside the Tottenham AAP to articulate the spatial vision for growth. The site allocation (TH12 – Herbert Road) envisages the creation of an employment-led mixed-use development west of the town centre and south, of the district centre. The allocation Site Requirements and Development Guidelines are below.

Site Requirements

- The site is within a Designated Employment Area – Regeneration Area and proposals for mixed-use employment-led development will be supported, where appropriate, to create a mix of uses through the re-introduction of creative employment uses.
- The quantum of dedicated employment floorspace on the site should be maximised through any development. Residential uses will be permitted to optimise the delivery of new employment stock, and should be located adjacent to the existing residential uses adjoining the site.
- Proposals should make provision for an element of affordable workspace in line with Policy DM38.

Development Guidelines

- Rationalisation of the “parallel access roads” on Ashby/Bernard/Herbert Roads.
- Reintroducing employment-generating uses is the key aim of this policy.
- Improved streetscape with the existing homes on Ashby Road is required.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Pedestrian access from the site to Page Green Road should be retained

Creative Enterprise Zone

6.1.7 London’s competitive land market means that the creative sector is struggling to find sufficient venues to grow and thrive, and is losing essential spaces and

venues for cultural production. Creative Enterprise Zones (CEZ) are a GLA initiative to designate small areas of London where artists and creative businesses can put down roots and establish themselves in local areas where creative activity is supported.

6.1.8 The role of creative communities in revitalising areas is key, but often these communities are the displaced from the neighbourhoods they have helped regenerate, with neighbourhood changes resulting in rising rents, increased property prices and the decline of affordable workspace. London predicted to lose 30 per cent of affordable creative workspace by 2019.

6.1.9 CEZs seek to retain and attract artists and new creative businesses to an area by offering incentives including permanent affordable workspaces. There are already significant creative clusters in Tottenham including within the South Tottenham Employment Area, Gourley Triangle, and Tottenham Green.

6.1.10 Research by the GLA indicates the economic impacts of Creative Enterprise Zones would support wider growth in Haringey. For Tottenham, CEZ related activity is projected to create an estimated 300 new creative jobs each year, and generate GVA growth of £26m.

6.1.11 This is reflected the in the draft London Plan Policy E8 which states that employment opportunities for Londoners across a diverse range of sectors should be promoted and supported along with support for the development of business growth and sector-specific opportunities. The evolution of London's diverse sectors should be supported, ensuring the availability of suitable workspaces including start-up, incubation and accelerator space for micro, small and medium-sized enterprises affordable workspace in defined circumstances.

6.2 Principle of Development – Assessment

Principle of Demolition

6.2.1 The scheme proposes demolition of the existing buildings on the land. The existing buildings on the site are of limited architectural value and are not locally or statutorily listed. The demolition of the existing buildings is acceptable in principle.

Principle of Master Planned Development

6.2.2 While the application redline area does exclude areas within allocated site TH12 (including the building on the south side of Bernard Road) and includes areas that are outside TH12 (including the open space north of allocated area) the applicant has demonstrated a master planned approach to the development. The scheme will address the wider area in terms of connectivity and layout as set out in detail below. The applicant's proposal has demonstrated that it will not impede the development of other allocated land within the strategic allocation and granting planning permission would not prejudice the Council's wider strategic planning objectives for the area.

6.2.3 The development is also considered to be a catalyst that will allow retention of small scale creative enterprises in the area while providing additional residential development, in line with the site allocation and other planning objectives. The scheme is therefore considered to incentivise the delivery of remaining land. The applicant has followed a master planned approach that is acceptable in principle.

Redevelopment within a Local Employment Area – Regeneration Area

6.2.5 The London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations. Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space. Draft London Plan Policy E3 – Affordable Work Space notes that in defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.

6.2.6 Policy DM38 indicates support for mixed use, employment-led development within a Local Employment Area – Regeneration Areas (LEA-RA) where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. DM38 sets a number of criteria for redevelopment within LEA-RA's which are considered below.

Redevelopment will give rise to the loss of 2,019.1m² of existing B8 floorspace, however the proposal will result in the following provision of employment generating floorspace:

- 1,1173. m² B1
- 85.8m² A3

- 705m² Sui Generis

6.2.7 The proposal will therefore yield 1908.1m² of employment floorspace. While this quantum represents a small loss in floorspace, the intensity of employment use will be considerably increased. The number of jobs on the site will increase from approximately 60 to 80, and the provision will improve quality by providing a flexible range of commercial unit sizes designed to meet the needs of the creative sector in line with the aims of the Creative Enterprise Zone and the site allocation.

6.2.8 As per the viability review by BNPP Paribas, the applicant is considered to have maximised the amount of employment floorspace in line with Policy DM38. The development proposal is judged to improve the site's suitability for employment uses and the intensity of employment use. The site secures sub-market commercial space and tethered residential units to be secured by a S106 agreement. The applicant has committed to securing a workspace provider with a long-term commitment to maintaining the agreed social, cultural and economic planning objectives, as per the Heads of Terms at the head of this report.

6.2.9 The proposal is therefore considered to meet the criteria set out in Policy DM38(a-f) for redevelopment within a LEA-RA. The provision of affordable workspace is in accordance with draft London Plan Policy E3 – Affordable Work Space and the objectives of the CEZ to secure affordable workspace for creative users. This proposal has been formulated with the needs of the end user in mind and offers an innovative approach to employment led redevelopment which officers consider offers a model approach for future schemes. The Redevelopment within a Local Employment Area – Regeneration Area acceptable is therefore acceptable in principle.

Principle of Housing Provision

6.2.10 London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London, and sets a target for the Council to deliver a minimum of 15,019 homes in the Plan period 2015-2025. This target is set to increase with the adoption of the draft London Plan. Draft London Plan Policy H1 sets a target of 19,580 net completions of homes in the draft Plan period of 2019/20-2028/29. This yields an annualised target for Haringey of 1,958 homes.

6.2.11 Given the site's context within the Upper Lee Valley Opportunity Area and in light of the Council's local policy designations, the principle of the

redevelopment for of this site for mixed use including 99 new homes is supported and in line with both London Plan and local planning policy. The AAP site allocation TH12 sets out that residential will be permitted to cross subsidise new employment stock, and should be located adjacent to the existing residential uses adjoining the site.

6.2.12 The issue of affordable housing is addressed in the section below. The provision of housing is acceptable in principle.

Principle of the Re-location of Open Space

6.2.13 The enhancement of Haringey's open spaces is supported in line with Policy SP13. With regard to principle of the re-configuration of open space within the site (from the northeast corner of the site to the south) Policy DM20 sets out that the reconfiguration of open space will be supported where:

- a) It is part of a comprehensive, deliverable scheme;
- b) There would be no net loss of open space;
- c) It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would secure a viable future for the open space; and
- d) It would not be detrimental to any environmental function performed by the existing open space.

6.2.14 The re-location is part of a comprehensive redevelopment and there would be an increase of open space from 650m² to 1,000m².) The quality of the green space is considered to be improved as it will be more usable and functional with seating and a designed layout, a better aspect, facing south and surrounded by active uses. An access obligation will be secured in the S106 agreement to ensure 24 hour access to the space for members of the public. The re-location would not be detrimental to any environmental function as the existing open space has been demonstrated to be of low ecological value and the proposal would increase the level of greenspace on the site.

6.2.15 While the re-location of the green space will result in the loss of several trees (including two which have provisional TPOs), the wider tree planting proposal for the site will compensate for the loss, as per the assessment below. The re-location of the open space within the site would comply with Policy DM20 and is acceptable in principle.

Principle of Development – Summary

6.2.16 The proposed development is in line with site allocation requirements and judged to be a catalyst that will allow the retention of small scale creative enterprises in the area. The applicant has followed a master planned approach. The proposal is considered to meet the policy criteria set for redevelopment within a Local Employment Area (Regeneration Area) and the scheme will make a contribution of 99 homes for which there is a need in the locality. This proposal has been formulated with the needs of the end user in mind and offers an innovative approach to employment led redevelopment which officers consider offers a model approach for future schemes. The principle of the re-location of open space within the site is acceptable. The existing buildings on the site are of no architectural value and their demolition is acceptable. The development proposal is acceptable in principle.

6.3 Affordable Housing

6.3.1 Local Plan Policy SP2 and DM Policy 13 require developments of more than 10 units to contribute to the Borough's target of 40% of affordable housing. However, Policy DM13 also indicates that the quantum of affordable housing delivery should have regard to both individual site circumstances and other planning benefits that may be achieved.

6.3.2 The draft London Plan notes the desirability of maintaining affordable workspace at rents below the market rate for specific social, cultural, or economic development purposes. The draft plan also set outs that sub-market works space may support educational as well as development outcomes. This accords with the site allocation that primarily focuses on the reintroduction of employment-generating uses as the key aim of the site, noting residential development will be permitted to optimise the delivery of new employment stock. As such in this circumstance the priority is the replacement of improved well designed employment floorspace and the residential development is essentially enabling development for this replacement. In this instance the provision of affordable workspace is a priority.

6.3.3 The Creative Enterprise Zone prospectus notes that London's new Housing Strategy draft supports live-work spaces for small businesses and entrepreneurs, in particular in Creative Enterprise Zones.

Tethered Housing

- 6.3.4 The delivery of affordable workspaces is coupled with the provision of 12 units of affordable 'tethered' housing. Tethered housing is intended for commercial occupiers to live affordably on site. The 12 affordable units will be within the Bernard Works development but are not physically connected or joined to any workspace. The tethered units are not conventional live-work units that would physically combine studio and living space, which are not supported by Local Plan policy. Such live/work units typically become conventional residential uses overtime.
- 6.3.5 Tethered housing seeks to provide the positive benefits of live/work, for small businesses and entrepreneurs including the fostering of creative communities and reducing the need to travel but with a physical separation that ensures the commercial space is used for its intended purpose throughout the life of the development. In addition the provision of affordable housing for creative business owners allows these owners to stay in the area and grow their business and contribute to Haringey's economy.
- 6.3.6 The 12 units of tethered housing are intended to be offered to eligible commercial occupiers (with their families) at a 75% discount of prevailing market rents. The occupier must be a licence holder of a commercial space. The other residential eligibility criteria are similar to London Plan affordable rent criteria including a £90,000 per annum household income restriction. The S106 agreement will obligate the developer to bring forward an Affordable Tethered Housing plan that will ensure tenant protection and set the parameters of the tethered housing, including periodic rent review mechanisms to ensure the 12 units of affordable housing remain below prevailing rent levels in perpetuity.
- 6.3.7 Providing affordable tethered units will support the provision of affordable workspace by providing on site accommodation at a discount from market rates which will ensure that creative businesses and entrepreneurs can occupy the commercial space and remain in the area should rent levels for commercial space increase in future. This will maximise the positive outcomes from the development in line with the site allocation requirements.

Viability Review

- 6.3.8 The Council's viability consultant BNPP has independently assessed the proposed affordable housing provision. The consultant's conclusion is that the scheme's offer of 12 units of tethered affordable housing is the maximum that can be delivered subject to viability and in light of the other planning objectives

required as per the site allocation, including maximising employment floorspace.

- 6.3.9 Officers agree with the conclusions of the consultant that the scheme provides the maximum amount of affordable housing subject to viability. In the event additional value is created in the scheme from market sales, this may be captured in a 75% of completion viability review (to be secured by S106 agreement) as discussed below and a payment in lieu of additional affordable housing would be provided.
- 6.3.10 Like a conventional affordable housing arrangement, early and late stage viability review mechanism have been agreed and will be secured by S106 agreement in line with London Plan guidance. The applicant has agreed these review mechanisms in line with the London Plan SPG Affordable Housing and Viability.

Affordable housing Summary

- 6.3.11 TAs well as delivering a well designed employment led regeneration scheme with affordable workspace the scheme makes provision for 12 units of affordable tethered housing. This affordable housing provision is welcomed. The tethered housing will allow commercial licence holders and their families to live on site at affordable rents. The affordable housing offer has been assessed by BNP Paribas and is considered the maximum amount of affordable housing that can be viably be delivered on the site. However an early and late viability review mechanism will be secured by S106 agreement. The affordable housing offer will protect and incentivise small businesses and entrepreneurs to invest in Tottenham in the long term, even as rents may rise. The affordable housing provision is therefore in accordance with local and London Plan policy.

6.4 ***Development Design***

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

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

- 6.4.2 The development embodies many of the key objectives of Creative Enterprise Zones within its physical design. As per the assessment below, the incorporation of meeting and social spaces within the scheme (including a pavilion space, courtyard space and ‘garden rooms’) meets with a key CEZ aim of forging creative relationships between artists, creative businesses, their clients, and local communities.
- 6.4.3 The commercial spaces are of varied and flexible sizes which have been designed based on the spaces utilised by existing small businesses and entrepreneurs in the area. The larger music studio space suitably located within the scheme has the potential to be a strong anchor to a creative community. The pavilion space is likely to act as a creative focal point for residents and to allow engagement with the wider area. The café and green space will activate the southern part of the site with pedestrian activity and will be the subject of increased surveillance and security. As per the assessment below, the physical design (underpinned by planning obligations to meet other economic and affordability objectives) is considered to be credible and well considered by officers.
- 6.4.4 The scheme is set out into residential and non-residential elements. The residential elements are generally positioned toward the site edges in four block typologies, with the commercial units on the ground floor and basement level, oriented inward to the courtyard area. The music studio and rehearsal space is at basement level.

Density

- 6.4.5 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. This approach to density is reflected in the Tottenham AAP. While the draft London Plan proposes to remove the London Plan’s density matrix, the current adopted London Plan remains part of the Development Plan for the site.
- 6.4.6 Given that this site is a vertically mixed schemes (i.e. where housing is on top of non-residential uses), the density has been calculated in line with GLA guidance and the size of the site has been reduced by an amount that is equivalent to the proportion of total floorspace allocated to non-residential uses (both below and

above ground, measured as GIA) for the purposes of calculating residential density.

- 6.4.7 The applicant proposes the provision of 99 residential units and the site has a PTAL rating of 6a. The proposal contains 290 habitable rooms and the redline area is 0.71 Hectares (Ha) in area. The site contains 2,446.9m² of ground floor and basement non-residential space and the total Gross Internal Area (GIA) of the development is 11,267.9m².
- 6.4.8 The non-residential proportion of uses on the site is 21% (2,446.9m²/11,267m²) and the site has therefore been reduced in area by 0.15 Ha to 0.56 Ha for the purposes of calculating density. The scheme consequently would have a density of 177 units/hectare (u/ha) and 517 habitable room/hectare (hr/ha). The scheme has an average of 2.9 habitable rooms/unit (hr/u).
- 6.4.9 The site is judged to be urban as a mix of uses and medium building footprints surrounds part of the site and it lies within 800m of the West Green / Seven Sisters District Centre. The London Plan sets a target range of 200–700 hr/ha and 70-260u/ha for schemes with an average hr/unit of 2.7-3.0. The proposal therefore falls within the density range for both units per hectare and habitable rooms per hectare.
- 6.4.10 The density of the proposal is therefore acceptable.

Dwelling Unit Mix

6.4.11 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Draft London Plan Policy H12C notes that Boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes. Strategic Policy SP2 (Housing) and DPD Policy DM11 continue the current London Plan approach.

6.4.12 The scheme proposes the following unit mix:

No. of bedrooms	No. of units
1 bed units	40
2 bed units	46
3 bed units	13
Total	99

6.4.13 The proposal is considered to represent an appropriate dwelling mix given the site location. London Plan Policy 3.4 speaks to prioritising higher density provision for smaller households in areas with good public transport accessibility. The site delivers this provision in tandem with the Council's approach through the Tottenham Area Action Plan, to safeguard existing family homes in the area in order to promote a mixed and balanced communities.

6.4.14 The dwelling mix is therefore considered to offer a suitable range of housing choice in line with London Plan Policy 3.8 and draft London Plan Policy H12C and is consistent with Policy DM11.

Site Layout and Access

6.4.15 The residential elements have been positioned toward the site edges in four block typologies adjacent to existing residential uses. The commercial units on the ground floor and basement level are oriented inward to the courtyard area. There is sufficient space between buildings for pedestrian circulation and the site layout orientates street facing dwellings outward, with access to the commercial spaces and the café use along Bernard Road. The layout will also improve connectivity and permeability for pedestrians while generally constraining vehicle movement along adjoining roads. The layout will rationalised the parallel road layout in compliance with the site allocation. Pedestrian access from the site to Page Green Road is retained as per site allocation guidelines. The site access and layout is considered acceptable.

Development Height, Massing and Scale

6.4.16 DM6 states the Council expects building heights to be of an appropriate scale that respond positively to site surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1. The development proposal does not contain any 'Tall Buildings' (as defined by policy as 10 storeys or more) but the development does contain Taller Buildings' in the southwest corner of the site, 'defined as those that are two to three storeys higher than the prevailing surrounding building heights.

6.4.17 There is a tall building near the site, Cordell House, a post-war 13-storey tower block to the northeast of the application site however the prevailing building height in the area is 2 – 3 stories.

6.4.18 Policy DM5 requires that proposals for taller buildings be justified in urban design terms and should conform to the following general design requirements:

- a) Be of a high standard of architectural quality and design, including a high quality urban realm;
- b) Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and
- c) Conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (as per DM9).

6.4.19 The development proposes buildings of up to 7 storeys from ground level, at the highest point rising to approximately 25m from ground level (35m AOD).

6.4.20 The proposal is of high architectural quality in line with Policy DM5(a). The taller buildings incorporate a pitched roof design and a varied character across the site. The massing of the buildings is stepped down eastward to moderate the impact on adjoining residential dwellings and integrate their built form.

6.4.21 Brick built buildings are considered a sensitive design response to the character of the local area. The wider development will improve the urban realm with relocated green space and street tree planting. The scheme is considered to sit comfortably in the context of the local area.

6.4.22 The QRP responded positively to the building design, noting, “the panel welcome the extensive development of potential roof forms and doorways, for example, by drawing on the prevailing forms within the area.” The scheme is considered to meet strategic site requirements as it delivers an improved streetscape facing the existing homes on Ashby Road.

6.4.23 As per the assessment below and the comments of the Principal Conservation Officer, the development site is in close proximity to a Conservation Area but will not impact its setting or character and makes a modest but positive contribution to the wider character of Tottenham as a historic area.

6.4.24 The site fall within a Local View Corridor. View 26 notes an assessment point from the junction of Quernmore Road and Stapleton Hall Road looking east bound toward Tottenham Hale. As per the Townscape assessment in the

section below, the impact of the development on the view corridor will be negligible and the applicant is considered to have met the policy tests set in Policy DM 15.

6.4.25 The applicant has therefore met the policy tests set for taller buildings. The height and massing of the taller buildings on the site are considered to be justified and respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design.

Townscape and View Management

6.4.26 Haringey's Strategic Policy SP12 and DPD Policy DM5 set out how the Council will protect the Strategic and Local View Corridors. The site does not intersect with a London Plan Strategic View but does lie within a Local View Corridor. View 26 notes an assessment point from the junction of Quernmore Road and Stapleton Hall Road looking east toward Tottenham Hale. From the assessment point, the development would not obstruct the linear view given the proposed heights and the development would be subservient to other tall buildings in the vicinity of site. The proposal is therefore judged to make a positive contribution to the character and composition of the view and is acceptable.

Development Materials

6.4.27 The applicant's Design and Access Statement notes that during design phase, the architects undertook a series of studies analysing the unique character of the Bernard Works area, and the materials proposed reflect this assessment.

6.4.28 The scheme is primarily brick built, with residential units types expressed by slight changes in materiality and facade expression. Officers agree with the applicant that proposed brick variations assist in breaking up the development into a series of distinct forms, while retaining an overall coherence across the site.

6.4.29 A buff/brown brick, reflecting the predominant brick type within the wider commercial industrial estate is proposed to contrast the yellow brick type along the existing residential terrace of Herbert Road. A red/brown variation reflects the predominant use of red and red painted brick along Ashby Road. This material also reflects the existing Toy Factory building directly across the new public park space.

6.4.30 A maroon/red brick is also incorporated, referencing the harder facing and edge bricks used within the historical warehouse types. Aluminium windows and doors are proposed and the scheme will also include precast concrete and perforated metal screening in commercial elements.

6.4.31 While exact produce references have not been provided, officers consider that the proposed materials are of a high quality and will relate well to the surrounding industrial and residential characters in the vicinity of the site. All materials will be subject to a planning condition that will require samples as well as specific product references at condition stage. Subject to condition the materials are acceptable.

Trees and Landscaping

6.4.32 The proposal will result in the re-location of an existing green space, but will deliver a replacement green space as noted above. The re-location will require the removal of 10 trees on the development site, however the applicant proposes a comprehensive re-planting program throughout the site. As noted above, there is in principle policy support for the re-location of open space. An assessment of the tree loss and the wider re-planting program is considered below.

6.4.33 The applicant has submitted an arboriculture assessment prepared by Syntergra dated October 2017. This assessment concludes the 10 trees that will be removed from the site in the event of redevelopment. These are assessed as Category B Trees (T1, T8, T9 and T10) and Category C Trees (T2, T3, T3, T3, T5, G6 and T7). There are no Category A Trees (the highest rating) proposed to be removed.

6.4.34 Two survey trees (T1:Common Lime and T8: Norway Maple) would be eligible for a TPO and a provisional Tree Protection Order for these trees has been made. Notwithstanding the making of the provision TPO, the Council's Arboriculture Officer has assessed the wider development proposal, including the survey categorisation and the proposed removal as well as the proposed enhancement including the landscape and ecological benefits of redevelopment.

6.4.35 The applicant's overall landscaping plan envisages 50 new trees including rows of streetscape trees along Ashby Road and Herbert Road to offset the tree

losses noted above. The landscaping proposals also incorporate landscaping in the interior courtyard and communal space to the rear of the units along Herbert Road. This includes 25 additional specimen shrubs to be planted in residential gardens.

6.4.36 Central to the landscape character of the new scheme is a public park that seeks to promote shared surface pedestrian circulation across the southern boundary of the site and incorporate play and amenity space for current and future residents.

6.4.37 While objections have been received concerning the loss of the 10 trees, (including 2 trees under temporary protection) are noted, given the views of the Tree Officer, and given the wider planning benefits of the proposal the loss of the trees noted is acceptable. The scheme is considered to be acceptable in arboricultural terms and the re-planting program will be required to be secured by planning conditions noted in Appendix 1. The grant of planning permission will supersede any temporary or confirmed Tree Protection Order.

Quality of Green Space provision

6.4.38 As noted above the application site contains an undesignated greenspace. In the event of redevelopment, the internal re-location of the greenspace across the site will result in a 33% increase of open space in close proximity to that replaced. The new greenspace is judged to be of a higher quality. The new space is a designed character which is considered to add value in planning terms and will ensure security and usability. The applicant's design and layout which will allow for a variety of uses is considered to be high quality design.

6.4.39 The sunlight analysis have shown that the communal open space located at the south border of the site will exceed BRE recommendations of at least two hours of direct sunlight on 21st March and therefore the levels of sunlight to the playspace and external café seating area are compliant with BRE criteria, which will assist in establishing secure and active public spaces.

6.4.40 The developer's obligation to maintain the space will prevent previous issues with fly tipping and rubbish. The replacement space meets in principle objectives for re-location as noted above and the replacement is in close proximity to the existing space. While the site is not located in an area of open space deficiency, the proposal delivers high-quality green space and off sets the

loss of greenspace on the north of the site with a higher quantum of provision. The re-located greenspace and wider landscaping of the development is acceptable subject to condition.

Quality Review Panel (QRP)

6.4.41 As noted above, the proposal has been assessed by Haringey’s QRP at pre-application stage. The Panel’s final review supported the scheme and stated:

“The Quality Review Panel welcomes the amended proposals for the Bernard Works site, and offers their support for the scheme, subject to its concerns about the privacy of single aspect ground floor flats being addressed. The panel would also encourage further refinement of the architecture, to add depth, richness and variation to the scheme. They feel that the overall concept promises high quality development, and would be a very positive addition to the local area. They also highlight that the success of such a scheme depends upon the implementation of a comprehensive management strategy for the open spaces and the café.”

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

Quality Review Panel Chair’s Comment	Officer Response
Massing and development density	
<p>The panel welcomes the reduction in scale that has been achieved within the scheme, which will significantly improve the quality of the accommodation and open spaces.</p> <p>It understands concerns regarding the scale of the proposals fronting onto Ashby Road; but feels that as the width of the street is increasing, four storeys would be acceptable in this location.</p>	<p>Comments Noted</p>
Scheme layout	
<p>Single aspect flats at ground level can be problematic in terms of privacy and security, as bedrooms and living rooms will front onto public areas. The panel remains to be convinced that a one metre strip of planting will provide an adequate privacy buffer for such flats.</p>	<p>The design now proposes a series of changes to the ground plane and apartment layouts that respond to the panels concerns.</p> <p>To provide a greater sense of privacy for ground floor flats, the entire ground floor level is raised</p>

<p>One solution could explore the possibility of raising the floor level of the ground floor accommodation by 600mm, to lift the height of the window sill towards eye level, mitigating any views into the accommodation from outside.</p> <p>If the ground floor level were raised, careful consideration of inclusive design would be necessary to ensure that the scheme is compliant with Part M of the Building Regulations.</p>	<p>200 mm above street level. This is achieved by a Part M compliant ramp within the communal entry hall.</p> <p>Steps to the bedroom provide an additional rise in height of 350mm - creating a sense of further removal from the street level, and preventing overlooking into the bedroom space.</p> <p>This sense of protection is further improved by the planting to the bedroom window.</p> <p>Within the living room, 2no. 200mm steps step up to the external amenity space. This change in level creates a more generous height to the main living space - increasing daylight provision, while again removing the inhabitant further from the street</p>
<p>The panel notes that even if the privacy issues are resolved, deep plan dwellings with rear access corridors and kitchens without adequate daylight are not ideal.</p> <p>In this regard, they would strongly encourage the design team to consider incorporating maisonettes at ground level, with individual front doors opening onto the public realm. This would enable bedrooms to be located at a higher level, avoiding privacy conflicts at ground level.</p> <p>In addition, it would also support a more domestic frontage onto Ashby Road (that of two-storey maisonettes with individual front doors, with two storeys of flats above); which could help to promote a sense of community within the street.</p> <p>Avoiding a rear corridor access to the ground floor units (as currently shown) through the provision of individual front</p>	<p>The flats have been shown to receive adequate daylight.</p> <p>In response to the above comments, the Architects undertook a study of duplex unit feasibility along Ashby Road. The resultant study of two options found that in each case the duplex apartment layouts led to inefficiencies that would compromise the viability of the scheme and privacy issues set out below could not be addressed with these alternative layouts.</p>

<p>doors would also enable efficiencies within the floor plan. This should enable a greater number of units to be retained with a maisonette configuration than suggested by the design team.</p> <p>The panel notes that the standardised bay width may need to change in order to accommodate maisonettes with front access.</p>	<p>Changing the bay width would be likely to result in a less well composed elevation.</p>
<p>Architectural expression and place-making</p> <p>The panel welcomes the emerging architectural expression, but feels there is scope for further refinement and articulation to create visual depth and richness.</p> <p>The panel notes that whilst the development creates markedly different types of streets and spaces (new homes opposite 1930s houses, an urban commercial courtyard and a green open space), it relies on a single type of façade throughout.</p> <p>The panel would like to see more variation and articulation of the different parts of the development.</p> <p>In particular, the elevational treatment fronting onto Ashby Road would benefit from additional detail in order to break it down to a more domestic scale, as the distance between existing and proposed facades is only 17m.</p>	<p>Amendments were made the elevations. Sills, brick detailing, and particular architectural elements are expressed in subtly different ways creating a play of light and form.</p> <p>In each case the repetitive nature of the overall building form creates a simple backdrop for urban life, in keeping with the traditions of South Tottenham area.</p> <p>However as in the typical examples given below the variety in detailing and reinterpretation of contextual architectural elements is used to create a building that responds to and communicates with it's context, providing interest and delight to the public.</p>
<p>The inclusion of individual front doors fronting onto Ashby Road, in addition to some lighter visual elements would help to 'lift' the façade and create greater coherence within the street itself.</p>	<p>The measures set out above to improve the privacy of the single aspect units facing Ashy Road would not allow further front doors to be provided on this elevation. 2 communal doors are provided along this frontage with 6 front doors on Herbert Road.</p>
<p>The panel feels strongly that the success</p>	<p>A management strategy will be</p>

of the scheme depends upon the implementation of a comprehensive management strategy for the open spaces and the café, to ensure that the quality of the development is maintained over time.	secured by the S106 obligations.
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6.4.43 Officers consider the applicant has engaged with the QRP at the pre-application stage and the result is considered to be a high quality design that will deliver a significant quantum of high quality commercial worked space and market housing the delivers the site objectives. The remaining QRP concerns around access may be address by condition.

Secure by Design

6.4.44 The applicant has worked with the Secured by Design officer to address a number of issues raised earlier in the consultation process. The Design and Access Statement also contains a Security Assessment. Subject to condition, the Metropolitan Police raise no objection to the proposal in relation to security. A planning condition will also be imposed requiring compliance with the principles and practices of the Secured by Design award scheme and liaison with relevant officers will continue through into the condition stage if permission is granted. The proposal is acceptable in Secure by Design terms.

Development Design – Summary

6.4.45 The development will yield a density that is compliant with the London Plan Density Matrix. The density of the scheme is achieved through a high quality site layout that focuses denser development away from existing residential occupiers and provides opportunities for connection between creative commercial occupiers and future residents to strengthen the creative community. The rationalisation of the existing parallel road layout complies with the site allocation. The dwelling mix is considered to offer a suitable range of housing choice.

6.4.46 The design of the scheme is considered to be very high quality and well considered by officers. Officers consider that this development will provide a blueprint for future developments of this type. The mixed use development will

allow creative production to be integrated with residential uses while still being well managed and protecting the amenity of surrounding occupants.

6.4.47 The development embodies many of the key objectives of Creative Enterprise Zones (CEZs) within its physical design. The incorporation of meeting and social spaces within the scheme will encourage creative relationships between artists, creative businesses, their clients, and local communities.

6.4.48 The layout and access to the site is logical and the site requirements around retained pedestrian access are met. The applicant has met policy requirements around the provision of taller buildings and the massing and scale of the scheme are considered to respond well to the context of the area. The proposed materials are considered to be strong and the character of local views is preserved. Haringey's Quality Review Panel supports the scheme.

6.4.49 10 trees will be removed (including 2 temporarily protected trees) to allow redevelopment and a small undesignated greenspace will be lost. However this is offset by a comprehensive site wide tree re-planting programme together with landscaping treatment that will provide a new park (33% larger than the lost greenspace) and improved circulation and access to the site. The overall design of the development is considered strong and Haringey's Quality Review Panel supports the scheme. The development design is acceptable in accordance with the policy noted above.

6.5 Development Impacts to Heritage Assets

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

6.5.2 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

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

Impacts to Heritage Assets

6.5.4 The site is not located in a Conservation Area, and does not contain any listed buildings. The Principal Conservation Officer has assessed the proposal and concludes the development would not have an impact on the Page Green/Seven Sisters Conservation area (located to the northwest of the site) or the listed Old Bank or Markfield Beam Engine nearby.

6.5.5 The Principal Conservation Officer considers the proposal is of high quality and has been sensitively designed to transition between the terraced streetscape and taller elements. The proposal, in the view of the Conservation Officer, would enhance the townscape of this part of Tottenham and would enhance the setting of the heritage assets within the wider area.

6.5.6 Given the view of the Conservation Officer is that the proposal would be of modest heritage benefit and that no planning harm to heritage assets would arise. In making this assessment great weight has been given to the preservation or enhancement of the heritage assets as per the Council's statutory requirement.

6.6 Ecology

6.6.1 London Plan Policy 7.19 indicates that whenever possible development should make a positive contribution to protection enhancement creation and management of biodiversity. Priority is given to sites with ecological designations. Local Plan Policy SP13 states that all development must protect and improve site of biodiversity and nature conservation.

6.6.2 The applicant has submitted a Preliminary Ecological Appraisal by MKA Ecology dated July 2017) The assessment notes that the site is not subject to any statutory or non-statutory ecological designations. An environmental statement is not required to accompany the application as it is not EIA development. The applicant's consultant concludes the buildings on site are considered to have

limited potential to support protected and notable species, such as breeding birds and roosting bats.

- 6.6.3 The applicant's consultant recommends that further survey work is conducted, consisting of a daytime bat inspection survey of the building on site in order to assess additional ecological issues.
- 6.6.4 A condition is recommended to secure updates to the ecological assessment and secure the ecological improvements including bat and bird boxes integrated into the landscaping. The ecological impacts of the development subject to condition are acceptable and in accordance with the policy cited above.

6.7 **Quality of Residential Accommodation**

- 6.7.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. The draft London Plan incorporates this approach in Policy D4.
- 6.7.2 Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.7.3 As set out in the QRP comments above the layout provides a high number of dual aspect units and dual aspect is considered to have been maximised with the single aspect units raised above ground level to ensure privacy. The separation of residential and commercial uses will ensure the occupants have a high level of amenity. All of the units in the scheme (including the 12 tethered units) meet the space standards in the Mayor's SPG Housing and the scheme will provide a high standard of residential accommodation. The units have private external amenity areas (either gardens or balconies). The provision meets the number of units per core as per London Plan Guidance and as per the assessment above the layout and design blocks is considered to offer a high quality design.

Children's Play Space

- 6.7.4 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.

- 6.7.5 Based on the maximum quantum of residential units proposed the development's potential child yield and play space requirements have been calculated as follows:

Age	Number of Children
Under 5	8
5 to 11	3
12 +	2
Total Number of Children	13
Play Space Required	663.7m²

- 6.7.6 In total 13 children are predicted to live in the development, of which 8 would be under the age of 5. The applicant proposes 280m² of playspace within the site set within the which is interspaced within the re-located 1000m² greenspace, in a series of 'Garden Rooms'; defined spaces within the open space which meet a specific purpose. These spaces will provide suitable playspace for Under 5s as well as some 5-11 provision. The remaining 5-11 provision is available off site. The Bernard Works site is in good proximity to other playspace provision as noted below.
- 6.7.7 Markfield Park is a Borough SINC area and Metropolitan Open Land. There is access to other open spaces in close proximity, including Stamford Road Park which 220m away (which Homes for Haringey intends to upgrade to improve quality) and Rangemoor Road Open Space, which is 140m from the application site and incorporates playspace. Overall, the proposal delivers high-quality open space and is well located to a range of play spaces targeted to different age groups.

Inclusive Access

- 6.7.8 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.
- 6.7.9 The development will provide 10 wheelchair accessible homes of varying unit sizes which will meet the 10% requirement in planning policy. The development will also provide accessible Blue Badge parking spaces along Ashby Road for existing disabled residents and future occupiers that are Blue Badge holders. 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.

- 6.7.10 The relevant Building Regulations requirements will be secured by condition. The accessibility of the scheme is judged to be acceptable and in accordance with the London and local policy, the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Daylight/Sunlight Provision to Proposed Units

- 6.7.11 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 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.
- 6.7.12 The application includes daylight, sunlight and overshadowing assessments setting out the daylight and sunlight provision to future occupiers of the development. The daylight and sunlight light impacts to adjoining occupiers is set out in the Amenity section below.
- 6.7.13 This analysis demonstrates that the majority of habitable rooms within the scheme will achieve good levels of interior daylight. Overall, 83% of habitable rooms (145/174) within the development will achieve the guide levels for ADF and 91% will achieve the guide levels for NSL. Of the 29 rooms falling short of the recommendations, 13 are main living areas, 11 are kitchens, 2 are bedrooms and the remaining 3 are studio units.
- 6.7.14 Officers are of the view these results indicate good levels of compliance with the BRE criteria for a higher density urban development in London, having regard to the flexible, suburban basis of the BRE guidance.
- 6.7.15 The levels of sunlight and shadow to future residential units are considered to be acceptable. There are several living rooms located within Block C05 which see lower levels of sunlight in winter. This is owing to the proximity to Block C04. However, this is common of any high density urban development and officers share the applicant's conclusion that the occupants will still enjoy good sunlight in the 8 summer months.
- 6.7.16 Officers agree with the applicant's conclusion that the levels of daylight and sunlight to the proposed units are considered acceptable. The proposed new development is acceptable from a daylight/sunlight perspective.

Overheating

- 6.7.17 London Plan Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.
- 6.7.18 The applicant's energy statement sets out the approach to overheating using the London Plan cooling hierarchy. The applicant's conclusion is that whilst cooling is still present in non-residential areas, the specification of high efficiency cooling and ventilation systems minimises the energy consumption. The Council's Carbon Management Team has assessed the proposal as raises no objection with respect to overheating for residential or non-residential areas. On this basis the design is considered acceptable with regard to avoiding overheating and excessive heat generation.

Noise to Future Occupiers

- 6.7.19 The applicant has submitted an environmental noise survey prepared by Sandy Brown Consultants dated December 2017. This assessment concludes the site is suitable for new mixed use residential development given prevailing noise conditions. The Council's Environmental Health Officer has assessed the new residential units in relation to noise and concludes that subject to conditions (including a condition to install noise insulation between commercial uses and residential occupiers) the units will be of a suitable quality with respect to noise transmission. The impacts of construction and operational noise to adjoining occupiers are assessed in the section below.

Quality of Residential Accommodation – Summary

- 6.7.20 The proposed residential units will meet with London Plan standards. The proposal will provide high quality private external amenity spaces to the residential units and an acceptable number of dwellings per core. The scheme incorporates a policy compliant level of accessible and adaptable dwellings. The new residential units will receive good levels of daylight and sunlight and will be protected from the noise impacts of commercial uses (including the sub-grade music studio) by planning conditions and a management plan. The scheme does not require mitigation in relation to overheating. The scheme is therefore considered to deliver high quality residential accommodation for future occupiers in accordance with London Plan and local policy.

- 6.8 *Environmental Wind Impacts*

- 6.8.1 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 DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey, and this approach is reflected in Tottenham Area Action Plan Policy AAP6.
- 6.8.2 The applicant has consequently submitted a wind comfort study, prepared by Chapman BDS P dated December 2017. The study concludes the resulting air speeds are as would be expected within any urban streetscape. The study also confirms that the internal courtyard and shared amenity spaces within the scheme and the south-facing private gardens of the maisonette units are very well sheltered from the predominant wind directions.
- 6.8.3 The applicant's analysis concludes there are no areas of concern regarding pedestrian comfort effects from the local wind microclimate for future and existing occupiers, and no further mitigation measures are deemed necessary. On this basis the micro-climate impacts are considered acceptable and in accordance with the policy above.

6.9 ***Air Quality***

- 6.9.1 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality.
- 6.9.2 At the Local level, Policy SP7 states that in order to control air pollution developers must carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate.
- 6.9.3 The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic.
- 6.9.4 The Council's Environmental Officer has assessed the application. Based on the results of the applicant's air quality assessment prepared by XCO2

dated December 2017 it is concluded that redevelopment of the site would not cause a significant impact on local air quality.

6.9.5 The objections are noted in relation to traffic and air quality, and it is accepted that the proposed development will generate additional traffic movements on the local road network however these are not significant with the Transport Assessment noting there will be 15 vehicular movements during the AM Peak hour and 12 vehicular movements during the PM peak hour. Furthermore any development on the site in accordance with the site allocation will generate increased traffic.

6.9.6 The EHO has recommend the imposition of standard conditions to control air quality during the operational and construction phases of development. Subject to the imposition of these conditions, the air quality impacts of the development are acceptable.

6.10 **Development Impact to Adjoining Occupiers**

6.10.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Draft London Plan D13 seeks to manage noise and the draft London Plan Policy D12 seeks to put the onus on new development design to co-exist with existing noise. Policy DM1 requires developments to ensure a high standard of privacy and amenity for its users and neighbours. The key impacts to adjoining occupiers assessed below are daylight/sunlight issues, outlook and privacy, noise and comings and goings.

Noise and Disturbance

6.10.2 While the introduction of mixed use development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats or small scale commercial uses in an urban location. The site is generally isolated from existing residential uses and commercial uses are at or below grade and generally oriented inward. The access arrangement will direct vehicle and pedestrian movements toward the western side of the site, which is more commercial in nature.

6.10.3 The Council's Environmental Health Officer has assessed the proposal and the potential impacts to adjoining occupiers from the proposed development in noise terms. The EHO raises no objection to the scheme in relation to any overspill noise impacts subject to condition. The use of the pavilion and yard spaces are proposed to be address by way of a management plan that is to be secured by S106 agreement. Likewise, the scheme will be subject

to a pre-commencement planning condition requiring the installation of a sound insulation scheme to the music rehearsal space before operation.

- 6.10.4 Given that noise intensive uses have the potential to currently operate from the B8 land, the conversion of the site to predominantly residential use is considered to be an improvement in noise terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.
- 6.10.5 The impacts are of construction noise are temporary and are proposed to be controlled by condition. The applicant has submitted a Construction Logistics Plan and a Demolition Logistics Plan. The applicant will also be required to join the Considerate Contractors scheme (as per the S106 agreement), with proof of registration provided to the Local Authority.
- 6.10.6 The temporary noise impacts during the construction are, subject to condition, judged acceptable. The operational noise impacts introduced by the development are acceptable given the existing uses on the site and the nature of the scheme.

Privacy and Outlook

- 6.10.7 It is acknowledged the scheme will face neighbouring dwellings. Objections to the proposal have made reference to issues of privacy and outlook in submissions to the Council. The interaction between existing and proposed residential dwellings has the potential to occur along Herberst Road, Ashby Road and to the rear of Cameron Terrace.
- 6.10.8 With respect to Herbest Road the development would be 4 stories and 14.5 metres from the dwellings opposite on Herbert Road. With respect to Ashby Road, the 4 storey element will face the public front of the existing dwellings and there are inset balconies facing the street on upper levels. The separation distance will be 17 metres. These distance in privacy terms would be comparable to a conventional street in urban London. The interaction is oriented to the front of the existing properties.
- 6.10.9 With respect to Cameron terrace the proposed 3 storey mews block which would back onto these existing dwelling would be stepped back as the height increases with separation distances of 10 metres, 12 metres and 14.5 metres for the ground, 1st and 2nd floors respectively.
- 6.10.10 The separation distances of are acceptable and the proposed development would not unduly constrain the outlook to any property along Ashby Road. Any negligible planning harm arising from overlooking between existing and proposed properties along Ashby Road is significantly outweighed by

improvements to the streetscape and other planning objectives achieved by development.

- 6.10.11 The second area where potential overlooking between proposed and existing dwelling may occur is at the rear of 13-18 Cameron Terrace and access/amenity area on the proposed interior block. The applicant has sought to mitigate this potential overlooking by the provision of perforated screening on the amenity area, details of which will be subject to a planning condition. Given the separation distance and the mitigation proposed, the privacy impacts are judged to be negligible at this location.
- 6.10.12 The nature of urban London is such that some impacts to amenity may arise from development, but the planning harm arising in this instance is negligible and when weighed against other planning benefits of the scheme significantly outweighed. The privacy impacts to adjoining occupiers are acceptable and in accordance with the policy noted above.

Daylight/Sunlight Impacts to Adjoining Occupiers

- 6.10.13 The Mayor's Supplementary Planning Guidance (SPG) Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3).
- 6.10.14 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. The applicant has submitted a Daylight/Sunlight assessment dated December 2017 prepared by Gia.

Daylight/Sunlight – Methodology

- 6.10.15 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test.
- 6.10.16 In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

- 6.10.17 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.10.18 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model. This may not be appropriate for higher density, urban London locations and the Mayor's Housing SPD notes that guidance should not be applied rigidly to proposals in urban areas for this very reason in that developments in urban areas are of much higher density than developments in more suburban areas.
- 6.10.19 It is considered that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable within a high density urban location. Paragraph 2.3.47 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 6.10.20 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

Daylight Assessment

- 6.10.21 The daylight report notes that Technical analyses indicate that there will be no material daylight (VSC and NSL) or sunlight (APSH), loss to the following 11 residential properties as a result of the development. As these properties will retain sufficient levels of VSC, NSL and APSH, they will remain fully in accordance with the BRE guidelines.
- 10 Cameron Terrace;
 - 11 Cameron Terrace;
 - 12 Cameron Terrace;
 - 14 Herbert Road;
 - 16 Herbert Road;
 - 18 Herbert Road;
 - 20 Herbert Road;

- 22 Herbert Road;
- 24 Herbert Road;
- 26 Herbert Road;
- 17 Ashby Road.

6.10.22 Of the remaining properties, the consultant notes that the effect of the construction on the daylight and/or sunlight amenity of the following properties is considered to be negligible to minor:

- 13 Cameron Terrace – minor impacts daylight.
- 14 Cameron Terrace
- 15 – 18 Cameron Terrace
- 28 Herbert Road
- 30 Herbert Road
- 32 Herbert Road
- 34 Herbert Road
- 36 Herbert Road
- 1 – 16 Ashby Road

6.10.23 While the above are not fully compliant with BRE criteria, officers consider the impacts to be minor and acceptable in the London context. As per the above, the non-compliant VSC values are in excess of 20% excepting three windows assessed and the three windows below 20% VSC are all in the mid-teens, which is deemed acceptable given the site location and that these rooms are generally served by other windows. With respect to APSH, the annual and winter sunlight levels for the above properties are acceptable and the impacts is considered is to be minor.

6.10.24 The daylight assessment concludes that the effect of the construction of the proposed development upon the daylight amenity to the majority of the surrounding residential rooms tested is considered to be negligible on the basis that the daylight amenity alterations are fully compliant with BRE guidance. This means that the occupants of these rooms are unlikely to notice any alteration to their levels of daylight amenity.

6.10.25 Overall, the applicant's consultant concludes the proposal will relate well to the neighbouring residential properties. Where there are deviations from BRE guidance in terms of VSC and NSL alterations, these are considered to be minor in nature.

6.10.26 This position is in line with the Mayor's Housing SPD which supports this view as it acknowledges that natural light can be restricted in densely populated areas. The daylight/sunlight impacts to adjoining properties are therefore acceptable in planning terms.

Sun Hours On Ground (SHOG) to Existing Amenity Spaces

6.10.27 A "sun hours on ground" assessment has been carried out for the rear gardens of properties 11-18 Cameron Terrace on Herbert Road and the communal external amenity area for the block of flats fronting onto Newton Road further north of the Site.

6.10.28 The results show that 4 of the 7 external amenity areas assessed will meet the BRE criteria for receiving sufficient direct sunlight. The remaining 3 gardens assessed which fall below the BRE recommendations are located to the rear of nos. 13, 14 and 15 Cameron Terrace. However, these areas experience very minor overall reductions of sunlight which are not considered to cause adverse harm to the sunlight amenity.

6.10.29 However, Overall officers agree with the assessment that the development will not cause an adverse impact on the sunlight amenity to the relevant surrounding external areas of the site.

Daylight/Sunlight – Conclusion

6.10.30 The daylight/sunlight assessment has found that the significant majority of properties tested would continue to receive adequate levels of daylight and sunlight – is sound. In coming to this view, officers have noted the Mayor's guidance around the sensitive application of BRE criteria in context and that the site is allocated the local plan for redevelopment. Many properties currently enjoy a significant benefit due to the nature of the current site and its comparative lack of development, and as such the impacts on their dwellings must take this into consideration when forming a view around daylight/sunlight.

6.10.31 Given the overall level of compliance, the current condition of the site and the need to consider the applicability of the BRE guidelines to urban areas the daylight/sunlight impacts to adjoining properties are acceptable and the proposal is in conformity with London Plan Policy 7.6 and Policy DM1.

Summary - Development Impact to Adjoining Occupiers

6.10.32 The scheme is designed to mitigate the increased comings and goings to the site associated with mixed use development. The scheme is not anticipated to give rise to privacy or overlooking impacts given its separation distance from existing residential development. Given the existing commercial use of the land, the change of use to residential-led mixed use is considered reduce the potential noise impacts to adjoining occupiers. The impacts of construction noise and disruption are temporary and will be controlled by condition. The daylight/sunlight impacts to adjoining occupiers are acceptable for an urban site in London. The amenity impacts to adjoining occupiers are considered to be acceptable.

Basement Development

6.10.33 Policy DM18 relates to new Basement development and sets out criteria for where basements can be permitted. Which must be addressed through a a Basement Impact Assessment (BIA).

6.10.34 The development proposal includes non-residential basesment rehearsal space and commercial units. The applicant has prepared a Basement Impact Assessment (BIA) prepared by Soils Limited dated December 2017. Officers accept the findings of the report that the proposed development would have a limited impact on neighbouring properties, land or slope stability and the hydrogeology and hydrology of the site, provided a suitable basement construction is selected. In order to ensure suitable basement development, an updated BIA will be required with more detailed design information.

6.10.35 Subject to condition, the basement development is considered to preserve the amenity and structural stability of adjoining properties. The basement development is therefore in accordance with the policy and guidance above.

6.11 Transportation, Parking and Highway Safety

6.11.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32. The applicant has submitted a Transportation Assessment prepared by Steer Davies Gleer dated December 2017.

6.11.2 The site is located in an area with a high public transport accessibility level where development plan policies support developments with low levels of

car parking provision. The development site is highly accessible with a Public Transport Accessibility Level (PTAL) of 6A, however there is a section which falls within PTAL 3.

Trip Generation

- 6.11.3 The applicant's consultant concludes the proposed development will result in a total addition of 15 vehicular movements during the AM Peak hour and 12 vehicular movements during the PM peak hour. This level of activity represents an addition of one vehicle per 4 minutes in the AM peak and the addition of one vehicular movement per 5 minutes in the PM peaks. The volume of vehicular movements will not have any significant impacts with regard to the operation of the immediate or wider transport network. The level of trip generation resulting from the development is therefore acceptable.

Car Parking

- 6.11.4 Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.
- 6.11.5 A total of 18 car parking spaces are included in this proposal, 3 of which are relocated on-street standard parking bays from Ashby Road to Herbert Road. 13 residential car parking spaces are included (10 parking bays for Blue Badge users are provided along Ashby Road, whereas the other 3 standard bays are proposed along the Herbert Road). All residential parking spaces created on this proposal will be part of the CPZ and could be utilized by other Blue Badge holders residing or visiting this area. 5 commercial parking bays are proposed (3 standard bays, 2 for blue badge users).
- 6.11.6 The proposal is judged to be "car free" because all residents (other than Blue Badge holders), are not entitled to purchase on-street parking permits within the CPZ. The applicant has agreed to this approach and car free development will be secured by S106 obligation. The car parking arrangements proposed are acceptable and are not anticipated to give rise to overspill parking impacts.

Cycle Parking

- 6.11.7 There are 183 cycle parking spaces proposed. This is comprised of: 158 (long stay residential) and 3(short stay residential), for B1 commercial and

sui generis uses, 17 (long stay) and 5 (short stay) cycle parking spaces. The level of provision is compliant, however details are to be secured by planning condition as per Appendix 1.

Parking Restrictions on the Public Highways

- 6.11.8 The development site is within the Seven Sisters (7S), Controlled Parking Zone (CPZ) restricting on-street parking, Monday to Saturday, from 8am to 6.30pm. There are some nearby road which are not within the CPZ, which could be affected when this proposal is occupied.
- 6.11.9 In order to control potential parking displacement following the occupation of proposed development, S106 contributions are required to assess and control displacement parking issues in surrounding streets. These contributions are to be secured by way of a S106 obligation. The applicant and the developer have also agreed travel planning obligations which are reflected in the Heads of Terms for the S106 agreement at the Head of this report.
- 6.11.10 The development proposal will retain the quantum of CPZ parking in the vicinity of the site with additional spaces provided for Blue Badge parking and the high level of transport accessibility justifies a “car free” development with no allocated on site car parking, and a planning obligation that precludes future occupiers from holding residential parking permits. The level of traffic generation would not give rise to any safety or operational highway issues, and the alterations to the public highway are judged acceptable subject to conditions and an obligation for the developer to enter into a S278. The level of cycle parking is policy compliant. The development is acceptable in transportation planning terms.

6.12 Waste and Servicing

- 6.12.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 “Waste and Recycling” and require development proposals make adequate provision for waste and recycling storage and collection. This approach continues in draft London Plan policy S18 and at the local level as per DPD Policy DM4.
- 6.12.2 The applicant’s Transport Assessment contains a section on waste strategy. Separate storage streams are shown on for the residential and the commercial areas. The commercial waste will be collected using a private provider.

- 6.12.3 The Council's Waste Management Team and Transport Team have separately assessed the proposal in waste terms. While there is no in principle objection from the Waste Management Team several waste issues management issues need resolution by way of a waste management plan (including collection details). A planning condition requiring a waste management plan is set out in Appendix 1.
- 6.12.4 The Council's Transportation Officer has assessed the proposal in relation to refuse collection. The applicant has provided a vehicle swept path analysis which demonstrates that refuses vehicle can enter and leave the site, however further details are required with respect to collection areas. The applicant will be required to produce a detailed Delivery and Servicing Plan in consultation with the Council's refuse contractor. This can be secured by condition.
- 6.12.5 Objections have been received concerning the servicing requirements of the mixed use scheme, it is considered the provision of a servicing plan will ensure servicing does not impact on the surrounding area. It is therefore considered that the residential or commercial waste servicing would not cause significant impacts to the surrounding area.
- 6.12.6 Subject to acceptable condition details, the development proposal is considered to make adequate provision for waste recycling, storage and collection and is in accordance with the relevant policy cited above.

6.13 **Flood Risk and Drainage**

- 6.13.1 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.13.2 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. The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding. The applicant has submitted a Flood Risk Assessment (FRA) prepared by Michael Barclay Partnership dated July 2017.

- 6.13.3 The FRA concludes that the site is located entirely within Flood Zone 1 and is at a low risk from fluvial and tidal flooding. Given the existing developed nature of the site and surrounding area it is also considered that the site is at low risk from surface water flooding, groundwater, sewer flooding and also as a result of artificial sources. The proposal includes drainage features such as a tank structure which also includes a sump and pump for the basement.
- 6.13.4 The Council's Local Lead Flood Authority has assessed the scheme and requires the imposition of planning conditions to secure drainage details including the design features noted above. A planning condition will also seek to secure the SUDS features and attenuations targets proposed by the applicant. The Environment Agency and Thames Water do not raise an objection to the scheme subject to conditions noted in Appendix 1. The development is acceptable in Flood Risk and drainage terms.

6.14 **Energy and Climate Change**

- 6.14.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.
- 6.14.2 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) requires obligations to futureproof a potential connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.
- 6.14.3 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan or pay an offset payment. The applicant has submitted an Energy Strategy prepared by Renewable Environmental Services dated December 2017. The Council's Carbon Management Team has assessed the proposal in energy and sustainability terms.
- 6.14.4 While the scheme was initially envisaged to include a micro-Combined Heat and Power (CHP) Unit, following discussions between the applicant and the Council's Carbon Management Team it was agreed CHP may not be

appropriate for this development due the scale and connectively, and that allowance should be made to connect this development to a future district heat network which is likely to be provided on another site within a masterplan for the existing employment area. The sustainability features agreed were therefore:

- A single heating and hot water system, powered by a single energy centre and serving all units (residential and non-domestic) on the site;
- A 30 kWp of Photo-Voltaic (PV) system covering 150m² of flat roof area (including access) to accommodate the estimated PV capacity.

6.14.5 The Carbon Management Team notes that a single heating and hot water system will be installed across all units. The carbon savings from renewable technologies (Solar PV) is 7.9%.

6.14.6 This means that the development gives an overall saving of 3.4% against building regulation 2013 on regulated energy and the applicant has agreed to offset the remaining emissions. While this a comparatively low level of on site carbon savings, the Carbon Management Team accept the building design and mixed used element indicates a higher offset payment is suitable in this instance. The developer has agreed to off-setting the remaining emissions at a cost of £382,305.

6.14.7 The Carbon Management Team considers these measures, alongside the site wide energy network, makes the scheme policy compliant and should be secured through conditions and legal agreement. Subject to the carbon offset amount, noted above and the securing the sustainability features, the scheme is considered acceptable in sustainability terms in accordance with the policy above.

6.15 **Land Contamination**

6.15.1 Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Phase 1 Desk-top study prepared by Soils Ltd dated April 2017.

6.15.2 The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These standard conditions are recommended for imposition and require further assessment of site conditions and remediation where required.

6.16 Fire Safety and Security

6.16.1 Fire safety is not a planning matter and it is usually addressed by Building Regulations. Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover many areas including requirements surrounding structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled people. In light of recent events, the following information around fire safety and security is provided.

6.16.2 The development would be required to meet the Building Regulations in force at the time of its construction. The Building Control Body (the Local Authority or an Approved Inspector) would carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure the works are carried out correctly as far as can be ascertained. As part of the plan checking process a consultation with the Fire Service would also be carried out. On completion of work the Building Control Body will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

Materials

6.16.3 When the materials are submitted for the discharge of the materials condition the materials will need to meet the Building Regulations in force at the time and also take account of the current Government Guidance. The highest possible quality of fire resistance will be required.

6.16.4 Exact materials on the elevations of the building have yet to be confirmed. However, the applicant has confirmed the development will be brick built non-combustible materials and the issue of fire safety will be addressed at the Building Regulations stage.

6.16.5 As such, it is considered that the suite of measures proposed for the development, including a sprinkler system and non-combustible materials, is sufficient for the application to be acceptable in terms of its fire safety measures.

6.17 Conclusion

6.18 This proposal is very well designed and has been formulated with the needs of the end user in mind and offers an innovative approach to employment led redevelopment which officers consider offers a model approach for future schemes.

- 6.19 The proposed development is in line with the strategic site allocation requirements (TH12 - Herbert Road) and is judged to be a catalyst that will encourage and retain small scale creative enterprises in the area.
- 6.20 The applicant has followed a master planned approach. The proposal is considered to meet the policy criteria for redevelopment within a Local Employment Area (Regeneration Area). The development maximises employment floorspace and delivers 25 units of commercial floorspace of varying sizes and layouts. The scheme will make a contribution of 99 homes for which there is a substantial and pressing need in the locality
- 6.21 The scheme provides 12 units of affordable tethered housing that will protect and incentivise artists and creative businesses to invest in Tottenham in the long term, even as rents may rise.
- 6.22 The principle of the re-location of the open space within the site is acceptable. Redevelopment will result in the loss of 10 trees (including 2 provisionally protected trees). However, these losses are offset by a comprehensive site-wide tree re-planting program (with street trees provided along Ashby Road and Herbert Road) together with landscaping treatment that will provide a high quality park. The re-configuration will provide a 33% increase in open space and improved pedestrian circulation and access.
- 6.23 The development's physical design embodies many of the key objectives of Creative Enterprise Zones (CEZs). The incorporation of meeting and social spaces within the scheme will encourage creative relationships between artists, creative businesses, their clients, and local communities.
- 6.24 The density is compliant with the London Plan Density Matrix. The design of the scheme is credible and well considered. The mixed use development will allow creative production while still being well managed and protecting local amenity.
- 6.25 The layout and access to the site is logical and the strategic site requirements around retained pedestrian access are met. The applicant has met policy requirements around the provision of taller buildings and the massing and scale of the scheme responds positively to the context of the area. Haringey's Quality Review Panel supports the design of the scheme.
- 6.26 The new residential units will provide high quality residential units and will not have significant impact on neighbouring occupiers. The transport impacts of the development are considered to be acceptable.
- 6.27 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 Community Infrastructure Levy (CIL)

7.1 Based on the information given on the plans (and incorporating 12 units of affordable housing), the Mayoral CIL charge will be £381,948 and the Haringey CIL charge will be £152,580.

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

8 RECOMMENDATIONS

8.1 GRANT PERMISSION subject to conditions in Appendix 1 and subject to Section 106 legal Agreement.

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APPENDIX 1 – Planning Conditions1) **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 and drawings comprise the following:

Approved Drawings: A244-DMA-ZZ-ZZZ-DR-A-01100; A244-DMA-ZZ-ZZZ-DR-A-00101; A244-DMA-ZZ-ZZZ-DR-A-00102; A244-DMA-ZZ-ZZZ-DR-A-00201; A244-DMA-ZZ-ZZZ-DR-A-00202; A244-DMA-ZZ-ZZZ-DR-A-01101; A244-DMA-ZZ-ZZZ-DR-A-01102; A244-DMA-ZZ-ZZZ-DR-A-01103; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01104; A244-DMA-ZZ-ZZZ-DR-A-01105; A244-DMA-ZZ-ZZZ-DR-A-01106; A244-DMA-ZZ-ZZZ-DR-A-01107; A244-DMA-ZZ-ZZZ-DR-A-01108; A244-DMA-ZZ-ZZZ-DR-A-01109; A244-DMA-ZZ-ZZZ-DR-A-01201; A244-DMA-ZZ-ZZZ-DR-A-01202; A244-DMA-ZZ-ZZZ-DR-A-01203; A244-DMA-ZZ-ZZZ-DR-A-01204; A244-DMA-ZZ-ZZZ-DR-A-01205; A244-DMA-ZZ-ZZZ-DR-A-01206; A244-DMA-ZZ-ZZZ-DR-A-01207; A244-DMA-ZZ-ZZZ-DR-A-01208; A244-DMA-ZZ-ZZZ-DR-A-01301; A244-DMA-ZZ-ZZZ-DR-A-01302; A244-DMA-ZZ-ZZZ-DR-A-01303; A244-DMA-ZZ-ZZZ-DR-A-01304; A244-DMA-ZZ-ZZZ-DR-A-01305; A244-DMA-ZZ-ZZZ-DR-A-01306; A244-DMA-ZZ-ZZZ-DR-A-01401; A244-DMA-ZZ-ZZZ-DR-A-01402; A244-DMA-ZZ-ZZZ-DR-A-01403; A244-10.06-01-Area & Accommodation Schedule; A244-10.06-02-Residential Unit Schedule; A244-10.06-03-Commercial Unit Schedule

Approved Documents: Planning Statement (December 2017 Urbanissta); Home Quality Mark Assessment (December 2017 -

Renewable Environmental Services); Breeam Assessment (December 2017 - Renewable Environmental Services); Tree Survey & Arboricultural Impact Assessment (October 2017 - Syntegra Consulting); Statement of Community Involvement (October 2017 – Hard Hat); Daylight/Sunlight Analysis (December 2008 – Gia); Internal Daylight/Sunlight Analysis (December 2008 – Gia); Air Quality Assessment (December 2017 - xC02); Phase I Land Contamination Study (April 2017 – Soils Limited); Basement Impact Assessment (September 2017 – Soils Limited); Environmental Noise Survey Report (October 2017 - Sandy Brown Acoustic); Planning Noise Report (November 2017 - Sandy Brown Acoustic); Outline Fire Safety Strategy Report (December 2017 – Chapman BDSP); Economic Statement (December 2017 – Empyrean Developments); Energy Strategy (December 2017 - Renewable Environmental Services); Thermal Comfort Analysis (December 2017 - Renewable Environmental Services); Future Climate (TM49) Analysis (December 2017 - Renewable Environmental Services); Wind Comfort Study (December 2017 – Chapman BDSP); Viability Report and appendices 1-4 (December 2017 – Adam Roberts); Construction Management Plan (December 2017 – Haig); Demolition Plan (December 2017 – Haig); Transport Assessment (December 2017 - Steer Davies Gleave); Design and Access Statement (December 2017 -Duggan Morris Architects); D&A Landscape Character and associated plans (December 2017 – MRG Studio); Utilities Statement (December 2017 – Long and Partners); Ventilation Services Strategy (December 2017 – Long and Partners).

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 the Local Planning Authority. The details shall include samples of the type and shade of cladding, window frames and balcony frames, sample panels, perforated screening, brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of approved materials and maintained thereafter.

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)

Details of soft landscape works shall include:

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

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

REASON: to protect the amenity of the locality.

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

Any new tree or plant on the development site 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

6) PRE-OCC – Lighting Strategy (LBH Development Management)

Prior to the residential occupation of the development, a Lighting Strategy shall be submitted in writing to and for approval by the Local Planning Authority. The strategy shall be implemented as approved and maintained thereafter.

REASON: To protect the environment.

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

Prior to above grade works, 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. 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.

8) Waste Management Plan (LBH Development Management)

Prior to the residential or commercial occupation of the development (whichever occurs first) a Waste Management Strategy (WMS) shall be submitted in writing to and for approval by the Local Planning Authority. The WMS shall be implemented as approved and maintained thereafter.

REASON: To protect the amenity of the locality.

9) PRE-OCC – Car Parking Management Strategy (LBH Transportation)

Prior to the residential or commercial occupation of the development (whichever occurs first) a Car Parking Management Strategy (CPMS) shall be submitted in writing to and for approval by the Local Planning Authority. The CPMS shall confirm availability of all approved parking before occupation and contain details of:

- a) Visibility splays
- b) Facilitation/management of disabled parking for the commercial part of this development
- c) Control of the servicing/ delivery area and parking enforcement,
- d) Swept paths for delivery vans, ramp details (if any proposed),

The CPMS shall be implemented as approved and maintained thereafter.

REASON: To protect amenity and promote sustainable travel.

10) PRE-COM Updated Basement Development Impact Assessment (LBH Development Management)

Prior to the commencement of the development, an updated Basement Development Impact Assessment (BIA) shall be submitted in writing to and for approval by the Local Planning Authority. The updated BIA shall be undertaken by a suitably qualified person. The development shall be constructed in accordance with the approved updated BIA and maintained thereafter.

REASON: to protect the amenity of the locality.

11) 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. 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.

12) 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 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.

13) 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

14) 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

15) COMPLIANCE - Internal Noise Levels within Residential Units – Design (LBH Environmental Health – Noise)

The constructed development shall be in accordance with Section 7.3 of the approved document Planning Noise Report detailing a façade sound insulation performance of $Rw+Ctr$ 27 dB or greater (inclusive of acoustic Standard hermetically sealed thermal double glazing and acoustic trickle vents).

REASON: to ensure high quality residential development

16) COMPLIANCE Internal Noise Levels within Residential Units – Maximum Noise (LBH Environmental Health – Noise)

The internal noise levels within the proposed residential units (with the windows closed) shall be in accordance with BS8233:2014 as detailed below:

Time	Area	Maximum Noise
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		level
Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A)
	Outdoor Amenity	55dB(A)
Night Time Noise 11pm - 7am	Bedrooms	30dB(A)

With no more than 10 individual events to exceed 45dB LA_{max} (measured with F time weighting) between 23.00hrs – 07.00hrs.

REASON: To ensure high quality residential development

17) COMPLIANCE Plant Noise (LBH Environmental Health – Noise)

Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA₉₀ 15mins) when measured (LA_{eq} 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of the extractor fan does not cause nuisance within any residential unit or noise sensitive premises, for as long as the development hereby approved endures.

REASON: to ensure high quality residential development and protect the amenity of the locality.

18) COMPLIANCE Commercial Music Studio Design (LBH Environmental Health – Noise)

The Commercial Music Studio located in the basement of the proposed development shall be so designed that amplified or non-amplified sound generated from within shall not increase the background noise level (LA₉₀ 15mins) in any one-third octave centre frequency band, when measured (LA_{eq} 15mins) within any residential or noise sensitive premises.

REASON: to protect the amenity of the locality.

19) PRE-COM Scheme of Sound Insulation (LBH Environmental Health – Noise)

Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be submitted

following consultation with the Environmental Health Officer. The scheme shall be installed as approved prior to any commercial occupation of the site, including the music studio, and shall be maintained thereafter.

REASON: to protect the amenity of the locality

20) PRE-COM Construction and Demolition Noise LBH Environmental Health – Noise)

Prior to the commencement of the development, a Site Environmental Management Plan (SEMP) pertaining to the control of noise and vibration (in general conformity with the approved document Construction Management Plan produced by Haig dated 6th December 2017) shall be submitted in writing to and for approval by the Local Planning Authority. The SEMP shall be implemented as approved and endure for the duration of the construction phase of the development.

REASON: to protect the amenity of the locality.

21) PRE-COM Site Wide Energy Network (LBH Carbon Management)

Prior to the commencement of the development, details of the site wide energy network shall be submitted in writing to and for approval by the Local Planning Authority. Details shall include:

- a) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and
- b) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme and the scheme is to be adopted for the lifetime of the development, unless approved in writing by the Local Planning Authority.
- c) Confirmation the design will make provision for future connection to a district heat network via the provision of punch points.

The network shall be installed as approved and maintained thereafter.

REASON: To ensure sustainable development.

22) 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.

23) 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

24) 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.

25) PRE COM - Existing Water Supply Impact study - (Thames Water)

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 additional demand.

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

Prior to the commencement of the development full details of attenuation infrastructure in line with approved documents 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.

27) 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 in line with approved documents 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.

28) 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 set out in the Energy Strategy Report - Bernard Works by Renewable Environmental Services, dated the 8th December 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

29) 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 Very Good and Home Quality Mark, 3 stars. The rating shall be maintained thereafter.

REASON: To ensure sustainable development.

30) COMPLIANCE – Remedial Works Plan BREEAM Very Good 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 Very 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.

31) 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 1 Desk-top study, (Soils Ltd, Reference: 16176/DS Rev1.03. dated April 2017), 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.

32) 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.

33) 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.

34) COMPLIANCE – Machinery Emissions (LBH Environmental Health)

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

REASON: To protect local air quality.

35) PRE-COM – NRMM Registration (LBH Environmental Health)

Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.

REASON: To protect local air quality.

36) 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.

37) PRE-WORKS - Updated Ecological Appraisal (LBH Development Management and Carbon Management)

Prior to above ground works on the development, an updated ecological strategy shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be in general conformity with the requirements of the approved document Preliminary Ecological Appraisal” by MKA Ecology (dated July 2017) and propose details of the following ecological improvements to the site:

- 4 bat boxes on new buildings facing between south and east orientations
- 4 Swift boxes facing between the north and east orientations of the buildings
- 4 Sparrow boxes facing between the north and east orientations of the buildings
- 4 starling boxes facing between the north and east orientations of the buildings
- New vegetation on the site (in line with approved landscaping documents) that supports foraging and commuting for bats and breeding and foraging for birds

The development shall be constructed in accordance of the details so approved and retained thereafter.

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity.

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) 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.

8) 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.

9) 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.

10) Water Main Crossing (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.

11) Installation of Non-Return Valve (Thames Water)

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.

12) 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

13) 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.

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Appendix 2 – Site Images and Plan



Image 1.1 –Historic Aerial Image - Rangemoor Road/Enterprise Row Industrial Estate (outlined in yellow) and application site outlined in red (top right corner).



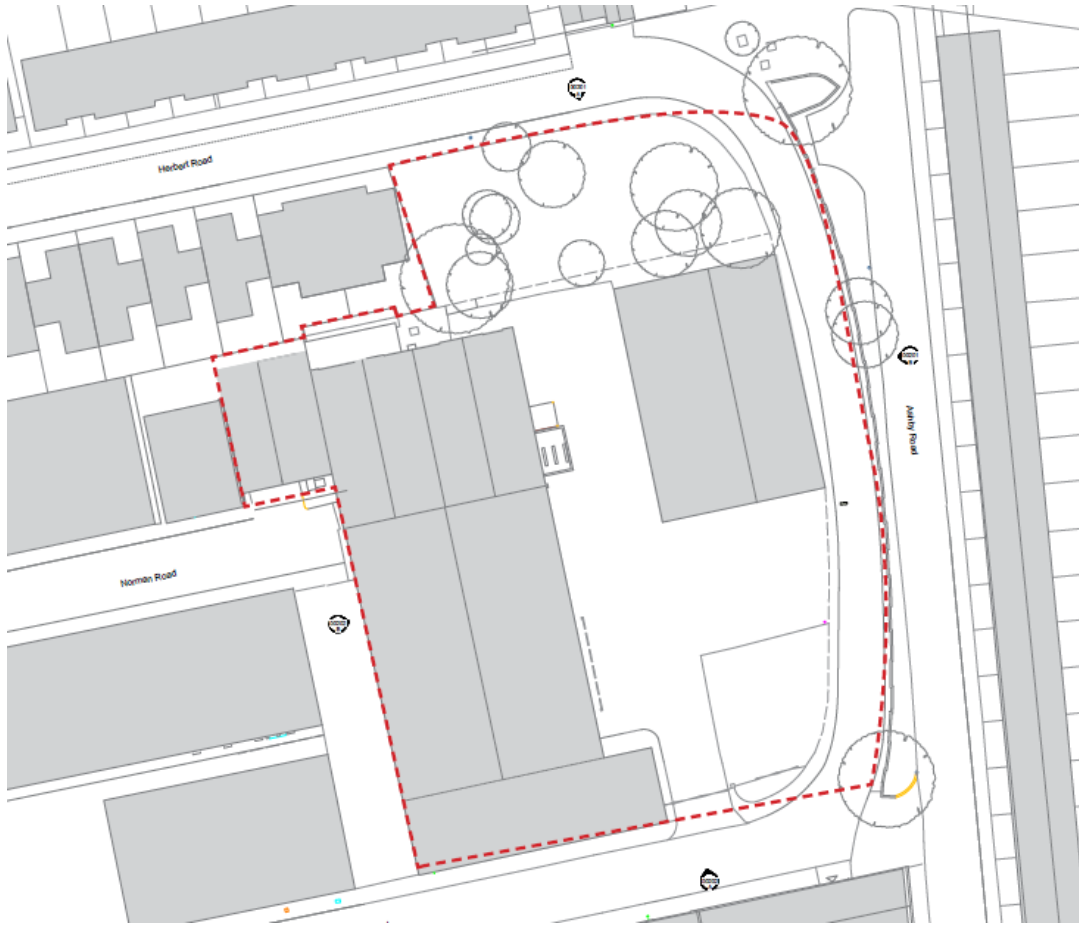
Image 1.2 – Existing site (Dual Road Layout – Looking south Ashby/Herbert Roads)



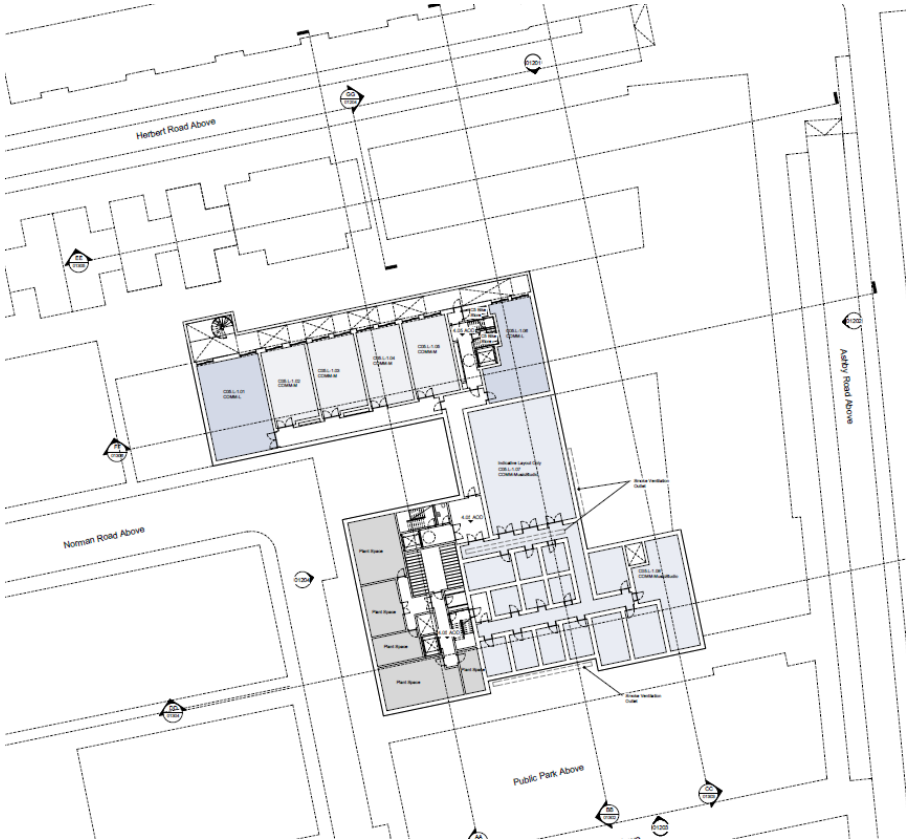
Image 1.3 – Existing greenspace – (Looking south from Herbert Road)



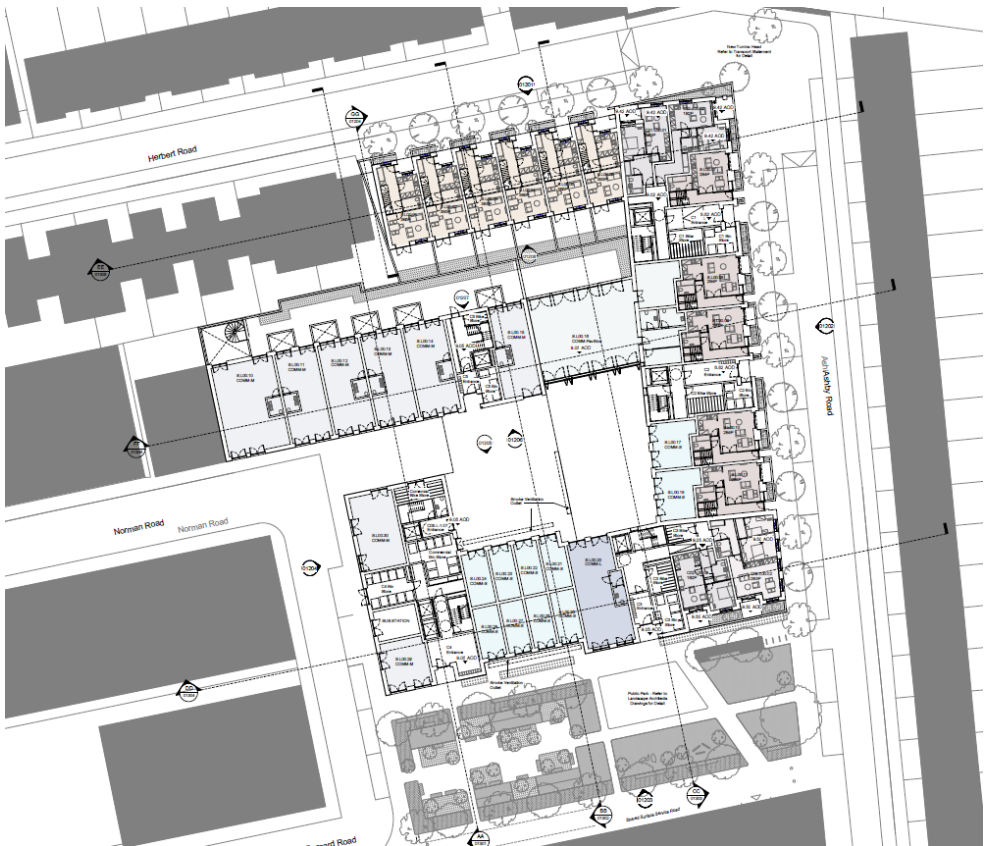
Image 1.3 – Existing Pedestrian Access (Looking north from Bernard Road)



Plan 1.1 – Application Site Plan



Plan 1.2 – Proposed Basement Level



Plan 1.3 – Proposed Ground Floor



Plan 1.4 - Proposed First Floor



Plan 1.5 – Proposed Second Floor



Plan 1.6 - Proposed Third Floor



Plan 1.7 - Proposed Forth Floor



Plan 1.8 - Proposed Fifth Floor



Plan 1.9 – Proposed Sixth Floor



Plan 1.10 – Proposed South Elevation



Plan 1.11 – Proposed East Elevation



Plan 1.12 Proposed North Elevation



Plan 1.13 – Proposed West Elevation



Image 2.1 – Indicative Development Image – Development Layout (looking southwest)



Image 2.2 - Indicative Development Image – Ashby Road (Looking west)



Image 2.3 - Indicative Development Image – (From Page Green Road looking northwest)



Image 2.4 - Indicative Development Image – Ashby Road (Looking north)



Image 2.5 - Indicative Development Image – (Bernard Road looking northwest). New proposed greenspace.



Image 2.6 - Indicative Development Image – (Interior Courtyard and Pavilion -looking north)



Plan, Scale 1:500

Plan 2.1 – Proposed Site Landscaping

Public Park: Planting palette



Plan, Scale 1:250

Plan 2.2 – Proposed Park Landscaping



Plan 2.3 – Proposed On Street Car Parking Layout

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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

INTERNAL CONSULTEE	COMMENT	OFFICER RESPONSE
LBH Waste Management	<p>Further to your request concerning the above planning application I have the following comments to make:</p> <ul style="list-style-type: none"> - 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. - 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. - Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. - 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. - 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. - 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>Other comments as follows:</p> <p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for this</p>	<p>Comments Noted. Waste issues are addressed in Section 6 of the report.</p>

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	<p>property. The information indicated above and below provides some detail about accessibility, design and space requirements.</p> <p>Guidance for this application has been highlighted above and below.</p> <ul style="list-style-type: none"> • 17 x 1100L bin for refuse • 10 x 1100L bin for recycling • 99 x food waste kitchen caddy • 7 x 140L food waste exterior box <p>Arrangements will need to be made to ensure waste is contained at all times.</p> <p>Waste collection vehicles would be expected to enter and exit the development using forward motions.</p> <p>A management plan may need to be in place to ensure that waste receptacles are within the 10m guidance on day of collection.</p> <p>Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection</p>	
<p>LBH Tottenham Regeneration Team</p>	<p>The Tottenham Area Action Plan (AAP) sets out an ambitious vision for economic and employment growth in Tottenham Hale. In order to achieve this, it is imperative that local employment land is fully maximized and that sites are appropriately positioned to support the existing and emerging business sectors.</p>	<p>Comment Noted.</p>

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	<p>The Tottenham Area Action Plan (AAP) has a number of site designations which are designed to see the area thrive and intensify as a location for businesses and jobs. The proposed development site is designated in the Tottenham AAP under development site TH12, 'Herbert Road'. Aligning with the status of the wider Designated Employment Area, the key aim for the TH12 site is to maximise and rationalise employment generating uses. The site also permits residential use in order to cross-subsidise the development of new employment provision.</p> <p>The proposed development will see a workspace-led, mixed use scheme come forward, providing much needed affordable workspace for local entrepreneurs, start-ups and creative industries.</p>	
<p>LBH Principal Conservation Officer</p>	<p>The development would not have an impact on the Page Green/Seven Sisters Conservation area or the listed Old Bank or Markfield Beam Engine. The proposal is of high quality and has been sensitively designed to transition between the terraced streetscape and taller elements. The proposal, in my opinion, would enhance the townscape of this part of Tottenham and would enhance the setting of the heritage assets within the wider area.</p>	<p>Comment Noted.</p>
<p>LBH Principal Transportation Officer</p>	<p>1.0 Public Transport Accessibility Level</p> <p>The development site is highly accessible with a score of Public Transport Accessibility Level (PTAL) 6A, however there is a section which falls within PTAL 3. PTAL ranges from 1 (described as 'very poor') to 6B (described as 'excellent'). Bus routes included in the PTAL calculations are: 349;259;279;243;318;476;149;76;41;W4, including London underground Seven Sisters and two rail stations Seven Sisters and South Tottenham;</p> <p>2.0 Changes to the public highway</p> <p>There are some major changes proposed to public highways to enable this development. Proposed changes are: fusing of the Ashby Road and Herbert Road where they run in parallel, and Norman Road to connect with Bernard works to improve connections for commercial vehicles.</p> <p>As existing, Herbert Road which follows to Bernard Road in a semicircle and encloses three sides of this development is currently open to all traffic movements. Norman Road which is located mid-way to the west of development site is currently a no through road for vehicle movements.</p>	<p>Comments noted. Transportation issues are addressed in the Transport and Highways section of the report.</p>

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	<p>Part of Bernard road runs parallel to Ashby Road, with an existing 2 m high wall separating the two public roads. Access from Ashby Road to Herbert Road was closed off in the past, thus creating no through road. Turnings of the refuse/recycling vehicles were assumed to be done using the existing turning head.</p> <p>Three options were considered and presented to the consultees. These were: Option A, included utilizing of the parallel roads and road closure between Herbert Road and Ashby Road, but allowing access to emergency and refuse/recycling vehicles. This option would retain the cul-de sac, for most of the time. However, under this option Herbert Road would become a dead end road and turning circle is required.</p> <p>Option B, proposed the closure to be at corner of Page Green Road and Ashby Road. One of the advantages of this option was the direct access created from Ashby Road to Broad Lane.</p> <p>Option C, proposed creating the homezone. This option would retain benefits of the other options, while keeping all traffic movements.</p> <p>Having considered the feedback from residents, it was decided to proceed to develop detailed design of Option A.</p> <p>The drawing with ref: 00118 contained within the Transport Assessment, shows indicative stopping-up areas, areas to be offered for adoption, and works on retained public highways.</p> <p>The applicant to follow appropriate sections of the Highways Act and processes for the necessary works.</p> <p>Using the submitted drawing, the area highlighted in red to be stopped-up, following the process of stopping up and diversion of highways under Section 247 and 248 of the Town and Country Planning Act 1990. This may be subject to change after considering the ownership implications. The area stopped up will then be used to construct this development and the other part is proposed to become Bernard Road shared surface area.</p> <ul style="list-style-type: none">• The shared areas that have been created to be maintained by the applicant for the foreseeable future. <p>The drawing with ref: 00113 rev P1, shows bollards in two places, which aim to stop traffic movements from Page Green Road to Bernard Road.</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<ul style="list-style-type: none">• Further details to be agreed with HA <p>Flag 1: (still undecided on how it will be maintained/ and who owns it after is stopped-up and understand why bollards are needed ? and proposed as best solution to create restrictions).</p> <p>Works on the existing public highway, areas highlighted in brown on the drawing ref: 00118, to be done through Highways Act 1980 under S 278-(agreements as to execution of works on the public highway). The extent of works to be agreed as part of the process.</p> <ul style="list-style-type: none">• The applicant is required to follow S278 process, submit a safety audit report including details and specifications of all public areas proposed to be modified. <p>Particular attention to be given to the following matters: -all proposed parking spaces to have Active Electric Vehicle Charging Points-(type to be agreed). -swept paths for corner parking spaces on Ashby Road are required to ensure that vehicles can maneuver without hindering the shared new turning head at the top of the new Ashby Road.</p> <p>Thereafter works must be implemented in accordance with this agreement and prior to occupation of this development.</p> <p>The drawing with ref: 00113 rev P1, has two areas highlighted in green which are proposed to be offered for adoption to the HA. They must be constructed to adoptable standards and the applicant to follow the process of S38 (power of highway authorities to adopt by agreement)</p> <p>Flag 2 To check if top area in green needs to be stopped up first. ownership??? Maybe using the S118 Stopping up of footpaths and bridleways.</p> <h3>3.0 Car Parking</h3> <p>Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.</p>	
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	<p>Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p> <p>In addition, Policy 6A.1, of the addendum includes parking standards for blue badge holders for non-residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.</p> <p>With regards to employment land uses the addendum necessitates parking provision for each disabled employee, and provision for disabled visitors.</p> <p>Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.</p> <p>Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.</p> <p>When applying policy 3.8, this development should include 11 residential units which are Wheelchair User Dwellings (WUD) at the point of construction, or easily adaptable afters.</p> <p>The Housing Supplementary Planning Guidance (March 2016)-London Plan 2016 Implementation Framework, set up standards indicating that each designated wheelchair accessible unit, should have a car parking space. If all of the assigned WUD are in use as wheelchair accessible units, and each have access to a car parking space at the same time, then parking provision for this proposal should be 11 spaces.</p> <p>A total of 18 car parking spaces are included in this proposal, 3 of which are relocated on-street standard parking from Ashby Road to Herbert Road.</p> <p>13 residential car parking spaces are included (10 parking bays for blue badge users are provided along Ashby Road, whereas the other 3 standard bays are proposed along the Herbert Road). All residential</p>	
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	<p>parking spaces created on this proposal will be part of the CPZ and would be utilized by other blue badge holders residing or visiting this area.</p> <p>5 commercial parking bays are proposed (3 standard bays,2 for blue badge users).</p> <p>Proposed development can be argued that is car free because all residents (other than blue badge holders), are not entitled to purchase on-street parking permits. The applicant has agreed to this approach and securing it through S106.</p> <ul style="list-style-type: none">• S106: 'car free development'- secured through s106. <p>Having considered all of the above policies, it was concluded that, residential car parking provision is acceptable, if the following is attained and secured through S106.</p> <p>The outstanding matters to be covered through,</p> <p>Condition: Car Parking Management Strategy (CPMS) containing all parking matters, such as:</p> <ol style="list-style-type: none">1. All parking spaces must be made available before the occupation, and retained thereafter.2. visibility splays3. submit details on facilitating/managing disabled parking for the commercial part of this development4. submit details on controlling the servicing/ delivery area, parking enforcement,5. swept paths for delivery vans, ramp details (if any proposed), <p>4.0 Cycle parking</p> <p>There are 183 cycle parking spaces included in this development. For the residential part this consists of: 158 (long stay) and 3(short stay), whereas for B1 commercial and sui generis uses included in this proposal, 17 (long stay) and 5(short stay) cycle parking spaces.</p> <p>The London Plan standards for minimum cycle parking for residential are: C3-C4 dwellings (all); long stay_ 1 space per studio and 1 bedroom unit; 2 spaces per all other dwellings and Short stay 1 space per</p>	
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	<p>40 units</p> <p>When applying these requirements the minimum cycle parking for this development is a provision of 158 long stay cycle parking spaces and 3 short stay cycle parking spaces.</p> <p>Requirement for A3 café is based on the proposed floorspace is one space per 175 sqm. (starts from 100sqm). Having considered that proposed café is 85.8 sqm , it does not reach the threshold to provide cycle parking.</p> <p>There are 25 Commercial Units (B1/B2) included in this proposal as well as other sui generis planinig land uses. The requirement for minimum cycle parking for B1/B2 (including sui generis) are: 17 long stay and 5 short stay spaces.</p> <p>Location of the cycle parking spaces were included in the TA drawing with reference: 00113 rev P1. For residential part of this development, (cores 1-3 have cycle parking located at ground level, core 4 has spaces located at basement level and accessed through a lift, core 5 has both cycle parking at ground and basement level.) whereas for the commercial uses parking spaces are accessed directly from the courtyard, with shower facilities provided within the pavilion service.</p> <p>Although cycle parking areas are shown and number of spaces have been indicated, other details are missing.</p> <p>Outstanding matters regarding the Cycle parking to be covered by a Condition.</p> <p>Condition: further details to be submitted, each cycle parking space to be shown on the drawing, parking spaces must be of suitable quality, information request on maintenance arrangements of areas and cycle parking spaces, secured access for residents, visitors and staff is required. Cycle parking should be available from the first occupation, with all spaces retained thereafter.</p> <p>5.0 Parking restrictions on the public highways</p> <p>The development site is within the Seven Sisters (7S), Controlled Parking Zone (CPZ) restricting on-street parking, Monday to Saturday, from 8am to 6.30pm. There are some nearby road which are not within the CPZ, which could be effected when this proposal is occupied.</p>	
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	<p>In order to monitor potential parking displacement following the occupation of proposed development, S106 contributions are sought. Contributions will be used to assess and analyse parking stress in the vicinity. First, to establish base data which is parking stress prior to occupation. Then, monitoring to continue when level of occupation is at 50% and over 75%.</p> <p>If findings suggest an increase in parking stress, affecting areas which are not within the CPZ, or existing timings of parking restrictions are not appropriate, then changes to the CPZ would be proposed by the local HA, which are subject to public consultations and its outcome cannot be predicted. Nevertheless, S106 contribution are required to enable to proceed and mitigate possible impact.</p> <ul style="list-style-type: none">• S106 contributions_ parking stress review, including all costs associated with revision of the CPZ. <p>6.0 Travel Plan</p> <p>A Travel Plan (TP) for residential and commercial land uses of this proposal is required, to be drafted in consideration with the latest TfL's guidance. The guidance can be found using this link: https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans</p> <p>The developer is responsible for creating a sustainable development and achieving the TP targets. The TPs must contain an action plan, which includes a range of measures which support the sustainable modes of transport, each with timescales for implementation.</p> <ul style="list-style-type: none">• Travel plans to be secured through S106, with heads of terms containing actions to promote the use of sustainable modes of transport. <p>For example: appointment of a travel plan coordinator, personalised travel plans for residents, initial contributions to residents to purchase bikes, provision of areas with equipment for cycle maintenance, contributions towards the first year membership of a car club or vouchers for residents to purchase bikes, etc. are some actions which could be included in the action plan.</p> <p>Furthermore, in order to monitor the submitted TP the developer must contribute towards monitoring fee. Thus,</p> <ul style="list-style-type: none">• S106 is sought to cover the local HA costs for reviewing the submitted Travel Plans, annual amount of £1,000 per travel plan, until such time when targets of the travel plans are met.	
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	<p>7.0 Refuse/recycling</p> <p>The TA contains a section on Waste Strategy. The storage requirements are shown on for the residential and the commercial. The commercial waste will be collected using the private provider.</p> <p>Swept path analysis were submitted on the drawings with ref: 00116 rev P1 however this shows that refuse vehicles entering the private area, which may not be possible. Further details are required.</p> <p>Condition: Further details to be submitted on agreeing the refuse collection areas.</p> <p>With regards to recycling there is a lack of information, hence</p> <p>Condition: Further details to be submitted on recycling (storage areas, collection point, agreeing with the service provider)</p> <p>8.0 Delivery/Servicing</p> <p>Section D of the TA includes a delivery and servicing plan. It contains targets and responsibilities on reducing the deliveries associated with this development.</p> <p>Resultant Trip generation associated with delivery and servicing activities was split into residential and commercial and presented as: AM peak a total of 4 additional trips, (2 and 2 respectively), whereas for PM peak a total of 2 additional trips, (0 and 2).</p> <p>Two loading bays have been included in this proposal a number which was derived using the servicing database of the transport consultant under certain measures. Servicing bays are shown to be located within the courtyard.</p> <p>A drawing ref: 00116 rev P1 contained on the shows tracking of the 9m refuse vehicle using the loading / servicing area in the courtyard.</p> <p>This has not been agreed with refuse/ recycling service providers, hence recommend</p> <p>Condition (include parts: a,b,c)</p>	
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	<p>a) showing that the applicant has consulted and agreed with the appropriate departments.</p> <p>This area must be constructed to withstand the vehicle loads and maintained by the developer, thereafter.</p> <p>b) courtyard area used for servicing deliveries to be constructed as such that it does withstand the highest vehicle load</p> <p>One assumption made was that vehicle management /booking system was in place. In order for this assumption to be accepted as valid, it must be secured through a Condition.</p> <p>c) details and implementation of booking system and vehicle management.</p> <p>9.0 Construction Logistic Plan</p> <p>In order to manage construction of this proposal the Construction Logistic Plan (CLP) should be submitted. This could be covered by a condition.</p> <p>Condition: Further details to be submitted and agreed, prior to start of the construction phase. Highways Authority(HA) must be notified before the construction phase has started. The construction traffic must be co-ordinated with other approved proposals in the area. Temporary access points may be required during the construction phase.</p> <p>Managing of the deliveries is proposed via booking system, with pre-arranged slots and allowing sufficient time to carry loading/unloading.</p> <p>Construction traffic to/from the site must avoid highway network peak times. All routes and n timings should be agreed in advance with the local HA.</p> <p>Reason: to co-ordinate the construction traffic routes, generated to/from the site.</p> <p>Also,</p> <ol style="list-style-type: none">1. vehicles involved in construction should be part of Fleet Operator Recognition Scheme (FORS)2. include swept paths of the largest vehicle that will enter/exit the site, and turnings3. No temporary car parking for staff and personnel involved in the construction of this development. <p>The developer and/or their appointed contractor, must:</p>	
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	<p>-display contact details of the project manager at all times. - have a communication plan to contain: first point of contact, how the developer will inform residents and others affected, for example: informing about road closures, alternative route/s, duration of works etc.</p> <p>The developer is responsible in promoting the use of public transport to, all staff and personnel involved in the construction of this development. Staff/personnel should be aware of public transport provisions in the area, and aim to use sustainable modes of transport.</p> <p>A travel plan for personnel involved in the construction, showing routes to and from site, is considered a part of the CLP. Other travel plan measures should be included and reported to the LBH , as part of monitoring process. The applicant to agree the method of working with local HA prior to the start of construction.</p> <p>In addition:</p> <ul style="list-style-type: none"> •Please include Informative(s) about Highways licences. The applicant must check and follow the processes and apply direct to the HA <p>Recommendation</p> <p>On behalf of Highway Authority, I recommend this proposal for approval, subject to including Conditions sought contributions for the S106.</p>	
<p>LBH Environmental Health</p>	<p>The following comments are made with consideration of the environmental information that has been submitted.</p> <p>Air Quality:</p> <p>The application site is located back from the nearest main road Seven Sisters High Road, a major route for which modelling indicates likely exceedences of the Government’s air quality objectives for nitrogen dioxide (NO2) and PM2.5. The proposed development is adjacent an air quality NO2 hotspot location. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMQ) and is committed to being a ‘Cleaner Air Borough’ and working towards improving air quality and to minimise the</p>	<p>Comments Noted. Air Quality, Land Contamination, Energy are addressed in Section 6 of the report.</p>

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	<p>risk of poor air quality to human health and quality of life for all residents.</p> <p>The main air polluting operations associated with the proposed development include 18 car parking spaces and associated traffic movements and a total of 183 cycle spaces. With regard to Energy use, the development is considered too small for CHP and instead a 'community gas boiler for dwellings and commercial units 'will be installed and photovoltaics.'</p> <p>An air quality assessment (XCO2 , December 2017, ref: 9.006) has been submitted along with the planning application to assess the air pollution impact of the proposed development. This assessment states that '...it is considered that redevelopment of the site would not cause a significant impact on local air quality.'</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none">• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans• promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;• be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).• Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>I recommend the following conditions:</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none">• Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and	
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	<p>domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.</p> <p>Reason: To protect local air quality.</p> <ul style="list-style-type: none">• Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>Contaminated land: (CON1 & CON2)</p> <p>CON1:</p> <p>Before development commences other than for investigative work:</p> <p>a) Using the information within the Phase 1 Desk-top study, (Soils Ltd, Reference: 16176/DS Rev1.03. dated April 2017), 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:-</p> <ul style="list-style-type: none"><input type="checkbox"/> a risk assessment to be undertaken,<input type="checkbox"/> refinement of the Conceptual Model, and<input type="checkbox"/> the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p>	
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	<p>□ CON 2</p> <p>Before development is occupied:</p> <p>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> <p>Management and Control of Dust:</p> <ul style="list-style-type: none"> No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. 	
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	<p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <ul style="list-style-type: none"> An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative:</p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p>LBH Environmental Health – Noise</p>	<p>I have read the Environmental Noise Survey Report (dated 3rd October 2017- ref: 17391-R01-A) and Planning Noise Report (dated 27th November 2017- ref: 17391-R02-B) produced by Mr Nicolas Lum and Mr Andrew Long respectively of Sandy Brown Consultants in Acoustics, Noise & Vibration. There is no objections made in principle to this proposed development, however the following conditions shall apply,</p> <p>1) Internal Noise Levels within Residential Units – Design (LBH Environmental Health – Noise)</p> <p>The constructed development shall be in accordance with Section 7.3 of the approved document Planning Noise Report detailing a façade sound insulation performance of Rw+Ctr 27 dB or greater (inclusive of acoustic Standard hermetically sealed thermal double glazing and acoustic trickle vents).</p> <p>REASON: to ensure high quality residential development</p> <p>2) Internal Noise Levels within Residential Units – Maximum Noise (LBH Environmental Health – Noise)</p>	<p>Comments noted. Noise issues are addressed in the Amenity and Residential Quality sections of the report.</p>

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	<p>The internal noise levels within the proposed residential units (with the windows closed) shall be in accordance with BS8233:2014 as detailed below:</p> <table border="0"> <tr> <td>Time</td> <td>Area</td> <td>Maximum Noise level</td> <td></td> </tr> <tr> <td>Daytime Noise</td> <td>7am – 11pm</td> <td>Living rooms & Bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td></td> <td>Outdoor Amenity</td> <td></td> <td>55dB(A)</td> </tr> <tr> <td>Night Time Noise</td> <td>11pm -7am</td> <td>Bedrooms</td> <td>30dB(A)</td> </tr> </table> <p>With no more than 10 individual events to exceed 45dB LAmax (measured with F time weighting) between 23.00hrs – 07.00hrs.</p> <p>REASON: To ensure high quality residential development</p> <p>3) Plant Noise (LBH Environmental Health – Noise)</p> <p>Noise arising from the use of any plant and associated equipment 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. The applicant shall also ensure that vibration/structure borne noise derived from the use of the extractor fan does not cause nuisance within any residential unit or noise sensitive premises, for as long as the developer hereby approved endures.</p> <p>REASON: to ensure high quality residential development and protect the amenity of the locality.</p> <p>4) Commercial Music Studio Design (LBH Environmental Health – Noise)</p> <p>The Commercial Music Studio located in the basement of the proposed development shall be so designed that amplified or non-amplified sound generated from within shall not increase the background noise level (LA90 15mins) in any one-third octave centre frequency band, when measured (LAeq 15mins) within any residential or noise sensitive premises.</p> <p>REASON: to protect the amenity of the locality.</p>	Time	Area	Maximum Noise level		Daytime Noise	7am – 11pm	Living rooms & Bedrooms	35dB(A)		Outdoor Amenity		55dB(A)	Night Time Noise	11pm -7am	Bedrooms	30dB(A)	
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	<p>5) Scheme of Sound Insulation (LBH Environmental Health – Noise)</p> <p>Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be submitted following consultation with the Environmental Health Officer. The scheme shall be installed as approved prior to any commercial occupation of the site, including the music studio, and shall be maintained thereafter.</p> <p>REASON: to protect the amenity of the locality.</p> <p>6) Construction and Demolition Noise</p> <p>Prior to the commencement of the development, a Site Environmental Management Plan (SEMP) pertaining to the control of noise and vibration (in general conformity with the approved document Construction Management Plan produced by Haig dated 6th December 2017) shall be submitted in writing to and for approval by the Local Planning Authority. The SEMP shall be implemented as approved and endure for the duration of the construction phase of the development.</p> <p>REASON: to protect the amenity of the locality.</p>	
<p>LBH Local Lead Flood Authority</p>	<p>Further to my previous email, I've now looked through the file that we have on the site and reviewed the information that was supplied to us, we held several meetings with the drainage consultants and worked through a few issues that came up at the Pre-App.</p> <p>We agreed and approved the runoff rates along with the underground drainage proposal. We now want to see final detailed drawings if they haven't already been supplied and a maintenance management plan for the system, this must be for the lifetime of the development and who will be responsible for the maintenance.</p> <p>Overall, the drainage strategy that is proposed is acceptable and can be approved subject to the above.</p>	<p>Comment noted. Conditions imposed.</p>
<p>LBH Tree & Nature Conservation Manager</p>	<p>The proposed new development at the Bernard works site will result in the loss of the existing open space on Herbert Road and all of the 12 trees currently present. The majority of these trees are either in a poor condition or are of low quality and value and should not be an impediment to development. Two trees (T1:</p>	<p>Comments noted. Trees and ecology are addressed</p>

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	<p>Lime and T8: Norway maple) are of moderate quality and value. They have been assessed for a TPO and meet the criteria.</p> <p>In my opinion, the loss of T1 and T8 would be mitigated by the planting of new trees in and around the new development. The New Tree and Specimen Shrub Plan (Drawing SP00) shows the location of over 50 new trees in highway locations and within a new public space. It includes 9 new trees in Herbert Road, 7 of which would be in front of the proposed new homes. There are also 25 additional specimen shrubs to be planted in residential gardens. The proposed new trees are appropriate for such a scheme and include a mixture of different species in various sizes. Many of the new trees are native species, which will greatly increase local biodiversity. The number and variety of new trees will help to mitigate the loss of the existing trees, improve screening of the site and local air quality, while also enhancing the quality of life for existing and future residents and visitors to the area.</p>	<p>in Section 6 in the report.</p>
<p>LBH Carbon Management</p>	<p>Due to the unique nature of this development, the energy efficiency measures that are to be installed on development will not save any carbon emissions. And there are no proposed savings from the community heating and hot water systems, but it is confirmed that a single heating and hot water system will be installed across all units. The carbon savings from renewable technologies (Solar PV) is 7.9%</p> <p>This means that the development gives an overall saving of 3.4% against building regulation 2013 on regulated energy and the applicant has agreed to offset the remaining emissions. While this is low, the buildings design and mixed used element explains this. And the developer has offered to offsetting the remaining emissions at a cost of £382,305.00.</p> <p>These measures, alongside the site wide energy network, makes the scheme policy compliant and should be secured through conditions and legal agreement.</p> <p>Suggesting condition (1) You must deliver the Energy measures as set out in Energy Strategy Report - Bernard Works by Renewable Environmental Services, dated the 8th December 2017.</p> <p>The development shall be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 3.4% reduction beyond BR 2013. This shall include:</p> <ul style="list-style-type: none"> - A single heating and hot water system, powered by a single energy centre and serving all units (residential and non-domestic) on the site; 	<p>Comment noted. Energy issues are addressed in Section 6 in the report.</p>

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	<p>- A 30 kWp of PV system covering 150m² of flat roof area (including access) to accommodate the estimated PV capacity</p> <p>The equipment and materials to deliver this standard shall then be maintained as such thereafter.</p> <p>Confirmation of these measures and standards being achieved must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Should the agreed target not be able to be achieved on site set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Suggested Condition (2) Details of the construction standard of the site wide energy network and its ongoing operation shall be confirmed to the Council 3 months prior to any works commencing on site. These details shall include:</p> <p>a) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and</p> <p>b) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme. And that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. The Heat Trust Scheme standards and membership shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.</p> <p>REASON: To ensure the facility and associated infrastructure are provided in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p>	
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	<p>Suggested Legal Agreement The Owner agrees to pay the Carbon Offset Contribution of £382,305.00 to the Council upon commencement on site. This contribution will be used to deliver carbon reduction projects and programmes across the borough in line with Policy 5.2 of the London Plan.</p> <p>Sustainability The scheme has submitted a sustainability statement on the sustainability measures that will be incorporated into the construction of the residential building and the non-domestic units on the scheme. These show policy compliance and should be conditioned to be delivered during the construction of the scheme.</p> <p>Suggested Condition You must deliver the sustainability measures for the residential development as set out in the Bernard Works, Home Quality Mark (HQM) Assessment by Renewable Environmental Services, dated the 7th December 2017.</p> <p>The residential part of the development shall be constructed in accordance of the details so approved, and shall achieve the agreed rating of Home Quality Mark level 3 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 deliver the agreed measures on 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) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Suggested Condition</p>	
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	<p>The non-domestic parts of the development shall be constructed following the BREEAM New Construction (2014 ed). Assessment methodology and shall achieve the agreed rating of “very good”. These measures shall then be maintained as such thereafter.</p> <p>A post construction certificate or equivalent 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) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Biodiversity The applicant has undertaken an Ecological Assessment of the site, which recommends the integration of in bird and bat boxes across the site for enhancing the current biodiversity on the site. This should be conditioned and delivered on site.</p> <p>Suggested Condition You must deliver the Biodiversity features as set out in the submitted report “Preliminary Ecological Appraisal” by MKA Ecology (dated July 2017)</p> <p>This will include:</p> <ul style="list-style-type: none">- 4 bat boxes on new buildings facing between south and east orientations- 4 Swift boxes facing between the north and east orientations of the buildings- 4 Sparrow boxes facing between the north and east orientations of the buildings- 4 starling boxes facing between the north and east orientations of the buildings- New vegetation on the site that supports foraging and commuting for bats and breeding and foraging for birds	
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	<p>The development shall then be constructed in accordance of the details so approved, and shall provide evidence of these measures to the local planning authority no more than 3 month after construction.</p> <p>Once installed these measures shall be maintained as such thereafter.</p> <p>In the event that these measures are not installed a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 4 months of completion on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	
EXTERNAL CONSULTEE		
Transport for London	Many thanks for consulting TfL on the above application, as the site is not on or is not in close proximity to the Transport for London Road Network or the Strategic Road Network, TfL has no comments to make on the application.	Noted
Thames Water	<p>Waste Comments</p> <p>Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. 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>	Noted. Conditions and Informatives Attached.

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	<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. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p>	
<p>Metropolitan Police Design Out Crime</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 and would like to offer the following comments, observations and recommendations. 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, because of the proposed use, design, layout and location of the development proposed.</p> <p>1.1 To ensure the delivery of a safer development in line with Local Development Framework policies CP17, DC33 and DC63 (See Appendix for details of these policies), I have highlighted some of my main areas of concern in Section 3 and in section 4 have recommended the attaching of a suitably worded condition.</p> <p>Recommendations:</p> <p>2.0 I can confirm that I have met favourably with the project architects and their consultant in September 2017 in order to discuss the aspirations for the site. I have reviewed the planning application and due to specific areas of concern (See 3.0 below) the Metropolitan Police request a specific condition requiring the developer to</p>	<p>Noted. Condition attached.</p>

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	<p>achieve Secure by Design accreditation for the entire proposed development. Concerns:</p> <p>3.0 In summary, officers from the design out crime team have a number of site specific concerns in relation to this application and these are outlined in Appendix 3. However a condition requiring the developer to engage with both the police and the local authority to achieve 'secured by design' accreditation/status, would reassure police and mitigate a many of these concerns. Community Safety – Secured by Design Conditions:</p> <p>4.0 Crime prevention and community safety are material considerations. If the L.B. Haringey are to consider granting consent, I would ask that the conditions detailed below be attached. This is to mitigate the impact and deliver a safer development in line with national, regional and local planning policies. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix) in supporting my recommendations.</p> <p>4.1 (1) I request that prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design' Accreditation.</p> <p>The development shall only be carried out in accordance with the approved details. (2) 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>(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 guide lines at the time of above grade works of each building or phase of said development. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. Crime Figures:</p> <p>5.0 Crime and disorder is a factor for consideration with this application. Crime data</p>	
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	<p>affecting this application are highlighted in appendix 2 below. Legislation & SBD Guidance:</p> <p>6.0 SP11: Design All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall:</p> <ul style="list-style-type: none">▪ Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high quality public realm that is easy and safe to use; and by applying the principles set out in 'Secured by Design' and Safer Places;▪ Seek the highest standards of access in all buildings and places; <p>6.1 Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards. I would encourage the planning authority to note the experience gained by the UK Police Service over the past 26 years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website. www.securedbydesign.com .</p> <p>Conclusion: I would ask that my interest in this planning application is noted and that I am kept apprised of developments.</p> <p>Additionally, I would welcome the opportunity of sitting in on any meeting you might have</p>	
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	<p>concerning this proposal. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office. Yours sincerely, PC Lee Warwick 463TP Designing Out Crime Officer Metropolitan Police Service</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p> <p>Appendix 1 SP11: Design All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall:</p> <ul style="list-style-type: none">▪ Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high quality public realm that is easy and safe to use; and by applying the principles set out in 'Secured by Design' and Safer Places;▪ Seek the highest standards of access in all buildings and places; <p>DC63 DELIVERING SAFER PLACES from the Development Control Policies DPD sets out that planning permission will only be granted for proposals which suitably address a set of aims that reflects the seven attributes of sustainable communities linked to crime prevention, as set out in the Communities and Local Government publication 'Safer Places – The Planning System and Crime Prevention'. Applicants are required to adopt the principles and practices of the 'Secured by Design' scheme in the application of this policy.</p> <p>DC33 CAR PARKING from the Development Control Policies DPD sets out that private off-street car parking in new developments needs to achieve Secured by Design standard (or equivalent methodology).</p> <p>The Supplementary Planning Documents 'Designing Safer Places' and 'Landscaping' provide further additional guidance supporting the recommendations. Section 17 of the Crime and Disorder Act 1988 states "It shall be the duty of each Authority to</p>	
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	<p>which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it's area", as clarified by PINS953.</p> <p>The National Planning Policy Framework (NPPF) states that "Planning policies and decisions should aim to ensure that developments create:</p> <ul style="list-style-type: none"><input type="checkbox"/> Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion <p>Appendix 2</p> <p>Crime Figures: The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/crimefigures/ . The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behavior and disorder both of which have a negative impact on quality of life issues.</p> <p>Havering is one of 32 London Boroughs policed by the Metropolitan Police Service. It is promoted as one of the safer boroughs, but nonetheless crime and disorder are still a major issue for its residents.</p> <p>The following figures relate to recorded crime data from Police.uk</p> <p>Appendix 3</p> <p>Consultation was held with the architect in Sept 2017 and the following additional issues with the devleopment were highlighted in regards to antisocial behaviour and crime. They explained their vision to enhance the area through architectural design and agreed to participate in the SbD scheme. The discussion points have been incorporated into the recommendations.</p> <p>1.0 General recommendations Residential</p> <p>1.1 Public Realm</p> <p>Routes for pedestrians, cyclist and vehicles should be open, direct and not segregated from each another.</p> <p>Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings.</p> <p>Communal areas, such as playgrounds, seating or drying areas should be designed to allow</p>	
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	<p>supervision from nearby dwellings with safe routes for users to come and go. Windowless gable end walls adjacent to spaces for which the public have access should be avoided, as this prevents natural surveillance.</p> <p>1.2 Boundaries/Gates Side and rear boundaries should be 2.1m in height (minimum), be positioned where possible at the front of the building line (if a recess is necessary, then not to exceed 600mm) and designed to avoid climbing aids. This can be achieved in a variety of different ways, i.e. close board, panel, etc. but if a trellis topping is to be used, this should be diamond style trellis. Fencing between rear gardens should be 1.8m in height (minimum) and designed to avoid climbing aids.</p> <p>Side gates should provide vision, be positioned where possible at the front of the building line, (if a recess is necessary, then not to exceed 600mm) 2.1m in height (minimum) and designed to avoid climbing aids, particularly around the hinges and locking mechanism.</p> <p>1.3 Communal doors/entrances Recessed doorways should not exceed 600mm. Communal doorsets should be certificated to LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2. To mitigate against additional usage expected. All glazing in and adjacent to communal, front, back and doors and ground floor windows and windows that are easily accessible above ground floor level, should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P3A. Communal entrance doors should have vandal resistant audio, visual access control panels, with electronic lock release - tradesperson release buttons are not permitted. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.</p> <p>Communal doorsets should incorporate an automatic closing mechanism, automatic deadlock, with internal thumb turn, knob or handle - external entry should be restricted by key, key code, key fob, proximity reader or combination thereof. Communal doorsets should be single leaf, self-locking, self-closing with two maglocks, positioned one third from the top and bottom.</p> <p>A communal entrance requires protection from unauthorised entry (tailgating). To reduce the</p>	
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	<p>risk of “tailgating” a certified secondary door will be fitted which creates an airlock or residential lobby. The secondary doorset must be fob accessed and provide vandal resistant audio access control for visitors. The doorset must be self-locking, self-closing, with two maglocks positioned one third from the top and bottom Communal Lobby to incorporate mail delivery system and be compliant with DHF TS009 CCTV – An additional camera is to be installed in the lobby area to protect the communal entrance and the mail delivery system.</p> <p>1.4 Access control Lifts and stairwells must incorporate access control for residential use with fob access control on the stairs to each floor and push button release into the stair core to escape (check with fire strategy) Lifts to be access controlled (smart lifts) to prevent unwanted visitors gaining access to upper floors Fire brigade access control box to be located in the lobby area utilising GERDA key system</p> <p>1.5 Residential doors/windows All easily accessible doorsets, including front, back, French, patio and balcony doors, should be certificated to either PAS 24:2016, LPS 1175 Issue 7:2010 Security Rating 2, STS 201 Issue 4:2012, STS 202 Issue 3:2011 Burglary Rating 2, or LPS 2081 Issue 1:2014 Security Rating B.</p> <p>Due to crime problems associated with letter plate apertures, such as arson, hate crime, lock manipulation and 'fishing', Secured by Design strongly recommends, where possible, mail delivery via a secure external letter box within the “lobby area” or delivery ‘through the wall’ into a secure area of the building.</p> <p>All sliding and bi-fold doorsets not designated as the primary access/egress route should meet the same physical attributes as above.</p> <p>A door chain or opening limiter and internal letterbox shield should be fitted to all individual dwelling front doors.</p> <p>A door viewer should be fitted at a height of between 1200mm to 1500mm from the bottom of all front doors (not required with adjacent unobscured glazing).</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>All easily accessible windows should be certificated to either PAS 24:2016, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012, or LPS 2081 Issue 1 Security Rating A.</p> <p>All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.</p> <p>Windows that form an integral part of the doorframe should be shown to be part of the manufacturer's certificated range of doorsets. Alternatively where windows are manufactured separately from the doorframes, they should be certificated to either PAS 24:2014, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012 or LPS 2081 Issue 1:2014. In such cases the window should be securely fixed to the doorset in accordance with the manufacturer's requirements.</p> <p>Secure external mailboxes to serve each property should be fixed to the external face of the building or within the communal entrance void. Mailboxes to conform TS009:202 accreditation</p> <p>1.6 Balconies / Terraces</p> <p>Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies.</p> <p>Drainpipes/soil pipes that provide access to flat roofs or balconies will require metal shrouds to prevent climbing (regardless of whether they are PVC'u or not).</p> <p>1.7 Parking</p> <p>Car parking areas should be close to the properties they serve, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.</p> <p>1.8 Refuse Storage – Residential only</p> <p>There are two forms of refuse storage within the development, single access from inside building perimeter and dual access which includes access from outside of the building perimeter. These require different levels of security appropriate to the risk attached.</p> <p>Single Access - Bin storage areas should be enclosed and incorporate a self-closing, self-locking mechanism, with dual maglock (one third top and bottom) with push button release. Slam-shut BS 8621 lock with internal thumb turn may be utilised as an alternative, but this relies on all residents having possession of an additional key (Note - dual certification is required for fire and security)</p> <p>Access into the refuse area should be via fob access for residents only, with push button release,</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>for electronic dual maglocks Door should be certificated to either PAS 24:2016 or LPS 2081 Issue 1:2014 Security Rating B. (Note - dual certification is required for fire and security) Dual Access - Doors entering into the refuse store from the outside of the building perimeter should be single leaf, self-locking, self-closing and certificated to LPS 1175 Issue 7:2010 Security Rating 2 (Note - dual certification is required for fire and security) Door entering into the store via the fabric of the building to be certified to be certificated to either PAS 24:2016 or LPS 2081 Issue 1:2014 Security Rating B. (Note - dual certification is required for fire and security) Access and Egress into the dual access refuse store requires fob access in and out of the store for residents only via the internal door and fire exit is via the external door. (Exit strategy to be confirmed by LFB)</p> <p>1.9 Cycle Storage – Residential only Cycle storage areas should, ideally be enclosed and built into the fabric of the building, be visibly permeable, incorporating a self-closing, self-locking, single-leaf door mechanism with dual maglock fob control access into the cycle store and push button release to exit. Doors entering into the cycle store from the fabric of the building should be certificated to either PAS 24:2016, LPS 2081 Issue 1:2014 Security Rating B. (Note - dual certification is required for fire and security)</p> <p>1.9 External Lighting / Alarm Systems, etc. All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489. The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required. External lighting should be switched using a photoelectric cell (dusk to dawn) with a manual override. Utility meters should, where possible, be sited outside the front of the dwelling - alternatively they should be sited on the ground floor, between access-controlled doors (air lock system). A 13amp non-switched fuse spur, suitable for an alarm system, should be provided - if a full alarm system is provided, it should comply with: BS EN 50131 & PD6662 (wired system) BS 6799 (wire free system)</p>	
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	<p>2.0 Commercial</p> <p>Whilst it is appreciated that commercial properties primarily focus on BREEAM accreditation, the commercial units within this development are part of a tethered tenancy which links the resident directly to a commercial unit below where they live. This brings many advantages (ownership, constant capable guardian etc), it may also bring additional risk of crime due to the fact that the commercial units will be seen as part of the living space of the resident.</p> <p>2.10 Glazed curtain walling and window walls SBD recognises four distinct types of glazed wall systems. These are:</p> <ul style="list-style-type: none"> i. Large glazed units connected by a spider clamp system; ii. Glazed units directly retained within a framing system (usually aluminium); iii. Framed windows installed within a separate framing system; iv. Framed windows connected to other framed windows to create a 'window wall'. <p>Glazed curtain walling (i and ii above) must be installed using a secure glazing retention system. The method of retaining the glass must include one or more of the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Security glazing tape; <input type="checkbox"/> Dedicated security sealant or gasket; <input type="checkbox"/> A secure mechanical fixing system (evidence will be required to prove the system is secure. This may be achieved by utilising the specific glazing retention test within PAS 24:2012, PAS 24:2016 or by an indicative test on the retention system to LPS 1175: Issue 7 SR1, LPS 2081 Security Rating A or STS 202: Issue 3, BR1). <p>Framed windows (iii and iv above) used within the construction of a 'window wall' must meet the requirements in Section 2, paragraphs 64.</p> <p>Attack resistant glazing, as defined in Section 2, paragraphs 61 to 61.3, is required where the glazing is easily accessible (see glossary of terms).</p> <p>The following British Standard 'Codes of Practice' are relevant:</p> <ul style="list-style-type: none"> <input type="checkbox"/> BS 5516-1: 2004 Patent glazing and sloping glazing for buildings. Code of practice for design and installation of sloping and vertical patent glazing; <input type="checkbox"/> BS 5516-2: 2004 Patent glazing and sloping glazing for buildings. Code of practice for sloping glazing. <p>2.20 Roof design and access and aids to climbing</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>Preventing easy access to roofs should be considered at the design stage of the building.</p> <p>External rainwater pipes can be used for climbing and should be either square or rectangular in section, flush fitted against the wall or contained within a wall cavity or covered recess. Bends in pipes and horizontal runs should be minimised. Physical barriers should be used to prevent access to an existing roof. Pipes should be made of fire-resistant material.</p> <p>Flat roofs, particularly those at a low level, may be more easily accessed and, depending on their construction materials, may be more vulnerable to intrusion either by cutting through the deck or forcing open roof lights and other openings</p> <p>Note 24.3: Attention is drawn to relevant legislation (including the Occupier's Liability Act 1984) concerning the responsibilities and liabilities of building owners/occupiers for the safe use of roof areas and relevant signage.</p> <p>2.30 Front Access – doors</p> <p>Doors providing access and egress into the commercial premises via the courtyard should be single leaf, self-locking, self-closing and certificated to LPS 1175 Issue 7:2010 Security Rating 2 (Note - dual certification is required for fire and security)</p> <p>2.31 Front Access – roller shutters</p> <p>If roller shutters are to be utilised behind the glass wall/entrance doors to mitigate against the size of the doors, then these must conform to</p> <ul style="list-style-type: none"><input type="checkbox"/> LPS 1175 Issue 7:2010 Security Rating 1;<input type="checkbox"/> LPS 2081 Issue 1:2014 Security Rating A. <p>3.0 Lighting general</p> <p>A good lighting scheme is one that has been designed to be energy efficient, distributing an appropriate amount of light uniformly, whilst minimising light pollution.</p> <p>The objective of security lighting is to deter criminals by providing an environment that will deny them the opportunity of the cover of darkness and maximise the potential for them to be observed. The lighting scheme should be designed to achieve the following criteria.</p> <ul style="list-style-type: none"><input type="checkbox"/> 10 Lux	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<ul style="list-style-type: none"><input type="checkbox"/> 25% minimum uniformity<input type="checkbox"/> A minimum of 60 on the CRI<input type="checkbox"/> Controlled via dusk till dawn photoelectric cell<input type="checkbox"/> A minimum of 40 Lumens per Watt<input type="checkbox"/> Does not pollute. <p>4.0 External lighting</p> <p>Adequate, uniform lighting should cover the entire property. The emphasis should be on installing low glare/high uniformity lighting levels in line with British Standard 5489-1 of 2013. Licensed premises with their own dedicated car parking facilities should take due regard to the lighting requirement set out in BS 5489-1.</p> <p>The Colour rendering qualities of lamps used in an SBD development should achieve a minimum of at least 60Ra on the Colour Rendering Index (Note 4.2).</p> <p>Note 4.2: The Colour Rendering Index, scaled from 0 to 100 indicates the colour rendering qualities of lamps. 0 is a non-existent ability to render colour under illumination, such as low pressure sodium lamps (SOX) (not allowed under BS5489:2013), and 100 is the colour rendering qualities of daylight. The higher the RA the better the colour rendition qualities. Properly optically controlled white light (higher than RA60) will enable humans to see more clearly and improves facial recognition than if the light has an RA of lower than 60 such as High Pressure Sodium (SON). This is because it falls into the Mesopic range of vision and therefore the eye uses both rods and cones to determine the image. The British Standard has different levels of lighting as part of its P classes which now take into account the Mesopic properties of each type of lamp and its effect on the human eye. This is called an S/P ratio and will be an additional factor when the designer is choosing the lighting class. Please note that C classes and M classes are not affected by this and do not have the scope to lower lighting levels due to the use of white light.</p> <p>The DOCO should always be provided with a 'Lux Plan' which shows both contour lines and lux points in order that the lighting system can be assessed. Additionally a risk and environmental assessment for the Construction Design Management (CDM) designer compliance requirements must be included. The plan should be compiled by a 'competent' independent designer with at least level 3 or 4 competency under the Institute of Lighting Professionals (ILP) guidance notes. The designer should be MILP and either IEng or CEng to be deemed competent to be able to design under CDM</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>regulations. Manufacturer designed schemes without risk or environmental assessments will not be accepted as they do not cover the CDM designer risk elements which are required (Note 4.3).</p> <p>Note 4.3: The details on the plan must include the maximum average, minimum and average lux levels proposed. The plan must also show the Uniformity (Uo) and colour rendering (Ra) values for the scheme. Light pollution must be minimised.</p> <p>All living things adjust their behaviour according to natural light. The application of artificial light has done much to improve our experience of the night-time environment, but if this light is not properly controlled both physiological and ecological problems may occur. Minimising light emitted in directions where it is neither necessary nor desirable is extremely important. Obtrusive lighting from the private elements of the scheme is deemed a statutory nuisance (public lighting is not covered) and illuminating areas unintentionally is wasteful. SBD requires that only luminaires with suitable photometry serving to reduce light spill and upward light may be used.</p> <p>In terms of sustainability, consideration must be given to the consequences of turning off street lights. Such a measure may be counterproductive in terms of CO2 emissions and lead to the greater use of motor vehicles because residents are too afraid to use unlit streets. Crime levels, and in particular fear of crime levels, must also be carefully monitored to see what impact such an action has made to the community. The alternatives to switching off are Central Management Systems (CMS) which allow varying lighting levels for different times of the night and are centrally controlled by a Web based system. Also stand-alone dimming equipment can be pre-set to dim after an agreed time when most residents are asleep. Both systems are preferable to switching off. Some light sources are more controllable than others and these should be considered where possible. The most controllable light source with the correct RA is LED, it also has no UV or IR so therefore does not impact as heavily as other light sources on wildlife and birdlife.</p> <p>Presence sensing should not be considered unless in bin stores or rarely used areas as it can produce nuisance switching and become a problem to residents. Varying light levels via a CMS or stand-alone system reduces CO2, energy consumption and light pollution so</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>is preferable where cost is not prohibitive and where the Council specification allows. Glare is also an issue and is defined by direct view of the light source. Luminaires without good optical or lens control should not be used in residential areas.</p> <p>Preferred external lighting should be of a 'white light' source. Note that low pressure sodium generates an orange glow and is not compatible with quality CCTV systems. It is advised that all lighting sources should be compatible with requirements of any CCTV system installed (see Section 2, paragraph 46.8)</p> <p>Lighting to all external doors and common entrances should be operated by photoelectric cell.</p> <p>Ensure adequate lighting of external storage areas, such as barrel stores.</p> <p>Where applicable, footpaths and parking areas, including bicycle and two-wheeled motor vehicle parking should also be illuminated in line with the above recommendations.</p> <p>5.0 Courtyard area – entrance</p> <p>The entrance into the courtyard requires additional protection to ensure that crime is kept to a minimum outside of working hours. Gated entrance was considered, but due to the locality of the commercial units and the access from the main road, this is not a feasible option.</p> <p>To mitigate against vehicle born intrusion raising bollards should be implemented to prevent uninvited vehicles entering the courtyard.</p> <ul style="list-style-type: none"><input type="checkbox"/> Gap between the bollards should be 1200mm maximum.<input type="checkbox"/> Bollards are to be a minimum of 600mm high.<input type="checkbox"/> Bollards are to be of 100mm minimum diameter.<input type="checkbox"/> Bollards will be controlled by fob access and visitor access will be controlled by audio visual access control. <p>To reduce/monitor pedestrian trespass outside of working hours a CCTV camera requires installation opposite the vehicle pedestrian entrance. The camera should provide images the full width of the entry point throughout both day and night, plus provide images to an evidential quality that achieve identification standard (with enhancement).</p> <p>Lighting scheme as specified in point 3.0 must be designed to complement the CCTV Strategy.</p> <p>6.0 Courtyard area – other considerations</p>	
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BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<p>Refuse Storage - should be single leaf, self-locking, self-closing and certificated to LPS 1175 Issue 7:2010 Security Rating 2 with fob access into the cycle store and push button to exit (Note - dual certification is required for fire and security)</p> <p>Cycle Storage - Cycle racks must comply with either Sold Secure Bronze accreditation or graded as a BREEAM compliant product and must have two points of locking. should be single leaf, self-locking, self-closing and certificated to LPS 1175 Issue 7:2010 Security Rating 2 with fob access into the cycle store and push button to exit (Note - dual certification is required for fire and security)</p> <p>Mail delivery – via individual commercial unit during hours of operation. Is separate mail strategy desired then additional consultation should be made to ensure safe delivery.</p> <p>Intruder Alarm - A 13amp non-switched fuse spur, suitable for an alarm system, should be provided - if a full alarm system is provided, it should comply with: BS EN 50131 & PD6662 (wired system) BS 6799 (wire free system)</p>	
<p>Environment Agency</p>	<p>Thank you for consulting us on the above application. We have no objections to the proposals but would like to offer the following advice.</p> <p>Groundwater & Contaminated Land We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.</p> <p>We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.</p> <p>We expect reports and Risk Assessments to be prepared in line with our guidance available: https://www.gov.uk/government/collections/groundwater-protection .</p> <p>In order to protect groundwater quality from further deterioration: - No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.</p>	<p>Comments noted.</p>

BERNARD WORKS - INTERNAL AND EXTERNAL CONSULTEES

	<ul style="list-style-type: none"> - Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. - Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water <p>End 2</p> <p>supplies in line with paragraph 109 of the National Planning Policy Framework.</p> <p>The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:</p> <ul style="list-style-type: none"> - From www.gov.uk: <ul style="list-style-type: none"> <input type="checkbox"/> Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency’s Guiding Principles for Land Contamination) in the ‘overarching documents’ section <input type="checkbox"/> Use MCERTS accredited methods for testing contaminated soils at the site - From the National Planning Practice Guidance: <ul style="list-style-type: none"> <input type="checkbox"/> Land affected by contamination - British Standards when investigating potentially contaminated sites and groundwater: <ul style="list-style-type: none"> - BS5930:2015 Code of practice for site investigations; - BS 10175:2011+A1:2013 Code of practice for investigation of potentially contaminated sites; - BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points; - BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.) <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p> <p>You may wish to 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.</p> <p>If you have any queries please feel free to contact me on the details below.</p>	

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BERNARD WORKS – Neighbour Consultation Responses

SUMMARY COMMENT	OFFICER RESPONSE
<p><u>Principle of the Development</u></p> <ul style="list-style-type: none"> The number of units proposed exceeds the strategic allocation in the Tottenham Area Action Plan The scheme will result in the loss of existing jobs on the site 	<ul style="list-style-type: none"> The site allocation sets indicative minimums. The redevelopment will result in a net increase in employment on the land. The quality of employment provision is judged to be increased.
<p><u>Bulk Scale and Massing</u></p> <ul style="list-style-type: none"> The height and bulk of the new build blocks are out of keeping with existing area. The density of the scheme is excessive and will set a precedent The heights of buildings will crowd two-storey terraced housing in the area development 	<ul style="list-style-type: none"> There are tall buildings in the vicinity of the site and the applicant has met the requirements for the provision of taller buildings. The scale and heights of the buildings decreases across the site from east to west The density of the scheme is compliant with the London Plan Density Matrix. The scale of development is judged to accord with the prevailing pattern of
<p><u>Local Amenity</u></p> <ul style="list-style-type: none"> The pavilion will result in noise, disturbance and anti-social behaviour The scheme will give rise to a loss of daylight and sunlight to adjoining properties 	<ul style="list-style-type: none"> The pavilion will be managed by a Management Plan and will be subject to noise conditions as per Appendix 1. The majority of properties tested are in compliance with BRE criteria. In places where there is non-compliance with BRE criteria this is minor and acceptable in urban London.
<p><u>Re-Location of Green Space</u></p> <ul style="list-style-type: none"> The relocation of the green space will result in the loss of trees and a well used 	<ul style="list-style-type: none"> The loss is considered to be off set in planning terms by the provision of a 1000m² replacement park and 50 new trees.

BERNARD WORKS – Neighbour Consultation Responses

<p>community space.</p> <ul style="list-style-type: none"> The new park will be a private space 	<ul style="list-style-type: none"> The park will be maintained by the developer, but will be publically accessible at all times, to be secured by S106 agreement.
<p><u>Local Amenity</u></p> <ul style="list-style-type: none"> Future residential occupiers will be impacted by adjoining commercial users The proposal will result in additional air pollution in the local area. 	<ul style="list-style-type: none"> The development will be subject to a noise insulation scheme. The Council's EHO has assessed the Air Quality impacts and considers them to be negligible.
<p><u>Parking and Highways</u></p> <ul style="list-style-type: none"> Changes to the road layouts will cause congestion and lead to highway safety issues. Permit Free development will be insufficient to prevent parking on local roads (after CPZ hours) 	<ul style="list-style-type: none"> Changes to road layouts are part of adopted planning policy and are not anticipated to give rise to road safety concerns There will be a net increase in parking spaces in the CPZ and future occupiers will be precluded from holding residential or commercial parking permits.
<p><u>Local Infrastructure</u></p> <ul style="list-style-type: none"> Pressure on local services including health services, public transport and the Earlsmead School 	<ul style="list-style-type: none"> The development will make a CIL contribution to address wider infrastructure impacts
<p><u>Sustainability</u></p> <ul style="list-style-type: none"> The developer should not pay an offset carbon levy, and should make the development sustainable instead. 	<ul style="list-style-type: none"> As per the comments of the Council's Carbon Management Team, the offset payment is significant and will contribute toward wider Carbon Management priorities.

Planning Sub Committee 12th March 2018

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/0047

Ward: White Hart Lane

Address: 500 White Hart Lane N17 7NA

Proposal: Submission of Reserved Matters, namely a) Layout, b) Scale, c) Appearance and d) Landscaping pertaining to Outline Permission ref. HGY/2016/0828 for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.

NB: This reserved matters application also deals with the layout and location of the employment use, which under the outline planning consent is located at the rear of the site and adjacent to Block 4. The layout now changes where the employment use is located at the front of the site on ground floor and first floor of block 1. The amount of commercial floorspace does not increase but as consented under the outline planning consent. A substation will be located in its place to the north west of the site.

Applicant: Miss Faye Wilders

Ownership: Private

Case Officer Contact: Aaron Lau

Site Visit Date: 12/01/2018

Date received: 19/12/2017

Last amended date: 14/02/2018

Drawing number of plans:

- 00-001 Site location plan
- 00-002 Rev P1 Block plan
- 00-101 Rev P1 GA site plan
- 00-102 Rev P1 GA roof plan
- 00-111 Rev P1 Outline elevation A
- 00-112 Rev P1 Outline elevation B
- 00-113 Rev P1 Streetscene elevation
- 20-201 Rev P1 Block 1 lower and upper ground floors
- 20-202 Block 1 first to fourth floors

- 20-203 Block 1 roof plan
- 20-211 Rev P1 Block 2 ground to first floors
- 20-212 Rev P1 Block 2 roof plan
- 20-221 Rev P1 Block 3 lower and upper ground floors
- 20-222 Rev P1 Block 3 first to fourth floors
- 20-223 Rev P1 Block 3 fifth and roof floors
- 20-231 Block 4 ground floor
- 20-232 Block 4 first floor
- 20-233 Block 4 second floor
- 20-234 Block 4 third floor
- 20-235 Block 4 fourth floor
- 20-236 Block 4 roof plan
- 20-241 Rev P1 Substation plan
- 25-201 Rev P1 Block 1 south elevation
- 25-202 Rev P1 Block 1 north elevation
- 25-203 Rev P1 Block 1 east and west elevations
- 25-211 Rev P1 Block 2 north elevation
- 25-212 Rev P1 Block 2 south elevation
- 25-213 Rev P1 Block 2 east and west elevations
- 25-221 Rev P1 Block 3 south elevation
- 25-222 Rev P1 Block 3 north elevation
- 25-223 Rev P1 Block 3 east and west elevations
- 25-231 Rev A Block 4 north elevation
- 25-232 Rev A Block 4 south elevation
- 25-233 Rev A Block 4 east and west elevations
- 25-241 Rev P1 Substation elevations
- 26-201 Sections AA and BB
- 26-202 Rev P1 Sections CC and DD
- 26-203 Section EE
- MCA 1917/01 Rev S Landscape strategy plan

1.1 This application is being reported to Planning Committee as it is a reserved matters application for a) Layout, b) Scale, c) Appearance and d) Landscaping relating to a major planning application which received resolution to grant in September 2016 and for which the decision was issued on following the signing of a section 106 agreement in November 2016.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Members of the Planning Sub-Committee resolved to grant outline permission on 12th September 2016 (reference. HGY/2016/0828) for redevelopment of the site at 500 White Hart Lane to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. This permission was subject to the

signing of a section 106 Legal Agreement, and the legal agreement was signed on 30th November 2016.

- The outline planning permission dealt with the principle of development and the means of access. The parameter plans and a design code have also been approved as part of the outline planning permission. Parameter Plans and the Design Code included maximum heights and width of buildings; the general siting of the buildings; the number of units; different uses and associated floor space (in square meters) access arrangements; the level of parking; the level of affordable housing (29 units) and financial contributions secured in the signed s106 Legal Agreement.
- This is a reserved matters application following outline planning consent which considers the following reserved matters:

layout,
scale,
appearance and
landscaping.

These details have been assessed by Officers, and are considered acceptable and are in general accordance with the approved parameter plans and design code attached to the outline planning consent.

- The details provided will ensure that the development will be of high quality in terms of living environment (both internally and externally) and visual appearance.
- The appearance, scale and layout is appropriate and is considered to be sufficient to create an acceptable standard of accommodation for future residents, and avoid any significant off-site impacts that may have a negative effect on the amenity of neighbouring sites. The proposal subject to a condition requiring details of the access gates and site management will not prejudice road users or pedestrian using the adjacent highway network.
- The landscaping of both the public and private areas is considered to be of a good standard and would ensure that a quality environment within and around the periphery of the development is delivered whilst enhancing the biodiversity at the site.
- The details also adequately demonstrate that the proposal will be accessible to wheelchair users and those with mobility difficulties.
- The employment use was located at the rear of the site and adjacent to Block 4 as part of the outline planning consent. As part of the reserved matters application a revision is proposed that moves the commercial/employment use

currently consented at the rear of the site to part of the ground and first floor of block 1, which will be located at the front of the site.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to 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 (the full text of recommended conditions is contained in Section 8 of this report)

- 1) In accordance with approved plans
- 2) Materials submitted for approval
- 3) Balcony details
- 4) Hard landscaping
- 5) Trees
- 6) Access gates
- 7) Electric vehicle charging points
- 8) Written scheme of investigation
- 9) Energy statement
- 10) Site wide energy network
- 11) Sustainability
- 12) Living roof
- 13) Bird and bat boxes
- 14) SuDs maintenance schedule
- 15) Drainage details
- 16) No amplified speech or music
- 17) Opening hours
- 18) External flue/mechanical equipment
- 19) Secure by Design accreditation – pre-commencement
- 20) Secure by Design accreditation – prior occupation
- 21) Part M4 (2) 'accessible and adaptable dwellings'
- 22) No satellite antenna

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction

- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Surface water drainage
- 8) Thames Water
- 9) English Heritage
- 10) S278 works
- 11) Advertisements
- 12) Secure by Design
- 13) Bat sensitive lighting scheme

2.3 In the event that Members choose to make a decision contrary to Officers' recommendation Members will need to state their reasons.

2.4 In the event that the Planning Application is refused for the reasons set out in resolution (2.3) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

Scope of application

- 3.1.1 This is a Reserved Matters Application following outline planning permission, with. Means of access approved. 'Matters' reserved are as set out below.
- 3.1.2 The outline planning consent will provide 144 residential units (29 affordable units), 502sqm of B1/B8 employment floorspace and 300sqm of flexible A1/A3/D1 commercial floorspace.
- 3.1.3 14 wheelchair accessible units has been provided as part of the layout and there is a separate Condition (7) as part of the Outline Approval which specifically deals with disabled parking (however, this does not form part of this reserved matters application – this information is included to give Members comfort that disabled parking will be provided within the layout of the site), which required at least 10% of all dwellings to be wheelchair accessible or easily adaptable for wheelchair use.
- 3.1.4 The B1/B8 employment use, as mentioned earlier in this report, was located in the outline permission at the rear of the site and adjacent to Block 4. The reserved matters application seeks a minor revision to relocate the B1/B8 employment use in to Block 1 (at ground and first floor), which is located at the front of the site. In its place, the substation will be relocated from Block 3 to the north west of the site.
- 3.1.5 A total of 75 car parking spaces (67 residential including 14 disabled bays and 8 spaces for employment use including 2 disabled bays) and 255 cycle spaces are provided.
- 3.1.6 Revisions have been made to the proposal following planning submission to ensure the development is compliant with the parameter plans, and in response to Quality Review Panel comments. These amendments are specified below:
- Removal of seventh storey (plots 103/104/105) within Block 3
 - Relocate substation to top left hand portion of the site (previously occupied by workshop)
 - Provide a 2-bedroom 3 person unit on the lower ground floor on the western side of Block 3 (former substation location)
 - Provide a 2-bedroom 4 person unit on the lower ground floor at the eastern side of Block 3
 - Enlarge plot 99 from 1 bedroom 2 person to 2-bedroom 4 person on 6th floor of Block 3

- Reconfigure refuse/cycle area in Block 2 to provide 1-bedroom 2 person unit on ground floor
- Reduce plot 29 from 3-bedroom 5 person to 2 bedroom 3 person on the ground floor eastern side of Block 2
- Amendment to Block 1 front and side elevations to define employment/commercial space including fenestration changes and stepped brickwork
- Increase the specification of paving at the front of the site to create a 'piazza' environment
- Perforated metal balconies on Block 1 front elevation

The amendments do not affect the overall number of residential units or affordable housing provision but the new housing mix is as follows:

Original mix

Unit Size	Tenure		Total
	Private	Affordable	
1 bedroom	28	15	43
2 bedroom	59	9	68
3 bedroom	28	5	33
Total	115	29	144

New mix following amendments

Unit Size	Tenure		Total
	Private	Affordable	
1 bedroom	28	15	43
2 bedroom	60	9	69
3 bedroom	27	5	32
Total	115	29	144

Site and Surroundings

- 3.2.1 The application site is rectilinear in shape and measures approximately 140 metres deep by 55 – 85 metres wide giving a site area of approximately 9125 square metres (0.9125 hectares).
- 3.2.2 The southern part of the site is currently vacant and cleared with one large partially demolished building structure, which originally formed part of the previous 500 White Hart Lane building. The northern part of the site comprises a builder's yard with various storage structures, areas of open storage and light industrial machinery. These structures take up approximately 346sqm floor area.
- 3.2.3 Immediately north and east of the site are inter-war period residential properties on Devonshire Lane and Devonshire Gardens respectively. Immediately south of the site are a number of residential properties, a petrol filling station and also Haringey Football Club is located to the south west. Immediately west of the site is a large trade and storage warehouse called 'Screwfix'.

- 3.2.4 The original and now partly demolished 500 White Hart Lane building had previously been used for car repairs (light industrial purposes) however has been vacant since 2010. The existing vacant structure has a floor area of approximately 171 sqm. The site is located between an established residential area to the north and east, and an industrial / commercial area to the west giving rise to a mixed character. The site falls within the edge of a Locally Significant Industrial Site (LSIS) as identified in the Haringey Local Plan Proposals Map known as LSIS 17 (White Hart Lane).
- 3.2.5 The topography of the site varies meaning the northern boundary is some 8 metres higher than the southern boundary fronting White Hart Lane. Access is provided via a vehicle access on the southern boundary and a secondary service access road running along the western boundary connected to White Hart Lane. A public footpath connecting White Hart Lane to Devonshire Hill Lane runs along the eastern boundary.
- 3.2.6 The site is located approximately 1.5 km from White Hart Lane train station and is served by the W3 bus that runs between Northumberland Park rail station and Finsbury Park rail and underground station giving a Public Transport Accessibility Level (PTAL) of 2 - 3.
- 3.2. The site does not comprise any Listed Buildings and is not located within a Conservation Area.

3.4 Relevant Planning and Enforcement history and background

- HGY/2018/0470 - Approval of details pursuant to condition 14 (overheating) attached to planning permission HGY/2016/0828 – pending
- HGY/2018/0469 - Approval of details pursuant to condition 13 (energy strategy) attached to planning permission HGY/2016/0828 – pending
- HGY/2018/0468 - Approval of details pursuant to condition 17 (biodiversity) attached to planning permission HGY/2016/0828 – pending
- HGY/2017/2833 - Non-material amendment following a grant of planning permission HGY/2016/0828 to amend wording to conditions 13 (energy strategy), 14 (scheme to reduce overheating) and 17 (biodiversity) – approved 13/10/2017
- HGY/2016/0828 - Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses

(Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development – approved 30/11/2016

- HGY/2013/0688 - Application for a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit. – approved 07/08/2013
- HGY/2009/2140 - Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit. – approved 12/05/2010
- HGY/2002/1376 - Demolition of existing buildings and erection of two temporary storage buildings comprising 4,047 square metres in total – approved 11/12/2002

Background

Outline Permission

- 3.1.7 On 12th September 2016 Members of Planning Sub Committee approved outline permission including means of access (ref. HGY/2016/0828) with layout, scale, appearance and landscaping matters reserved, subject to the signing of a section 106 legal agreement.
- 3.1.8 The outline planning application was not an EIA application.
- 3.1.9 The Outline approval is for a mixed use redevelopment on 500 White Hart Lane comprising the demolition of existing buildings/structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.
- 3.1.10 Key parameters were agreed in the outline planning consent for the above mentioned development, which included parameter plans, and a design code. The approved parameter plans fixed the locations of buildings, maximum heights and width of the buildings, and building uses within the individual blocks.
- 3.1.11 The legal agreement was signed and permission issued on 30th November 2016.

S106 Heads of Terms

- 3.1.12 The following heads of terms were agreed under the original legal agreement attached to planning consent reference HGY/2016/0828:

- £150,000 bus contribution to TfL for bus improvements
- 29 affordable housing units (6 intermediate units – 1 x 1 bed, 3 x 2 bed and 2 x 3 bed; 17 social rent units – 12 x 1 bed, 4 x 2 bed and 1 x 3 bed; and 6 affordable rent – 2 x 1 bed, 2 x 2 bed and 2 x 3 bed)
- Contribution towards consultation on and potential implementation of parking control measures
- £15,000 footpath contribution to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan for residential and workplace
- Construction phase and occupation stage employment and skills strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within a set period the Developer may transfer to another affordable housing provider).
- The provision of a Business relocation strategy

3.1.13 This is a Reserved Matters Application following outline planning permission, and is considered against Article 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

3.1.14 This reserved matters application deals with all remaining outstanding details of the outline application proposal. Means of access was approved as part of the outline planning consent. The reserved matters considered under this application are as follows:

- appearance - aspects of a building or place which affect the way it looks, including the exterior of the development
- landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- layout - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- scale - includes information on the size of the development, including the height, width and length of each proposed building

The outline planning consent approved indicative plans (together with parameter plans and a design code), which fixed the maximum heights, widths and siting of the buildings including the location of the range of uses – retail, commercial / employment generating use and residential.

The Sites Strategic and Regeneration Context

3.1.15 As mentioned previously in this report, the site has outline planning permission to provide a mix use residential led scheme. The scheme obtained consent in light of wider strategic considerations, which is helpful to summarise below for context.

The High Road West Regeneration Scheme

3.1.16 The High Road West Regeneration Scheme seeks to deliver a minimum of 1400 new homes and 1000 jobs and create a new residential neighbourhood and new leisure destination for North London.

3.1.17 The High Road West regeneration area spans 11 hectares. The south of the site is currently occupied by the Love Lane housing Estate and the north of the site is currently occupied by the Peacock, Nesta and Carberry Industrial Estates. To facilitate the delivery of the scheme, the 297 residents on the Love Lane Estate will need to be rehoused so that the Estate can be demolished and the 45 industrial businesses (B1/B2) located on the Industrial Estates will need to be relocated.

3.1.18 The Council has secured Housing Zone funding to support the delivery of the scheme. This funding will be contingent on the Council delivering housing and new commercial space within specific timescales. At present, the Greater London Authority (“GLA”) is expecting the first new homes to be delivered by 2019. In order to deliver these homes, the Council needs to secure vacant possession of land within the High Road West Scheme. Vacant possession will be achieved by relocating the businesses and rehousing Love Lane residents.

Relocating Love Lane residents

3.1.19 The Love Lane Estate sits between White Hart Lane Station and the THFC stadium. The agreed High Road West Masterplan envisages that the estate would be developed in an early phase of the scheme, to allow for the new public square and link between the station and the stadium to be developed, thus providing the necessary place shaping development required to raise values in the area.

3.1.20 The Council has expedited securing the rehousing of Love Lane residents and meet the assurance to maximise housing choice by building replacement homes outside of the High Road West regeneration area.

3.1.21 In developing the proposals for the site at 500 White Hart Lane, THFC (the applicant for the outline application and original site owner) undertook a consultation with the Love Lane Residents Association (“RA”). The RA committee and attending residents were supportive of the site providing new homes for Love Lane residents and were pleased with the design proposals. Residents requested that the site be developed as quickly as possible to ensure that residents are able to move

Purchase of affordable housing units

3.1.22 29 affordable units (20% by unit) were secured in the Outline Approval. The Tottenham Regeneration Team are seeking to acquire these 29 units to;

- Support the rehousing of Love Lane residents and expedite the High Road West Scheme;
- Meet residents' desire to have an opportunity to move to this site, and
- Ensure that the Council remains the land lord of these replacement homes

3.1.23 On 12th September 2017, Haringey Cabinet resolved to purchase the 29 affordable units and to give delegated authority to officers to negotiate the acquisition based on the terms of the s106 legal agreement. The Council and applicant are in the process of agreeing the terms of this purchase.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Tottenham Team NW
- LBH Head of Carbon Management
- LBH Design Officer
- LLBH Housing Renewal Service Manager
- LBH NHS Haringey
- LBH Housing Design & Major Projects
- LBH Arboriculture
- LBH Flood and Surface Water
- LBH Economic Regeneration
- LBH Cleansing
- LBH Nature Conservation
- LBH Parks
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Emergency Planning and Business Continuity
- LBH Street Lighting
- LBH Building Control
- LBH Drainage
- LBH Transportation Group
- LBH EHS - Noise EHS - Noise & Pollution
- London Fire Brigade
- Designing Out Crime Officer
- Arriva London
- Transport for London
- Environment Agency
- Tree Trust for Haringey

- Thames Water
- Greater London Archaeology Advisory Service

The following responses were received:

Internal:

- 1) Design Officer: No objection subject to the imposition of materials and balcony conditions.
- 2) Transportation: No objection subject to the imposition of vehicular access, street furniture and site management conditions.
- 3) Carbon Management: No objection subject to energy, sustainability and biodiversity, BREEAM and bat and box conditions and a carbon offsetting contribution (£1,800 per tonne of carbon) to deliver carbon reduction projects and programmes. (**Officer Comment:** the contribution was secured in the s106 legal agreement of the Outline Approval. A BREEAM condition (no. 15) was attached to the outline decision)
- 4) Waste Management: No objection.
- 5) Drainage Officer: No objection subject to the imposition of SuDs maintenance schedule and drainage scheme conditions.
- 6) Tree & Nature Conservation Manager: No objection subject to the imposition of biodiversity and tree conditions.

External:

- 7) Historic England (Greater London Archaeology Advisory Service): No objection subject to the imposition of a written scheme of investigation condition.
- 8) Designing Out Crime Officer: No objection subject to the imposition of Secured by Design conditions.
- 9) Natural England: No comments to add.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 447 Neighbouring properties
- 4 site notices were erected close to the site

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

Original consultation on 9th January 2018

No of individual responses: 46
Objecting: 45
Supporting: 1

Re-consultation on 14th February 2018 following submission of revised plans

No of individual responses: 18
Objecting: 18
Supporting: 0

- 5.3 The following local groups/societies made representations:

- Devonshire Hill Residents Association

- 5.4 The following Councillors made representations:

- Cllr Charles Adje
- Cllr Gideon Bull

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

- Principle of residential-led mixed-use development on designated industrial site (**Officer Comment:** the principle has been established in the Outline Approval ref. HGY/2016/0828)
- Lack of affordable housing (**Officer Comment:** The affordable housing provision was secured in the Outline Approval and s106 legal agreement)
- Impact on local services and infrastructure (**Officer Comment:** the development will be subject to Haringey Community Infrastructure Levy CIL to raise funds to support the delivery of the infrastructure)
- Lack of parking (**Officer Comment:** the quantum of parking provision and impact on the local highway network was deemed acceptable in the outline application)
- Highway works including new pedestrian crossing (**Officer Comment:** a highways scheme to be agreed by the Highway Authority will be secured in a s278 agreement)
- Impact on bus services (**Officer Comment:** a bus contribution was secured in the s106)
- Installation of electric charging vehicle points (**Officer Comment:** a condition in accordance with the London Plan standards will be imposed to the decision)

- Height of development (**Officer Comment:** the scheme has been revised which removes the seventh storey of Block 3 and is now proposed at 6 storeys as per the approved parameter plans)
- Scale of development (**Officer Comment:** the building heights and footprints as set out in the approved parameter plans were considered deemed compatible in its local context within the outline application)
- Loss of sunlight/daylight and outlook (**Officer Comment:** this was assessed and considered marginal under the outline planning consent)
- Fencing along Eastern border: (**Officer Comment:** Final details will be secured by condition to ensure a high quality boundary treatment)
- Overlooking (**Officer Comment:** the overlooking relationship between the new and existing buildings was considered acceptable in the outline application)
- Lack of open space/amenity (**Officer Comment:** residents of the new development will have access to private and communal amenity spaces)
- Impact on public drainage (**Officer Comment:** an impact study condition (No. 11) on the existing water supply infrastructure was attached to the Outline Approval to ensure that the water supply infrastructure has sufficient capacity to cope)
- Impact on area's water pressure and quality (**Officer Comment:** as above, and a piling method statement condition (No. 12) was attached to the Outline Approval to prevent damage to subsurface sewerage and water infrastructure)
- Promote anti-social behaviour (**Officer Comment:** there is no evidence to demonstrate the new development will lead to safety and security concerns)
- Noise and disturbance (**Officer Comment:** the site lies on a road which experiences high levels of road traffic and ambient noise)
- Sustainability measures proposed (**Officer Comment:** the Council's Carbon Management Team has considered the scheme acceptable subject to conditions and a carbon offsetting contribution which was secured in the original s106 legal agreement)
- Contamination (**Officer Comment:** Condition 10 (desktop study contamination report) was attached to the Outline Approval)
- Access for fire appliances (**Officer Comment:** The London Fire Brigade commented on the Outline Approval, and considered the proposal acceptable)
- Loss of 5 poplar trees located east of the development (**Officer Comment:** These individual trees were proposed to be removed under the Outline Approval)
- Substation will block the parking (**Officer Comment:** The siting of the substation will not affect access to the individual parking bays)
- Impose a condition of maximum possible protection from dust and pollution during all demolition, construction and associated work (**Officer Comment:** a CMP condition No 8 was attached to the outline consent)

- Not carbon free development and use of CHP (**Officer Comment:** the Council’s Carbon Management Team has considered the details acceptable subject to the imposition of conditions and financial contribution secured in the s106. Condition 16 of the outline consent required a minimum 35% carbon reduction)
- Roof equipment (**Officer Comment:** The details are acceptable and will be will not exceed the maximum roof heights in the parameter plans)
- Use of PV panels/green roof to all blocks (**Officer Comment:** The green roof (Blocks 1 and 3) and PV panel (Blocks 1, 2 and 3 coverage) is acceptable to meet the sustainability requirements.
- Quality Review Panel suggestion in the outline application to avoid the residential accommodation overlooking the existing warehouses beyond the site (**Officer Comment:** This recommendation was noted at the time, and the residential units orientated in this direction was considered acceptable on balance)
- BREEAM ‘excellent’ for non-residential building (**Officer Comment:** A BREEAM ‘very good’ condition No. 15 was attached to the outline consent)
- Hours of construction (**Officer Comment:** an informative in line with Environmental Health requirements will be attached)
- Site described as ‘urban’ in the applicant’s internal daylight assessment (**Officer Comment:** The Council agrees the site is suburban, but the slight shortfall is, on balance, considered acceptable)

5.6 The following issues raised are not material planning considerations:

- Fairview Homes not listed as the applicant (**Officer Comment:** the agent acts for Fairview Homes)
- More rubbish and dog mess on the alley way (**Officer Comment:** the public footpath does not fall within the demise of the applicant’s site)
- PTAL rating of the site (**Officer Comment:** this was taken into consideration by the Transportation Team in the Outline Approval and this has not changed)
- Failure to consult properly (**Officer Comment:** The LPA has notified local residents as per its statutory duty)

5.7 **Quality Review Panel:** The reserved matters scheme was presented to the Haringey Quality Review Panel on 30th January 2018. A summary of their response is set out below.

QRP comments	Comments
<i>Massing and development density</i>	
The panel understands that the massing and density of the scheme have been established by the outline planning permission.	Noted.

<i>Scheme layout and access</i>	
This is a high density development on a promising site and the panel thinks that the broad strategic moves made on scheme layout and access are successful. These include inclusion of both employment and retail space in block 1 fronting White Hart Lane. Extending retail frontage to the east elevation is a welcome revision, providing both interest and surveillance to pedestrian routes.	Noted.
The panel welcomes the initiatives taken to improve circulation routes through the development for both vehicles and pedestrians	Noted.
The panel sounds a note of caution, however, about the appearance of access to car parking, refuse collection and deliveries to the east of block 1 along White Hart Lane (see below).	The quality of finish and materials around these access areas will be secured by condition to ensure the development will be built to a high quality.
<i>Public realm and landscape design strategy</i>	
The panel welcomes revisions made to the public realm and landscape design strategy. These respond well to its previous comments.	Noted.
The panel thinks, however, that further thought is needed to the frontage of the scheme along White Hart Lane in order not to detract from the prestige sought for the development. This applies in particular to the access to car parking and servicing from White Hart Lane. This will have to be both carefully designed and well managed.	There has been an increase the specification of paving at the front of the site to create a 'piazza' Environment.
One option might be, rather than this area simply merging into the street, to incorporate it more strongly into the scheme's architecture by the inclusion of benefit the retail unit(s).	Noted.
The panel strongly advises investment in high quality, durable materials that would be resistant to staining and other damage, including, for example, granite paving.	Details will be considered at condition stage to ensure the materials and external finished will be high quality and durable.
Tree planting will contribute significantly to the softening of this area. It will also be important to ensure that trees are both robust and adequately protected.	Noted.
The panel welcomes the initiative to improve the quality of the environment of the existing north / south	Noted.

footpath that runs along the east of the site, but outside the boundary of the development.	
The proposal to replace the existing fence along this footpath with high black steel railings will better integrate the footpath, create visibility into the development, assist passive surveillance and contribute towards safety. The lighting strategy developed for the scheme can also be expected to benefit pedestrians using the footpath. The panel considers that upgrading the quality of the footpath represents a major public benefit.	Noted. A sum of £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting was secured in the Outline permission.
<i>Architectural expression</i>	
The panel repeats its broad support for the architectural expression developed for the scheme. This has a welcome simplicity.	Noted.
While a more restrained treatment works well for blocks 2, 3 and 4 that advance towards the north of the site, the panel thinks that there is scope to add distinction and personality to the elevation of block 1 fronting White Hart Lane. This will be a prominent building that announces the character and quality of the scheme overall. It should therefore be imposing and avoid any perception of the bland and ordinary.	The front and side elevations of Block 1 have been revised following feedback.
Employment and retail space is included at the lower and upper ground floor levels of block 1. The panel thinks that these uses could be expressed more strongly in the treatment of the elevation, for example, through a double / giant order, giving a more civic and less domestic feel.	This façade of Block 1 has been amended to give it more definition.
The panel suggests that adding individuality and interest to block 1 might be achieved in subtle ways, for example, in the detailed design of balconies or the detailing of the brickwork.	Perforated metal balconies is now proposed on front elevation to Block 1.
It supports an approach to fenestration that avoids extensive glazing; this will minimise the risk of overheating.	Noted.
The quality of detailed design, materials and construction will be essential to the success of the completed scheme.	Noted. These details will be considered at condition stage.
<i>Residential accommodation</i>	
This is a prestigious scheme that promises high quality residential accommodation – not least because apartments will enjoy a south facing aspect and impressive views across London.	Noted.
The panel questions whether the entrance to block 1	Noted. See below.

<p>corresponds to the quality sought for this rather grand block. The entrance currently appears unprepossessing, with a narrow corridor leading to a single lift, stairs and cycle store.</p>	
<p>The panel recommends that possibilities for making the residential entrance more generous and attractive be explored. Also, materials and finishes will have to be suitably robust and durable to withstand scuffs and scratches from cycles being wheeled in for storage, which will involve navigation of a tight corner. Detailing such as lighting will also determine how the entrance is experienced by residents.</p>	<p>Officers consider the communal entrance is sufficiently wide for residents, and it is defined by the canopy. Samples of the material will be considered at condition stage. The entrance lights are regulated by Building Control against Part M4 of Building Regulations</p>
<p>The panel considers it less than ideal that the residential refuse store is located next to the residential entrance on White Hart Lane. It notes, however, that commercial bin stores are to the side of the building.</p>	<p>Noted. Its current location is considered convenient for residents, and the Council's Waste Team raised no objection to the arrangements.</p>
<p><i>Employment space</i></p>	
<p>The panel welcomes assurances that the design of the employment space in block 1 will allow flexibility, for example, by being able to be divided into smaller spaces.</p>	<p>Noted.</p>
<p><i>Summary</i></p>	
<p>The Quality Review Panel commends the quality of the proposal for development at 500 White Hart Lane. It supports approval of the planning application, subject to some refinements. These include, in particular, adding character and distinction to the architectural expression of the block fronting White Hart Lane, including reflecting more strongly its commercial and residential uses. This prestigious block's residential entrance could be celebrated more, including with a more generous entrance lobby. The panel also recommends further consideration of the appearance of the access to car parking and servicing from White Hart Lane to ensure that this enhances rather than detracts from the quality of the scheme. It recommends specification of particularly high quality materials for the public realm along this frontage. The panel welcomes the improvements that the development will bring to the existing footpath to the east of the site. These comments are expanded above, and those made at the previous review that remain relevant are repeated for clarity.</p>	

6 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The reserved matters pursuant to Condition 2 of outline planning permission HGY/2016/0828 are discussed below. The condition reads:

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

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

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

B1) the materials to be used on all external surfaces

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

B3) the provision for parking, loading and turning of vehicles within the site shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

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

6.2 (a) Appearance

- 6.2.1 DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan (2016) Policies 7.4 and 7.6.

- 6.2.2 The principle of four blocks, laid out as four parallel blocks aligned in an east-west orientation was established by the outline planning consent. The detailed design of the scheme has evolved following several pre-application meetings with the Council, and a further review by the Quality Review Panel. A summary of the QRP response is in section 5.7 of this report. The proposal has been further amended following QRP and discussions with Officers. The façade articulation of Block 1 has been refined and the specification of paving at the front of the site has been increased as suggested by QRP. These changes are listed below 3.1.6 of the report.
- 6.2.3 The broad principles of elevational treatment and fenestration were established in the outline planning permission and the broad principles remain largely the same under the reserved matters.
- 6.2.4 The Design Code in the outline planning permission supported the parameter plans and set out the site layout, general composition and materials for the principal facades for the residential and employment uses. It also laid out the general strategy, soft and hard landscaping, street furniture and lighting of the external spaces. The design and layout, which is detailed below, will comply with the design code.
- 6.2.5 The proposal consists of a simple, elegant form and elevational treatment of the individual buildings, through the reduction in the number of steps in the rooflines, and with emphasis placed on creating improved distinction through materiality and detailing to clearly express the front and rear elevations of each block. The height, scale and massing of the buildings conform with the parameter plans.
- 6.2.6 The appearance of the scheme has been designed as a series of horizontal pavilions, by proposing the material palette to incorporate a darker brick plinth and to re-introduce the same brick to setback upper storeys. This brickwork treatment allows the perceived effect of the stepped massing to be reduced, and the main facades are expressed as a simple monolithic form. The White Hart Lane street frontage 'Block 1' is treated with a two storey darker brick plinth to express the function of the employment space on the lower and upper ground floors.
- 6.2.7 The window and door openings have been co-ordinated in a regular rhythm and will be made out of dark grey uPVC. They will be set in 170mm to Blocks 1-3 and 70mm to Block 4 from the main facades of each block. The architectural metalwork, which includes the balustrades, balcony structures and ancillary accommodation doors, will be grey powder coated to compliment the window and door fenestrations.
- 6.2.8 The four blocks have been sited and scaled – in terms of mass and height in such a way to correspond with the sites topography (which was essentially consented at outline application stage by virtue of the parameter plans). The

design and appearance of the buildings are complimented by high quality public realm and landscaping on the site (which is detailed further on in this report), all of which results in a development which has a high standard of design and quality visual appearance which will improve the visual amenity of the area.

Other Issue: relocation of sub-station and employment use

- 6.2.9 As listed above, part of the latest amendment seeks to relocate the substation from the western side of Block 3 to the north west of the site, which was originally occupied by a building for employment use under the outline planning consent. In turn, the employment use will be re-sited in the building at the front of the site adjacent to White Hart Lane. It is considered that the employment use is far better located at the front of the site for functional and accessible reasons and given that it creates an active frontage to White Hart Lane. The substation will be square in shape with a flat roof design, and measure 3.1m in width and length and 2.4m in height. Its modest scale and location tucked behind the designated parking area and within the new landscaped area surrounded by trees will ensure that it will not appear at odds in its context and development in general.

External materials

- 6.2.10 The principal external material is brick, recognising the clay and pottery heritage of the area. Two main brick colours are incorporated into the scheme, in a mixed honey buff, and light grey, each intended to express different elements of the facades. Officers are satisfied with these materials and a condition has been imposed requiring final brick samples to be submitted for approval.

Details of boundary walls, fencing and other means of enclosure

- 6.2.11 The landscaping strategy plan indicates that 1.8m high black steel railings will be installed along the eastern boundary and adjacent to the public footpath. The proposed works subject to obtaining 'Secured by Design' accreditation through a condition will be seen to enhance the general amenity, safety, and security of the existing footpath and its relationship with the application site whilst providing visual permeability to/from the footpath. Final details of the metal railings will be secured by condition.

Public Footpath

- 6.2.12 A financial contribution of £15,000 was secured as part of the s106 legal agreement relating to the outline planning consent, which will be used to improve the facilities for footpath users, including the footpath surfacing and lighting running along the eastern boundary of the site, which will complement the overall

boundary / fencing / enclosure treatments and improve security along this part of the site.

- 6.2.13 Officers have assessed this aspect of the reserved matters application under condition 2 and are satisfied that the general design, appearance and elevational treatment of the boundary treatments will be of high quality and would conform to the design principles of the Design Code that forms part of the outline planning consent.

6.3 (b) Scale

- 6.3.1 The scale and massing of the buildings have already been established as part of the outline planning consent which includes an associated (and approved) parameter plans and design code. The proposal comprises four linear blocks. The form and massing supports the slope of the site with two of the blocks accommodating the slope with a main entrance on their south side, a floor below their garden entrance on their north side.

Amenity

- 6.3.2 The potential impact on the amenity of surrounding residents was assessed as part of the outline planning consent, which includes the approved parameter plans on which officers could make the assessment. The reserved matters application does not seek to extend beyond the heights or scale of the approved parameter plans therefore an assessment on the impact on the amenity of neighbouring residents in terms of daylight/sunlight/outlook is not required, but nevertheless is again summarised below.

Daylight/sunlight and outlook

- 6.3.3 Daylight/sunlight and outlook impacts on the nearest residential properties on Devonshire Hill Lane and The Green to the North, Devonshire Gardens to the East and White Hart Lane to the South were assessed and considered acceptable in the Outline Approval. A daylight/sunlight assessment report was submitted at outline stage, which confirmed the development to be within acceptable BRE standards. As the building footprint of the individual blocks will be within the Parameters and maximum +/-2.5m limit of deviation, and the maximum roof heights will not be exceeded the development will not introduce any additional or material adverse effects on the surrounding dwellings in terms of daylight/sunlight and outlook impacts.

Privacy/overlooking

- 6.3.4 The parameter plans in the outline planning application identified the properties in particular the rear gardens of Nos. 165 and 167 Devonshire Hill Lane and 167a and 167b Devonshire Hill Lane were the most affected in terms of

overlooking from the siting of Block 4 in the outline application. It was accepted that there would be some degree of impact on privacy but this could be mitigated at detailed design stage such as placing habitable rooms to the other side of the block and the use of oriel windows for example to diminish the degree of overlooking to within an acceptable degree

- 6.3.5 The north eastern corner of Block 4 was designed with the adjacent dwellings listed above in mind so to be stepped away from these properties to minimise impact. It will be part 2 storeys, part 3 storeys in height in the north-eastern corner.
- 6.3.6 The edge of the rear gardens of the addresses stated above is sited approximately between 9 to 17.5m away from the rear and side elevations of the new development, which contains first and second floor habitable room windows some of which are secondary windows. Although it was advised at outline, stage to place non-habitable rooms on the southern side of the block this could not be achieved in the detailed design given the layout of the individual units within the block (separate north and south flats located on either side of the corridor). This impact has been minimised through design interventions and landscaping mitigation and is assessed below.
- 6.3.7 Turning to the degree of impact, the two secondary north-facing first floor habitable windows of Unit 133 will face the side flank wall of 167a Devonshire Hill Lane so as to not cause any overlooking impacts on the side of this dwellinghouse. Overlooking between the rear garden of the same house and the first floor balcony of Unit 133 will be mitigated by a number of semi-mature trees proposed on the northern boundary as set out under the landscaping strategy. The overlooking impact will be even less to the rear garden at 167b Devonshire Hill Lane as it is situated further away to the north. Similarly, the rear gardens of 165 and 167 Devonshire Hill and east-facing first and second floor windows and second floor balcony of Block 4 would be separated by new semi-mature trees along the eastern boundary. In addition, the windows and balcony are also orientated at an oblique angle to the rear gardens of these properties located to the east. Although trees are proposed around the perimeter of the site it is considered that, they should be larger sized species to increase screening and improve general visual amenity. This will be secured by condition. The tree coverage will help create a defensible buffer and mitigate any incurred overlooking effects upon the Devonshire Hill Lane properties.
- 6.3.8 Overall, it is considered that the scale of development, including that of the built form, amenity impact and the quantum and mix of uses is acceptable in terms of design quality and place making, in accordance the approved parameter plans as part of the outline planning permission.

6.4 (c) Landscaping

6.4.1 A number of third parties have expressed particular concerns regarding the loss of five Poplar trees located along the north eastern boundary of the site. A local resident requested Tree Preservation Orders (TPO) be made on five Poplar trees situated on the eastern boundary of the site in 2017. A TPO prevents the cutting down, uprooting, topping, lopping, wilful damage or destruction of trees (including cutting roots) without first obtaining permission from the Council. In considering the TPO request, Haringey Council took into consideration the Outline Approval ref. HGY/2016/0828 on the same site and the tree survey, which accompanied the application, which proposed to remove these category 'C' trees. Category C trees are defined as not high quality, and on the approved parameter plans, they were indicated as "to be removed". The TPO was not made because it was the view of Council Officers that the principle of the removal of the trees had been agreed in granting the Outline permission and that the parameter plans approved for the site layout meant that the trees could not be retained given that the new buildings would be within the root spread of these trees. Nevertheless, given the views of local residents expressed in pre-application consultation, the applicant investigated the retention of these trees. The applicant concluded however that this was not possible. Given that these trees will be replaced in the landscaping proposed this is considered acceptable.

New Tree and Landscape proposals

6.4.2 Policy DM1 'Delivering High Quality Design' of the Development Management DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site. The supporting text to Local Plan Policy SP13 recognises, "*trees play a significant role in improving environmental conditions and people's quality of life*", where the policy in general seeks the protection, management and maintenance of existing trees.

6.4.3 The applicant has provided a tree report. It identifies a selection of trees outside the boundary of the site which will not be affected by the development proposals given their locations relative to the new buildings and existing fence on the northern boundary which 'acts' as a tree protection.

6.4.4 The outline scheme approved indicates the removal of the existing and surveyed trees (group of Poplar trees in the northeast corner and a Sycamore centrally within the site). The loss of the trees was not objected to and is considered justified. The proposed route through the site is defined and characterised by trees, hedges and beds of ground cover planting to reduce the 'hard' visual impact of the road / route. The areas between formal gardens and general hard landscaping will be landscaped to improve usability and enhance the public spaces. Details and specifications of the landscape proposals are shown on the landscaping strategy plan ref. 1917/01 Rev S, which is included within the appendices of the report.

- 6.2.1 The planting scheme includes 120 new trees, some of which are semi-mature specimens, which will provide immediate impact. Although trees are proposed along the boundaries it is considered that these should be larger sized species around the perimeter of the site and especially along the White Hart Lane frontage. Further details of the specimens themselves will be sought by imposition of condition. The variety of new trees will help to mitigate the loss of the existing trees, improve screening of the site, while also enhancing the quality of life for future residents. The majority of new trees will be native species, which will greatly increase the biodiversity value of the site, and allied with landscape management plan to ensure the general maintenance of the trees it will be in accordance with Policy DM1 of the Development Management Plan DPD 2017 and Local Plan Policy SP13.
- 6.4.5 A number of measures are proposed to mitigate the impact on existing biodiversity and to improve the site in the future to ensure biodiversity is enhanced. Mitigation measures include the installation of two new Schwegler bat boxes. This provision should be increased and be secured by planning condition. The planting of the new trees, hedgerows and shrubs in addition to green roofs creates a quality landscaped area for the site. These measures will also support wildlife and general biodiversity value at the site in meeting Local Plan Policy SP13 and DM Policy DM21.
- 6.4.6 A number of SuDs mitigation measures are proposed as part of the landscaping scheme including: permeable paving, attenuation tanks and green living roofs. Final detailed drainage design will be sought by planning condition.
- 6.4.7 Officers have assessed the landscaping proposals and are satisfied that the proposal will enhance the biodiversity at the site, and deliver a high quality of public realm and shared amenity space for residents throughout the year in accordance with the broad principles set out in the Design Code that was approved as part of the outline planning permission.

6.5 (d) Layout

- 6.5.1 The general principle of configuration of buildings on the site and its relationship to the buildings and spaces outside the site was established in the approved Parameters and Design Code. The residential accommodation was divided between four 'pavilion' buildings, set on a predominantly east-west axis, and sited one behind another throughout the depth of the site. Block 1 (South) relates to the footprint of the historic 'Direct Mineral Water Suppliers' building, which once occupied the street frontage of the site alongside the 'Coles Pottery' site to the West. The middle Blocks 2 and 3 reflect the geometry of the urban pattern of Devonshire Gardens to the East, and the commercial properties on White Hart Lane to the West. Block 4 (North) relates to the original primary site geometry where it interfaces with residential properties on The Green to the North.

- 6.5.2 The building footprint of the four individual blocks proposed in the reserved matters application will be within the parameters and maximum +/-2.5m limit of deviation set under the outline consent.
- 6.5.3 Access to the site is from the South East corner from White Hart Lane. The circulation route through the site runs alongside the East elevations of the Blocks 1 and 2, then laterally across the site in between Blocks 2 & 3, and then North again along the Western boundary to the side of Blocks 3 & 4 before ending on the Northern side of Block 4. Residential communal open spaces accessed via secondary circulation routes from the sides are proposed between the pair of buildings: Blocks 1 and 2 and Blocks 3 and 4. The access route and open spaces follows the design principles and site layout as laid out in the Design Code of the outline permission and creates a high quality development, which is respectful of its surrounding buildings, the public footpath to the east and its local context generally.

Quality of accommodation

- 6.5.4 London Plan Policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Haringey Local Plan Policy SP2 and Policy DM12 of the Development Management DPD reinforce this approach. The Mayor's Housing SPG and the National Described Space Standards sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.5.5 In assessing the proposal against the above requirements, all the individual dwellings meet the space standards as set out in the London Plan.
- 6.5.6 The London Plan further gives guidance on the minimum individual room sizes and amenity space for the residential development proposals. All the separate rooms and amenity space of all units would meet the London Plan individual space standards. There is no single aspect, north-facing flats in the development. As such, the development is considered to deliver a high quality residential living environment.

Internal daylight/sunlight

- 6.5.7 In support of the reserved matters application, the applicant has provided a daylight report to analyse the Average Daylight Factor (ADF) of the individual rooms in the development. The ADF calculates the average illuminance within a room. The BRE guidance and British Standard sets the following recommended ADF levels for habitable room uses: 1% Bedrooms; 1.5% Living Rooms; and 2.0% Kitchens

6.5.8 The study concludes only 10 out of 430 (2%) will be below the threshold, and this is due to the balcony/terrace areas in the lower floors. Given that only 2% of the dwellings fall below the threshold (and that the standard is a recommendation and not a strict requirement), and nevertheless will still receive daylight, this shortfall is, on balance, considered acceptable.

6.5.9 Overall, it is considered that the development as a whole provides an acceptable level of residential accommodation for future occupants in accordance to Local Plan Policy SP2, London Plan Policy 3.5, and the Mayor's Housing Supplementary Planning Guidance and the National Described Space Standards.

Accessibility

6.5.10 14 wheelchair accessible units (out of 144 dwellings in total) are provided which required at least 10% of all dwellings to be wheelchair accessible or easily adaptable for wheelchair use against (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015). These accessible units are distributed across several blocks, and are located as follows:

- Plots 33, 38, 44, 50, 56 & 62 are 1 bedroom 2 person M4 (3) 2(a) adaptable units in Block 2 (private);
- Plots 36, 42, 48, 54 & 60 are 2 bedroom 4 person M4 (3) 2(a) adaptable units also in Block 2 (private);
- Plot 81 is a 1 bedroom 2 person M4(3)2(a) adaptable unit in Block 3 (private);
- Plots 128 & 132 are 1 bedroom 2 person M4 (3) 2(b) fully adapted units in Block 4 (HA).

6.5.11 The wheelchair accessible units will have a disabled parking bay each, and have been designed to Part 4M (3) of Building Regulations to incorporate the following features:

- 1500mm clear space provided in fl at entrance corridor;
- Minimum width of hallways provided at 1050mm, or 1200mm where doorways are not approached head on;
- Doors to have clear with of 850mm;
- Wheelchair storage and transfer space provided, at 1100mm deep and 1700mm width, with a 1200mm clear zone provided in front of this;
- Wheelchair storage space to have power socket; and
- WCH compliant kitchens, bedrooms, bathroom facilities and adequate circulation space

6.5.12 Officers have assessed the layout of wheelchair accessible units and the parking bays and are satisfied with the design requirements of Part M4 (3) in providing an accessible environment for wheelchair users.

- 6.5.13 The remaining residential units (90% or 130 units) will be required to comply with the former Lifetime Homes Standards and Approved Document M4 (2) of the Building Regulations (ADM) to ensure any new housing development is suitable for the disabled users. The Design and Access Statement and supporting documents need to set out the applicant's proposals and commitment to inclusive design in accordance with London Plan Policies 3.5, 3.8, 7.2 and 7.6 and Local Plan Policy SP2.
- 6.5.14 The applicant has recognised the need to meet former Lifetime Homes and Approved Document M4 (2) of the Building Regulations in their design and access statement submission.
- 6.5.15 In assessing the development against the requirements level, access entrance doors and wide corridors have been provided for with 300mm leading edge to all doors. All entrances will be illuminated and covered. The bathrooms have been designed for ease of use and low level glazing to living areas are proposed to create an inclusive living environment for the wider community in meeting the above policy framework.
- 6.5.16 A condition is recommended to be imposed on any grant of permission in order to ensure 90% of the dwellings (non-wheelchair accessible units) will be fully compliant to Approved Document M4 (2) 'accessible and adaptable dwellings' of the Building Regulations (ADM).

Open space/ play space

- 6.5.17 London Plan Policy 3.6 seeks to ensure that development proposals that include housing include adequate provision of play and informal recreation space, based on the expected child population generated by the scheme and an assessment of future needs. Local Plan Policy SP13 and DM Policy DM12 requires development sites that are located within areas that are identified as having open space deficiency to contribute to the provision or improvement of open spaces. The development should provide a minimum of 3 sqm per child (with an aspirational target of 10 sqm).
- 6.5.18 Using the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', it was anticipated that the outline application for 144 units would have yielded 120 children for the provision of play space for under-five's on-site. This equated to a minimum provision of 360sqm.
- 6.5.19 The detailed quantum of children's play space is provided under this reserved matters application, and is in the form of three themed areas within the courtyard gardens: 'Seashore' (sea blue and sand coloured surface with boulders and a wigwam); 'Story one' (play boulders on a sand coloured surface); and 'Village' (wigwams on sand coloured surface and a picnic table. An adventure trail of natural play features for older children along the eastern boundary is also

provided. The quality and quantity of children's play space is acceptable in offering play opportunities for young children and meeting the above open space and play space policies.

Parking, loading and turning of vehicles within the site

- 6.5.20 The Outline planning consent included Means of Access, which was acceptable in principle. Details considered included trip generation, principle of creating the vehicular access and linking to the public footpath, including car parking ratio and cycle parking provision. Financial contributions were secured in the s106 Agreement as part of the outline planning consent for bus and footpath/lighting improvements and towards consultation on parking control measures.
- 6.5.21 The outline planning consent also placed an obligation on the applicant to enter into a s278 agreement with the Local Highway Authority. Full details of the highway scheme have yet to be agreed, but they covered mainly: raised entry junction treatment and kerb alignment including tactile pavement for Devonshire Gardens junction to enhance the public realm/walking conditions for pedestrians; and the relocation of bus stop on White Hart Lane. Following a number of recent car accidents on White Hart Lane near the site, local residents have requested a new pedestrian crossing to improve highway safety. The applicant has committed to this, and these works will be included within the final s278 agreement and highway scheme.
- 6.5.22 The outline planning consent requires details of parking, loading and turning of vehicles within the site to be submitted as part of the reserved matters
- 6.5.23 A total of 75 car parking spaces (67 residential including 14 disabled bays and 8 spaces for employment use including 2 disabled bays) which accords with the requirements of the outline planning consent.
- 6.5.24 Access into the site, which has already been approved as part of the outline planning consent, is obtained on White Hart Lane, and a designated area is set back to enable parking to the front along the eastern boundary. The design of access road ensures loading and turning of vehicles can be accommodated on site. Final details of car parking and loading/unloading facilities are required under a separate planning condition No. 5 attached to the outline consent.
- 6.5.25 Although some details have been provided, the operation of the access gates as proposed may conflict with the parking spaces and manoeuvring in and out of them especially those located to the front. Further details to be submitted at condition stage are therefore required to avoid waiting and turnings of traffic interfering with the safe and free flow of vehicular and pedestrian traffic using this section of White Hart Lane.

Designing out crime

- 6.5.26 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and DM Policy DM2 seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.5.27 The Designing Out Crime Officer has reviewed the detailed design as part of this reserved matters application and raised no objection subject to the imposition of Secured by Design conditions.
- 6.5.28 A condition is also recommended to be imposed on any grant of permission in order to obtain 'Secured by Design' accreditation at pre-commencement and pre-occupation stages.
- 6.5.29 The layout of the new development is considered to be acceptable and in accordance with the Design Code and the associated parameters set out in the outline planning permission.

6.6 Conclusion

- 6.6.1 Members of the Planning Sub-Committee on 12th September 2016 resolved to grant outline permission (reference. HGY/2016/0828) for redevelopment of the site at 500 White Hart Lane to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. This permission was subject to the signing of a section 106 Legal Agreement, and it was signed on 30th November 2016.
- 6.6.2 The Outline Application dealt with the principle of development and the means of access. Key parameters were also agreed as part of the approved Parameter Plans and the Design Code. These elements included maximum heights and width of buildings; the general location of the buildings; the number of units; access arrangements; the level of parking; the level of affordable housing (29 units) and financial contributions secured in an s106 Legal Agreement.
- 6.6.3 This is a reserved matters application with regards to layout, scale, appearance and landscaping. These details have been reviewed by Officers, and are considered to be in accordance with the parameters and Design Code agreed under the Outline Approval.
- 6.6.4 The details provided demonstrate that the development will be of a good quality in terms of its visual appearance subject to conditions.

- 6.6.5 The scale and layout is appropriate and is considered sufficient to create a good standard of accommodation for future residents, and avoid any unacceptable off-site impacts that may have a negative effect on the amenity of neighbouring sites. The proposal subject to a condition requiring details of the access gates and site management will not prejudice road users or pedestrian using the adjacent highway network.
- 6.6.6 The landscaping of both the public and private areas is considered to be of a good standard and would ensure that a quality environment within and around the periphery of the development is delivered whilst enhancing the biodiversity at the site.
- 6.6.7 The details also adequately demonstrate that the proposal will be accessible to wheelchair users and those with mobility difficulties.
- 6.6.8 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £533,345.89 (13,069sqm x £35 x 1.166) and the Haringey CIL charge will be £213,286.08 (13,069sqm x £15 x 1.088). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 00-001, 00-002 Rev P1, 00-101 Rev P1, 00-102 Rev P1, 00-111 Rev P1, 00-112 Rev P1, 00-113 Rev P1, 20-201 Rev P1, 20-202, 20-203, 20-211 Rev P1, 20-212 Rev P1, 20-221 Rev P1, 20-222 Rev P1, 20-223 Rev P1, 20-231, 20-232, 20-233, 20-234, 20-235, 20-236, 25-201 Rev P1, 25-202 Rev P1, 25-203 Rev P1, 25-211 Rev P1, 25-212 Rev P1, 25-213 Rev P1, 25-221 Rev P1, 25-222 Rev P1, 25-223 Rev P1, 25-231 Rev A, 25-232 Rev A, 25-233 Rev A, 26-201, 26-202 Rev P1, 26-203 and MCA 1917/01 Rev S

Subject to the following conditions:

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

00-001, 00-002, 00-101 Rev P1, 00-102 Rev P1, 00-111 Rev P1, 00-112 Rev P1, 00-113, 20-201 Rev P1, 20-202, 20-203, 20-211 Rev P1, 20-212 Rev P1, 20-221 Rev P1, 20-222 Rev P1, 20-223 Rev P1, 20-231, 20-232, 20-233, 20-234, 20-235, 20-236, 20-241 Rev P1, 25-201 Rev P1, 25-202 Rev P1, 25-203 Rev P1, 25-211 Rev P1, 25-212 Rev P1, 25-213 Rev P1, 25-221 Rev P1, 25-222 Rev P1, 25-223 Rev P1, 25-231 Rev A, 25-232 Rev A, 25-233 Rev A, 25-241 Rev P1, 26-201, 26-202 Rev P1, 26-203 and MCA 1917/01 Rev S

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

2. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

3. No development shall commence until details of the balcony screens have been submitted to, and approved in writing by the Local Planning Authority. The screen shall be erected in accordance with the approved details before the first use of the balcony and thereafter retained as such.

Reason: In the interest of visual amenity.

4. No development shall commence until full details of hard landscape works have been submitted to, and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; hard surfacing materials; minor artefacts and structures (e.g. furniture, Electrical Vehicle Changing points, signs, lighting etc.)

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

5. No development shall commence until full details of species and variety of trees around the perimeter of the site have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees shall then be planted in strict accordance of the details so approved shall then be maintained as such thereafter.

Reason: To improve the visual amenity at the site and to safeguard amenity.

6. Prior to the occupation of the development hereby approved details of granting access to others, and vehicle access gates shall be submitted to, and approved in writing by the Local Planning Authority. Details shall include appointing the Site Management Company, how the gates will operate especially for refuse and recycling vehicles, deliveries and servicing, and demonstrate that the operation of the gates will not conflict with movements in/out of the car parking spaces.

Reason: To ensure the development does not prejudice the safe and free flow of vehicular and pedestrian traffic on White Hart Lane.

7. Prior to occupation of the development hereby approved, 20% of car parking shall be provided with electric vehicle charging infrastructure, with a further 20% allocated for passive provision.

Reasons: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles.

8. No development shall commence until a Stage 1 written scheme of investigation (WSI) has been submitted to, and approved in writing by the Local Planning Authority. 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.

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.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations.

9. a) The development shall deliver the Energy measures as set out in Energy Statement of 500 White Hart Lane, by Low Carbon Energy Consultancy Ltd. Dated 19th December 2017.

The development shall be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% reduction beyond BR 2013. This shall include:

- A single heating and hot water system, powered by a single energy centre and serving all units (residential and non-domestic) on the site;
- The 46 kW of PV system requires 690 m² of flat roof area (including access) to accommodate the estimated PV capacity

The equipment and materials to deliver this standard shall then be maintained as such thereafter.

Confirmation of these measures and standards being achieved must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

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.

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

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

10. Details of the construction standard of the site wide energy network and its ongoing operation shall be confirmed to the Council 3 months prior to any works commencing on site. These details shall include:

- a) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and
- b) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme, and that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. The Heat Trust Scheme standards and

membership shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.

Reason: To ensure the facility and associated infrastructure are provided

11. a) The development shall deliver the sustainability measures as set out in the Sustainability Statement, 500 White Hart Lane, Low Energy Consultancy Ltd, dated 19th Dec 2017.

The development shall then be constructed in strict accordance of the details so approved shall then be maintained as such thereafter.

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

Reasons: In the interest of addressing climate change and to secure sustainable development

12. No development shall commence until details of the living roof is submitted to, and approved in writing by the Local Planning Authority. Details shall include the following:

- A roofs plan identifying where the living roofs will be located;
- Confirmation that the substrates depth ranges of between 120mm and 150mm across all the roofs;
- 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 livings roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

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

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

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall

13. a) The development shall deliver the Biodiversity objectives and the features as set out in Biodiversity Enhancement Study by Ecology Solutions (dated December 2017).

This will include:

- 5 Schwegler bat boxes on new buildings facing between south and east orientations
- 4 Schwegler Swift boxes facing between the north and east orientations of the buildings
- 4 Schwegler Sparrow Terrace boxes facing between the north and east orientations of the buildings
- New vegetation on the site that supports foraging and commuting for bats and breeding and foraging for birds

The development shall then be constructed in strict accordance of the details so approved, and shall provide evidence of these measures to the Local Planning Authority no more than 3 months after construction.

Once installed these measures shall be maintained as such thereafter.

b) In the event that these measures are not installed, a full schedule and costings of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for our written approval within 4 months of completion on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity

14. No development shall commence until a detailed maintenance schedule for the SuDs has been submitted to, and approved in writing by the Local Planning Authority. Details shall include the arrangements for the 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.

Reason: To ensure the future maintenance of the surface water drainage system.

15. No development shall commence until drainage works have been carried out in accordance with final detailed drawings to be submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the approved development.

16. At no time shall any amplified speech or music (associated with the non-residential uses) generated from the site be audible within the adjoining residential premises.

To prevent loss of amenity to neighbouring residential premises due to noise generated from the commercial premises.

17. Prior to the first use of each commercial element within the scheme hereby approved details of the hours of use shall be submitted to, and approved in writing by the Local Planning Authority. The commercial floor space shall then be operated in accordance with these hours

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.

18. Prior to the first occupation of the A3 unit hereby approved details of the external flue/mechanical equipment shall be submitted to, and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of nearby residential occupiers.

19. No development of each building or part of a building shall commence until details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such building or such part of a building and development site will achieve full 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Reason: To ensure the development is compliant to 'Secured by Design' standards

20. 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 and thereafter all features are to be permanently retained.

Reason: To ensure the development achieves 'Secured by Design' standards accreditation.

21. 90% of 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 'accessible and adaptable dwellings'.

22. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any of the hereby approved buildings. The proposed flatted development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to, and approved in writing by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

Informatives:

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

INFORMATIVE: CIL: Based on the information given on the plans, the Mayoral CIL charge will be £533,345.89 (13,069sqm x £35 x 1.166) and the Haringey CIL charge will be £213,286.08 (13,069sqm x £15 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.

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

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

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

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

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

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

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

INFORMATIVE: Archaeology: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

INFORMATIVE: s278: All works on or associated with the public highway be carried out by Council's Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: Advertisements: Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

INFORMATIVE: 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 guide lines at the time of above grade works of each building or phase of said development.

INFORMATIVE: A bat sensitive lighting scheme must be considered for the site, to minimise the potential impacts on foraging or commuting bats that use the site. Guidance for this scheme is provided by the Bat Conservation Trust within their guidance document Bats and Lighting (Stone, 2013).

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	No objection subject to access and hard landscaping conditions.	As per conditions 4, 5 and 6.
Design Officer	No objection subject to materials and balcony conditions.	As per conditions 2 and 3.
Waste Management	No objection.	Noted.
Drainage Officer	No objection subject to SuDs maintenance schedule and drainage scheme conditions.	As per conditions 13 and 14.
Carbon Management	No objection subject to energy, sustainability and biodiversity, BREEAM and bat and box conditions and a carbon offsetting contribution	As per conditions 8, 9, 10, 11 and 12. The contribution was secured in the original s106, and a BREEAM condition (no. 15) was attached to the outline decision.
Tree & Nature Conservation Manager	No objection subject to a tree condition.	As per condition 4.
EXTERNAL		
Historic England (Greater London Archaeology Advisory Service)	No objection subject to a written scheme of investigation condition.	As per condition 7.
Transport for London		
Designing Out Crime Officer	No objection subject to Secure by Design accreditation conditions.	As per conditions 18 and 19.
NEIGHBOURING PROPERTIES		
	Principle of residential-led mixed-use development on designated industrial site	The principle has been established in the Outline Approval ref. HGY/2016/0828
	Lack of affordable housing	The affordable housing provision was secured in the Outline Approval and s106 legal agreement.

Stakeholder	Question/Comment	Response
	Impact on local services and infrastructure	The development will be subject to Haringey Community Infrastructure Levy CIL to raise funds to support the delivery of the infrastructure.
	Lack of parking	The quantum of parking provision and impact on the local highway network was deemed acceptable in the outline application.
	Highway works including new pedestrian crossing	A highways scheme to be agreed by the Highway Authority will be secured in a s278 agreement.
	Impact on bus services	A bus contributions was secured in the s106
	Installation of electric charging vehicle points	As per condition 6.
	Height of development	The removal of the seventh storey of Block 3 will ensure the development to be within the maximum 6 storeys as per the approved parameter plans.
	Scale of development	The building heights were deemed compatible in its local context within the outline application.
	Loss of sunlight/daylight and outlook	This was considered acceptable in the outline application.
		As per condition 4.

Stakeholder	Question/Comment	Response
	<p>Fencing along Eastern border</p> <p>Overlooking</p> <p>Lack of open space/amenity</p> <p>Impact on public drainage</p> <p>Impact on area's water pressure and quality</p> <p>Promote anti-social behaviour</p> <p>Noise and disturbance</p> <p>Sustainability measures proposed</p> <p>Contamination</p>	<p>The overlooking relationship between the new and existing buildings was considered acceptable in the outline application.</p> <p>Residents of the new development will have access to private and communal amenity spaces.</p> <p>As per condition 14.</p> <p>A piling method statement condition (No. 12) was attached to the Outline Approval.</p> <p>There is no evidence to demonstrate the new development will lead to safety and security concerns.</p> <p>The site lies on a road which experiences high levels of road traffic and ambient noise.</p> <p>The Council's Carbon Management Team has considered the scheme acceptable subject to conditions and a carbon offsetting contribution which was secured in the original s106 legal agreement</p> <p>Condition 9 (desktop study contamination report) was attached to the Outline Approval.</p> <p>The London Fire Brigade commented on</p>

Stakeholder	Question/Comment	Response
	<p>Access for fire appliances</p> <p>Loss of 5 poplar trees located east of the development</p> <p>Fairview Homes not listed as the applicant</p> <p>More rubbish and dog mess on the alley way</p> <p>PTAL rating of the site</p> <p>Hours of construction</p>	<p>the Outline Approval, and considered the proposal acceptable.</p> <p>These individual trees were proposed to be removed under the Outline Approval.</p> <p>The agent acts for Fairview Homes.</p> <p>The public footpath does not fall within the demise of the applicant's site.</p> <p>This was taken into consideration by the Transportation Team in the Outline Approval</p> <p>An informative will be attached</p>

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Appendix 2 Plans and Images



VIEW WEST ALONG WHITE HART LANE



VIEW OF EAST ACCESS POINT



Existing footpath



Existing road side access

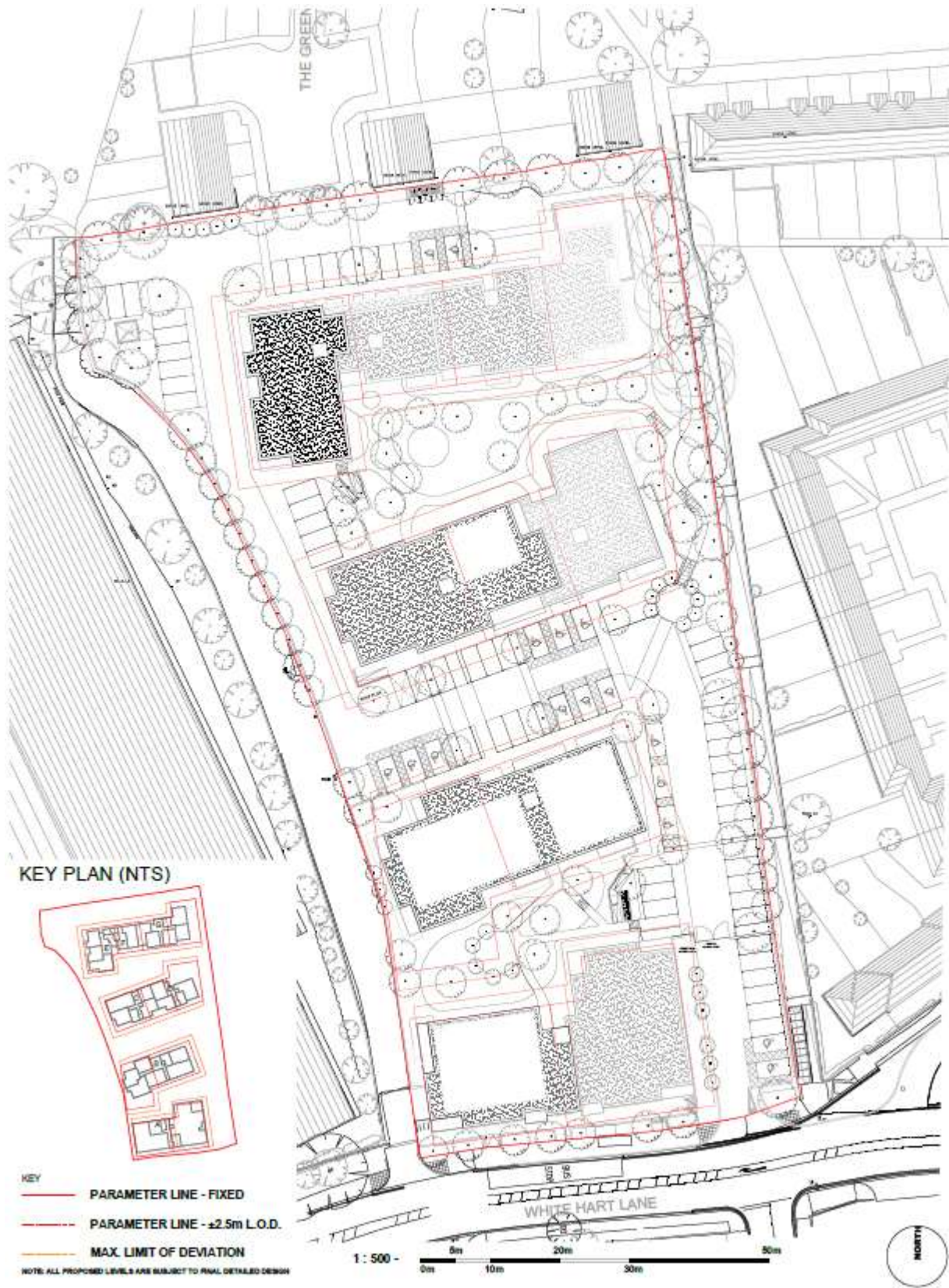


Views from The Green (rear of site)





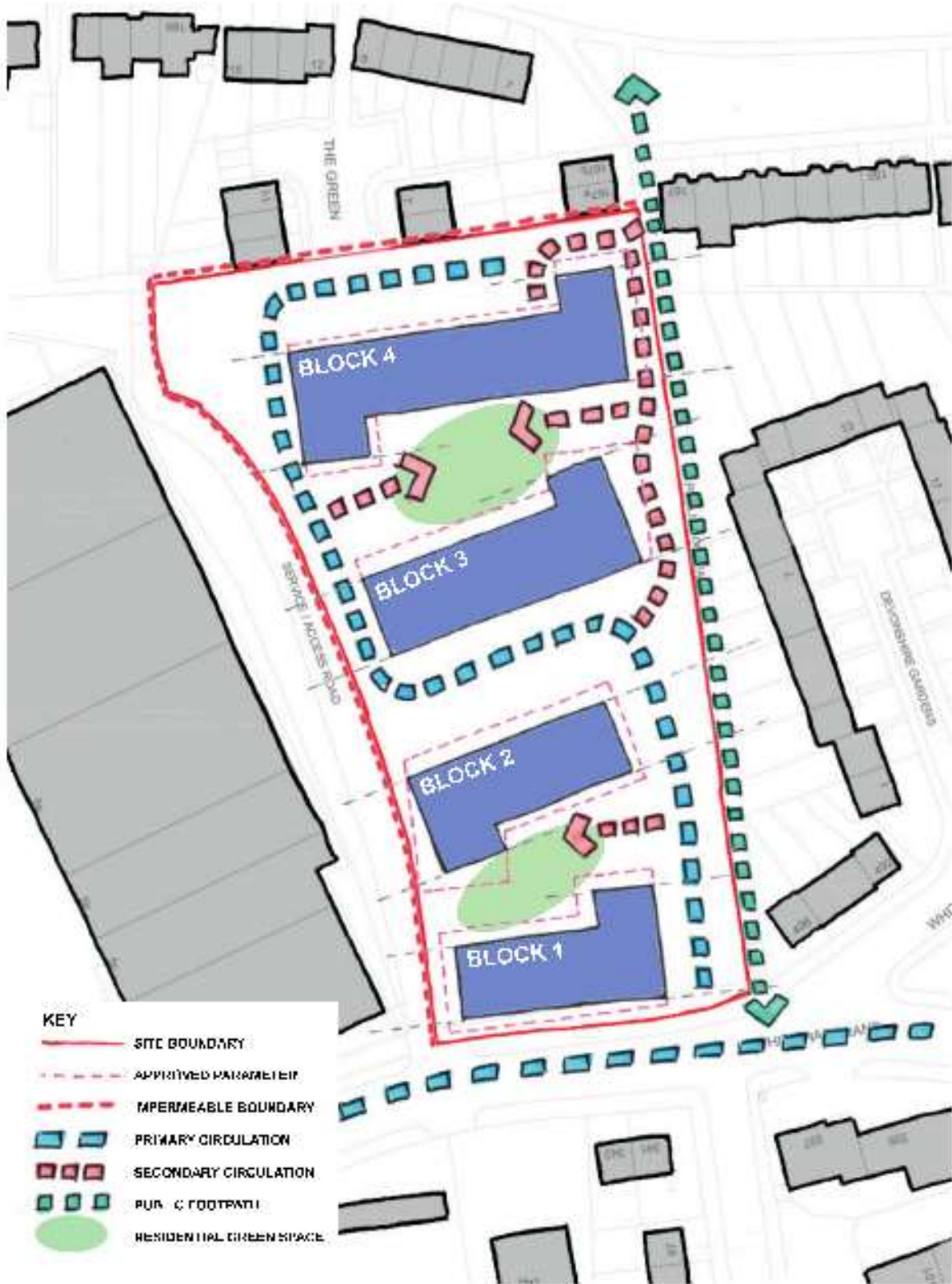
Location Plan



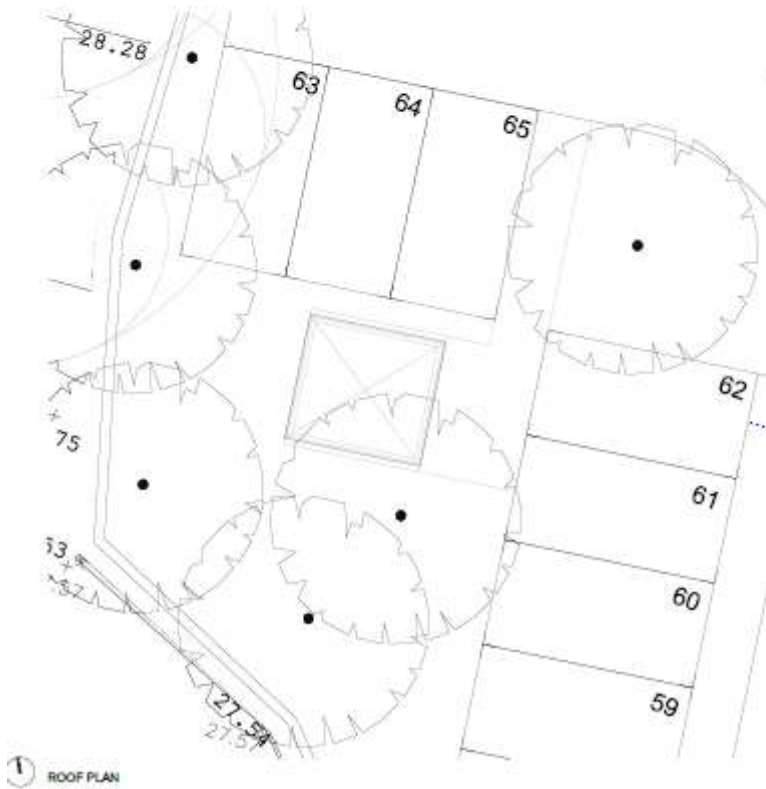
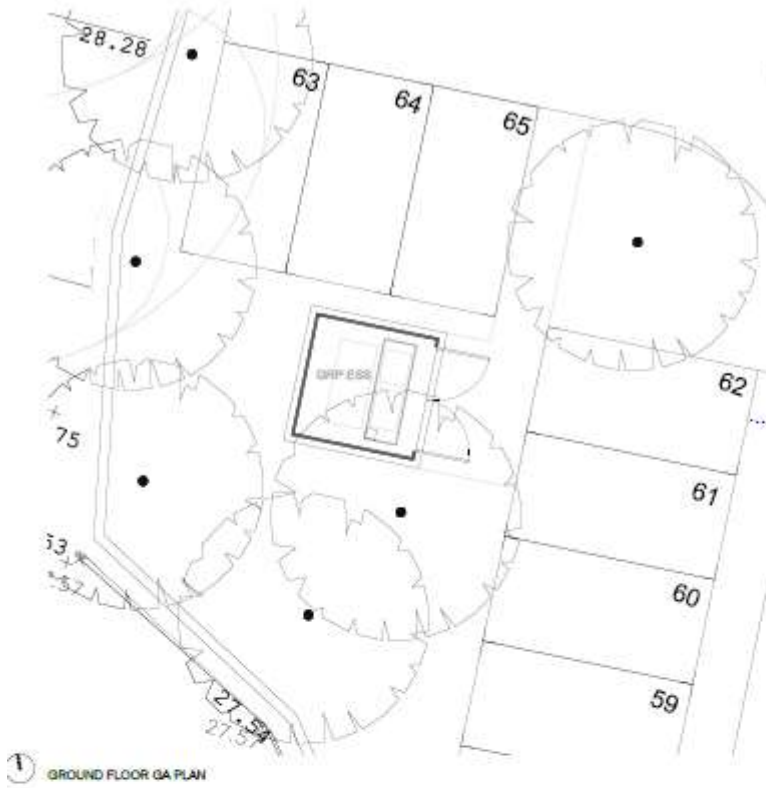
Block Plan



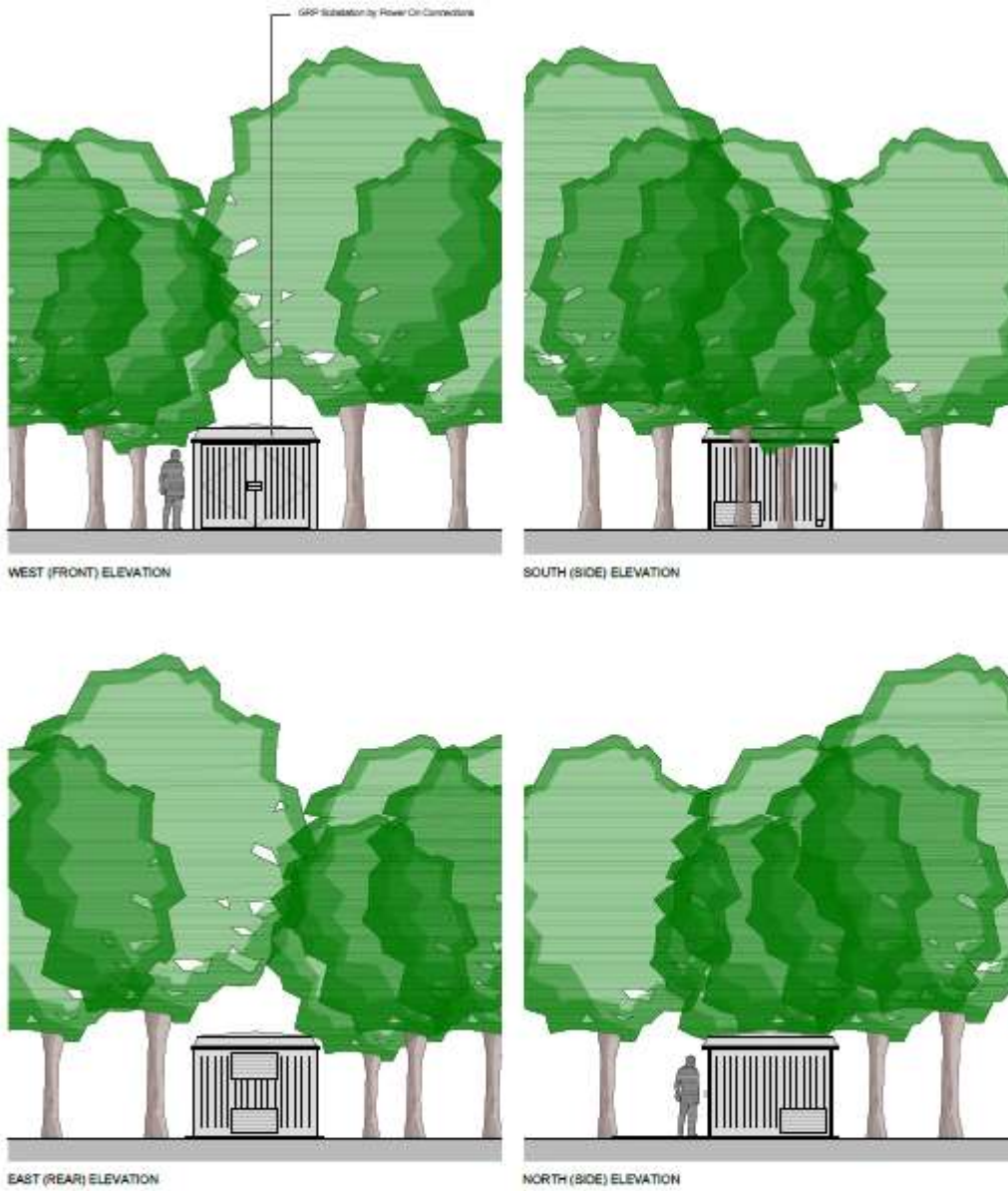
PROPOSED MASSING WITHIN APPROVED BUILDING PARAMETERS
(solid blue is the emerging scheme massing, and the translucent boxes are the approved parameters)



ACCESS AND CIRCULATION



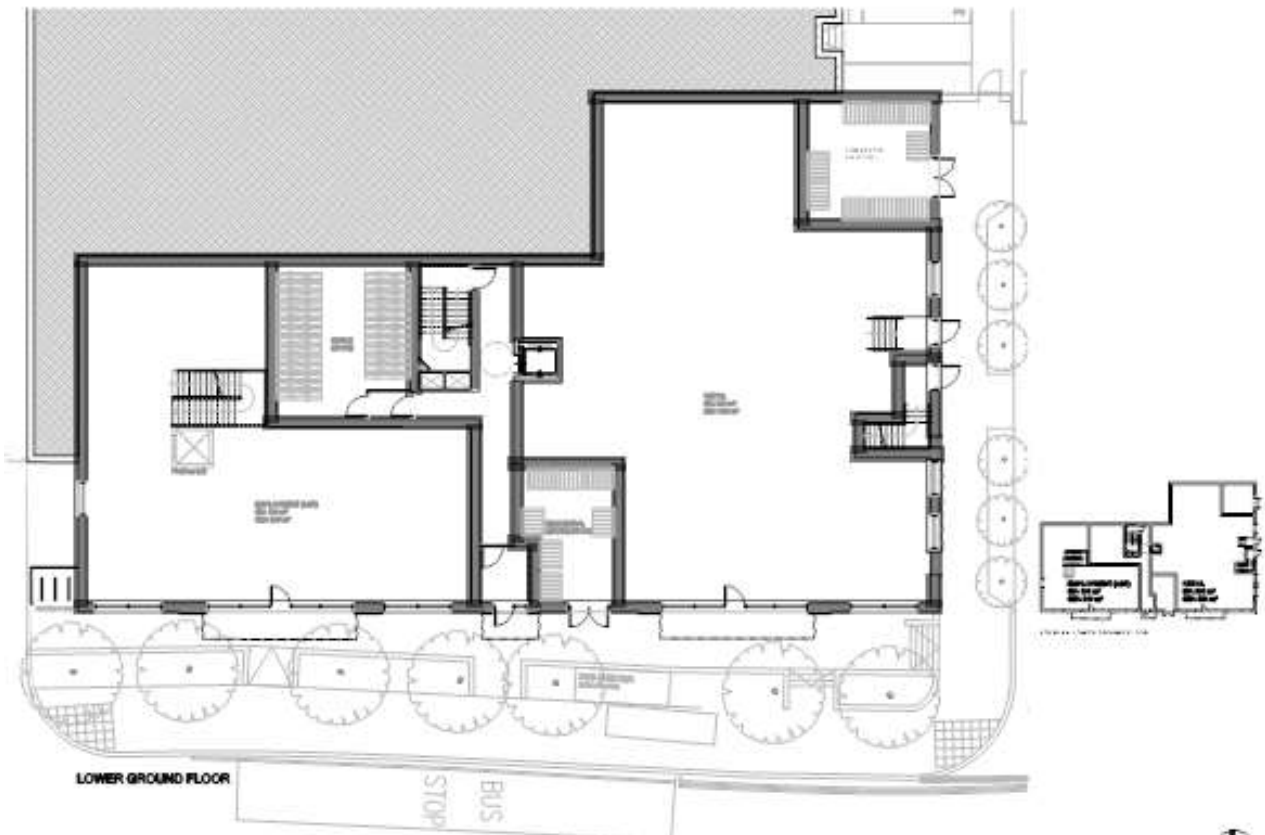
Substation Plan



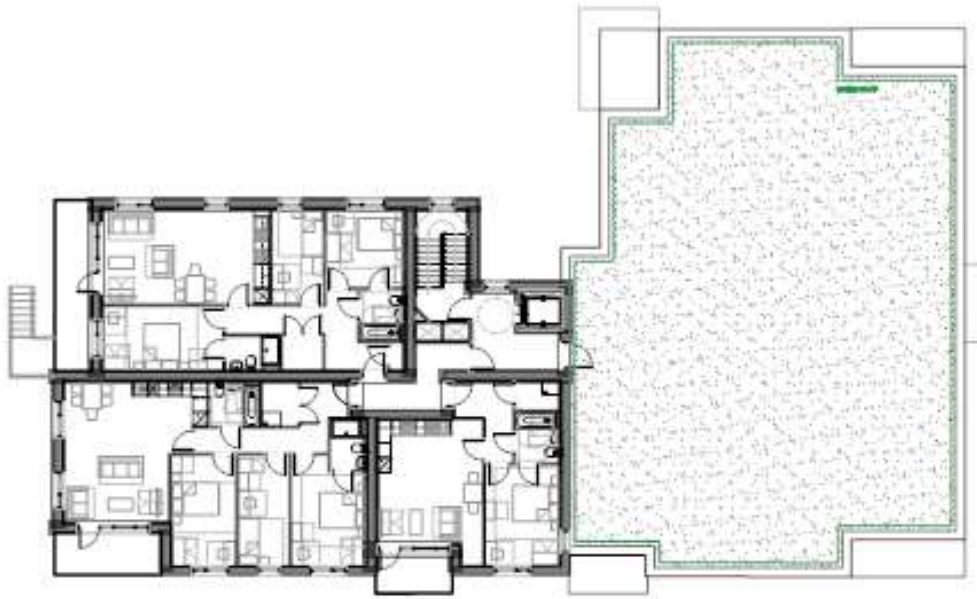
Substation elevations



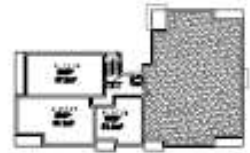
UPPER GROUND FLOOR



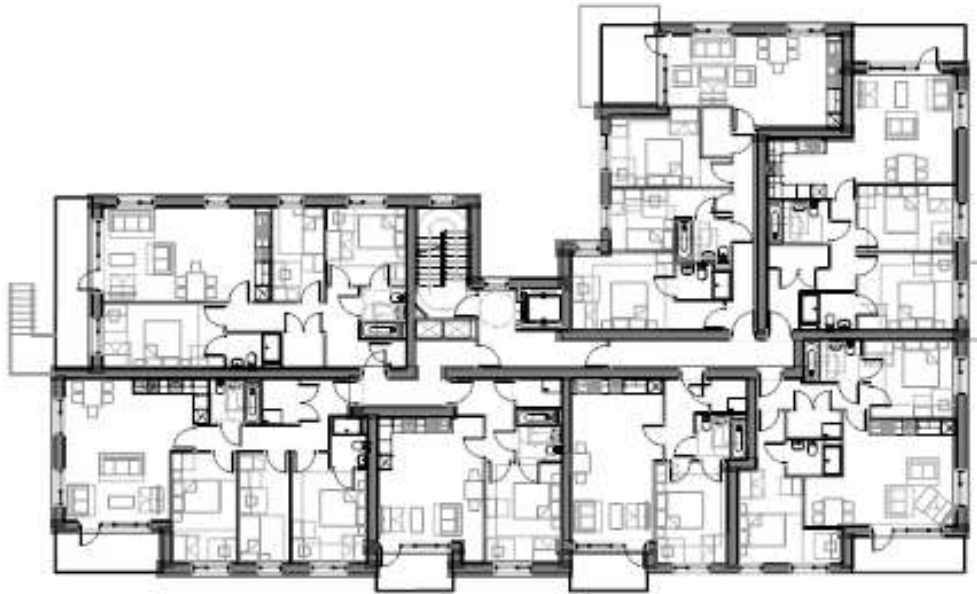
Block 1 – Lower and Upper Ground Floors



FOURTH FLOOR



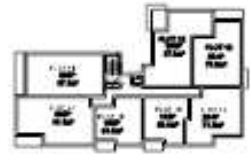
FOURTH FLOOR



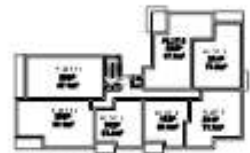
FIRST FLOOR
SECOND FLOOR
THIRD FLOOR



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

Block 1 – First to Fourth Floors



SOUTH (FRONT) ELEVATION

MATERIALS PALETTE



1 BRICK
BUFF / BEIGE



2 BRICK SOLID EN COURSE
BUFF / BEIGE



3 BRICK
GREY



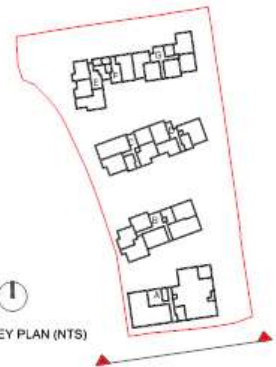
4 WINDOW FRAME
GREY



5 METAL RAILING
DARK GREY



6 CORDUROY BRICKWORK
BUFF & GREY BRICKS



KEY PLAN (NTS)

Block 1 – South Elevation (Front)



NORTH (REAR) ELEVATION

MATERIALS PALETTE



1 BRICK
BUFF BEIGE



2 BRICK SOLID BRICK COURSE
BUFF BEIGE



3 BRICK
GREY



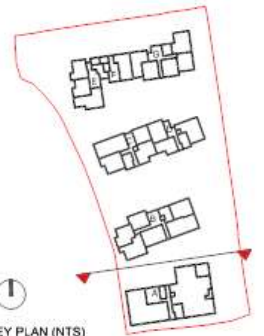
4 WINDOW FRAME
WHITE



5 METAL RAILING
DARK GREY



6 CORDUROY BRICKWORK
BUFF & GREY BRICKS



KEY PLAN (NTS)

Block 1 – North Elevation (Rear)



EAST (SIDE) ELEVATION



WEST (SIDE) ELEVATION

MATERIALS PALETTE



1 BRICK LIGHT GREY



2 BRICK SMOOTH DOUBLE LINE GREY



3 BRICK GREY



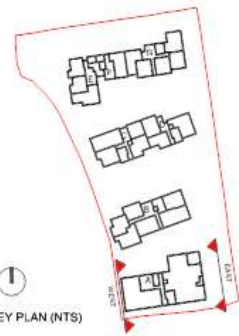
4 WINDOW FRAME DARK GREY



5 RAILING DARK GREY



6 CORNER BRICKWORK LIGHT & GREY BRICKS



KEY PLAN (NTS)

Block 1 – East and West Elevations (Sides)



FIRST FLOOR
SECOND FLOOR
THIRD FLOOR
FOURTH FLOOR
FIFTH FLOOR



SECOND FLOOR



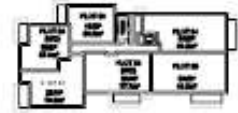
THIRD FLOOR



FOURTH FLOOR



FIFTH FLOOR



FIFTH FLOOR



GROUND FLOOR



GROUND FLOOR

Block 2 – Ground to Fifth Floors



NORTH (FRONT) ELEVATION

MATERIALS PALETTE



1 BRICK
1 1/4" x 4" GP



2 BRICK SD: 1/4" x 4" GP
SD: 1/4" x 4" GP



3 BRICK
1 1/4" x 4" GP



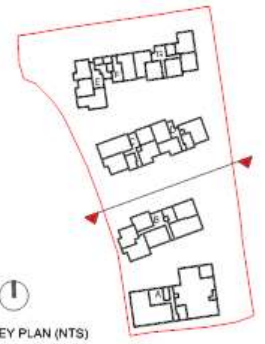
4 WINDOW FRAME
1 1/4" x 4" GP



5 BALCONY RAILING
1 1/4" x 4" GP



6 CORNER BRICKWORK
1 1/4" x 4" GP & GREY BRICKS



KEY PLAN (NTS)

Block 2 – North Elevation (Front)



SOUTH (REAR) ELEVATION

MATERIALS PALETTE



1 BRICK
LIGHT / M DP



2 BRICK SD. TR. CO. JST
LIGHT / M DP



3 BRICK
DARK



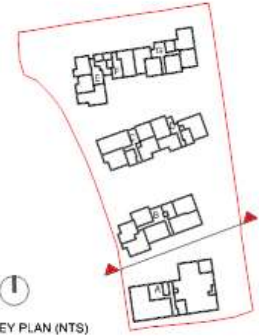
4 WINDOW FRAME
DARK



5 METAL RAILING
DARK GREY



6 CORNER/JOY BR. CAWOK
D. JPT & GREY BRICKS



KEY PLAN (NTS)

Block 2 – South Elevation (Rear)



EAST (SIDE) ELEVATION



WEST (SIDE) ELEVATION

MATERIALS PALETTE



1 BRICK
SUFF / BE GR



2 BRICK SUFF / BE GR
SUFF / BE GR



3 BRICK
GREY



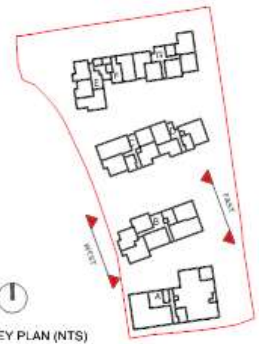
4 WINDOW FRAME
GREY



5 METAL PANEL
DARK GREY



6 CORNER BRICKWORK
SUFF & GREY BRICKS

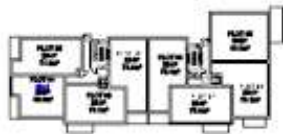


KEY PLAN (NTS)

Block 2 – East and West Elevations (Sides)



UPPER GROUND FLOOR



KEY PLAN UPPER GROUND FLOOR



KEY PLAN LOWER GROUND FLOOR

Block 3 – Lower and Upper Ground Floors



FOURTH FLOOR



FOURTH FLOOR KEY



FIRST FLOOR
SECOND FLOOR
THIRD FLOOR



FIRST FLOOR KEY



SECOND FLOOR KEY



THIRD FLOOR KEY

Block 3 – First to Fourth Floors



SOUTH (FRONT) ELEVATION

MATERIALS PALETTE



1 BRICK BUFF/BEIGE



2 BRICK BOLD EN COURSE BUFF/BEIGE



3 BRICK GREY



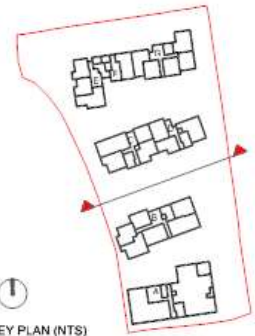
4 WINDOW FRAME GREY



5 METAL RAILING DARK GREY



6 CORDUROY BRICKWORK BUFF & GREY BRICKS



KEY PLAN (NTS)

Block 3 – South Elevation (Front)



NORTH (REAR) ELEVATION

MATERIALS PALETTE



1 BRICK BUFF BEIGE



2 BRICK BOLD ER COURSE BUFF BEIGE



3 BRICK DARK GREY



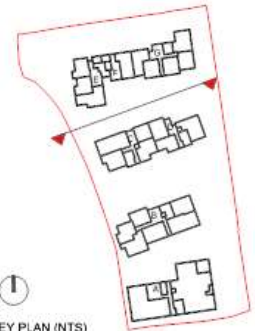
4 WINDOW FRAME DARK GREY



5 METAL RAILING DARK GREY



6 CORRUGATED BRICKWORK BUFF & DARK GREY BRICKS



KEY PLAN (NTS)

Block 3 – North Elevation (Rear)



WEST (SIDE) ELEVATION



EAST (SIDE) ELEVATION

MATERIALS PALETTE



1 BRICK
BUFF / BEIGE



2 BRICK SOLDIER COURSE
BUFF / BEIGE



3 BRICK
GREY



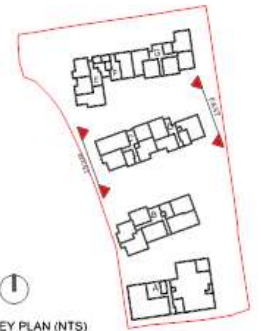
4 WINDOW FRAME
GREY



5 METAL PANEL
DARK GREY

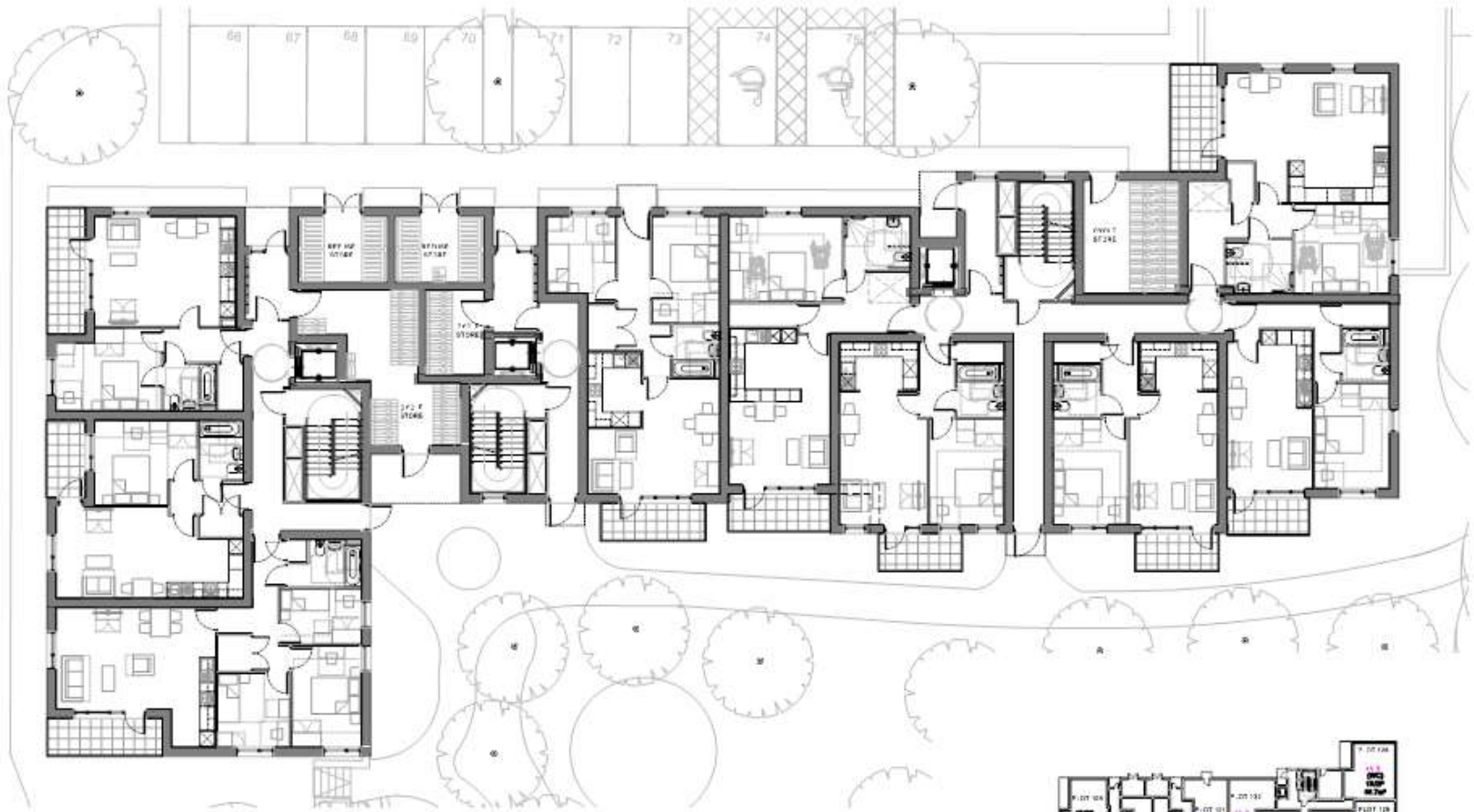


6 CORNER BRICKWORK
BUFF & GREY BRICKS

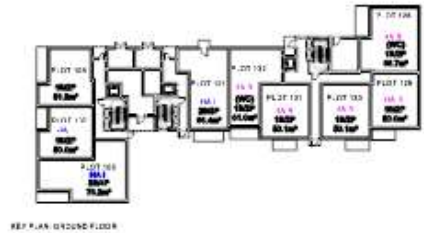


KEY PLAN (NTS)

Block 3 – East and West Elevations (Sides)



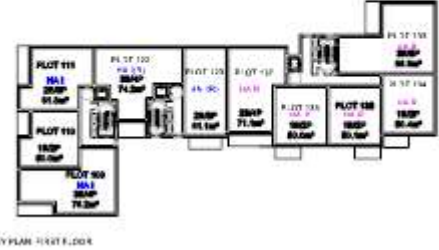
GROUND FLOOR



Block 4 – Ground Floor



FIRST FLOOR



Block 4 – First Floor



SECOND FLOOR

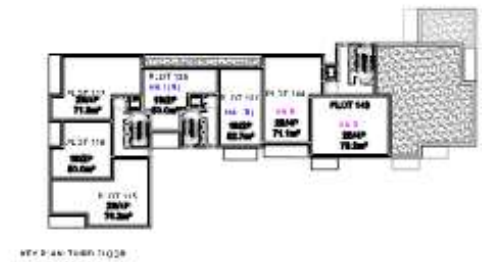


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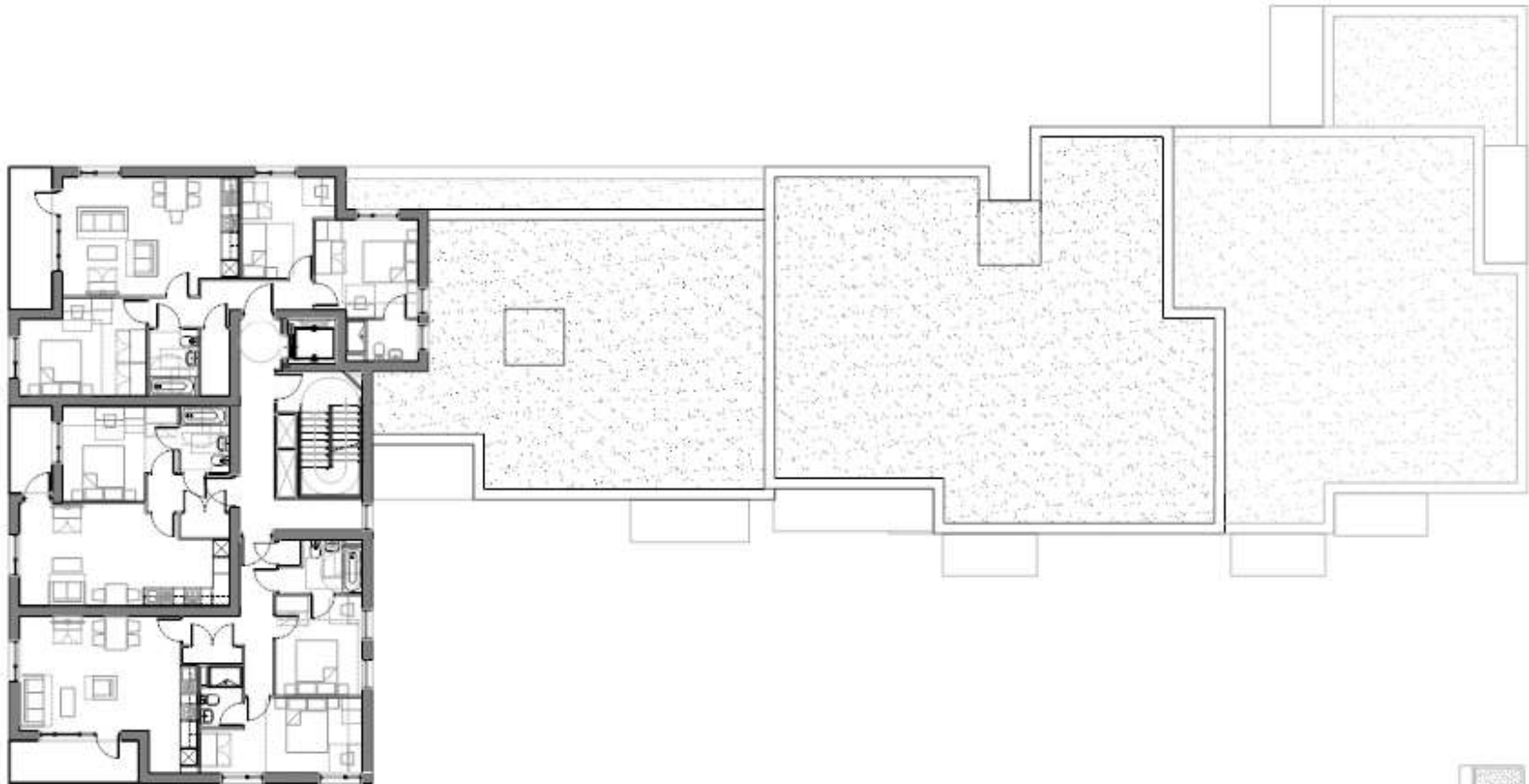
Block 4 – Second Floor



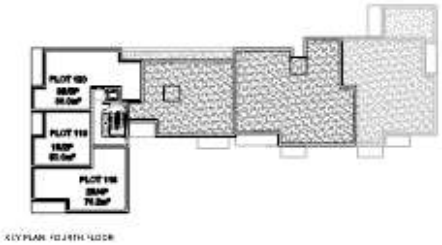
THIRD FLOOR



Block 4 – Third Floor



FOURTH FLOOR

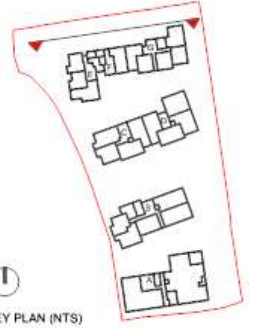


Block 4 – Fourth Floor



NORTH (FRONT) ELEVATION

MATERIALS PALETTE



KEY PLAN (NTS)

Block 4 – North Elevation (Front)



SOUTH (REAR) ELEVATION

MATERIALS PALETTE



1 BRICK
BUFF / TAUPE



2 BRICK
SAGE / RIFIN COURSE
BUFF / WHITE



3 BRICK
GREY



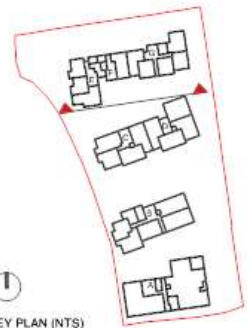
4 WINDOW FRAME
GREY



5 BALCONY RAILING
DARK GREY



6 CONDOUR BRICKWORK
BUFF & TAUPE ACCENT



KEY PLAN (NTS)

Block 4 – South Elevation (Rear)



EAST (SIDE) ELEVATION



WEST (SIDE) ELEVATION

MATERIALS PALETTE



1 BRICK
BUFF / LIGHT



2 BRICK WITH CHARCOAL
BUFF / BUFF



3 BRICK
DARK



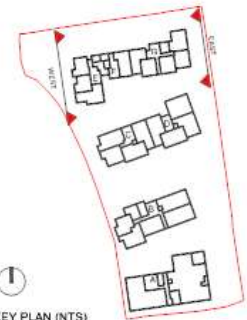
4 WINDOW FRAME
DARK



5 METAL RAILING
DARK GREY



6 CORDUROY BRICKWORK
BUFF & DARK GREY



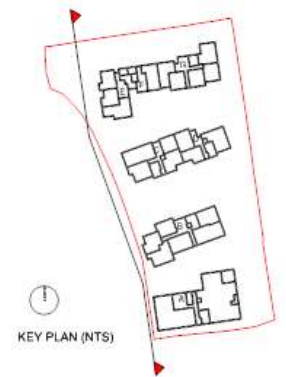
KEY PLAN (NTS)

Block 4 – East and West Elevations (Sides)



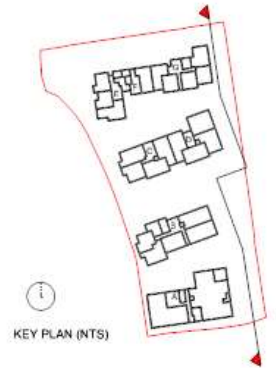
OUTLINE ELEVATION A

Outline Elevation A





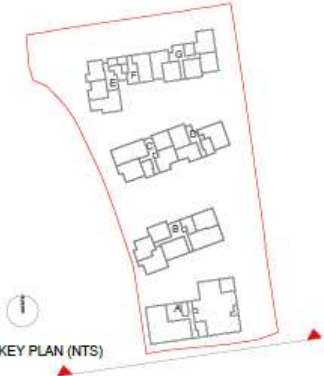
OUTLINE ELEVATION B



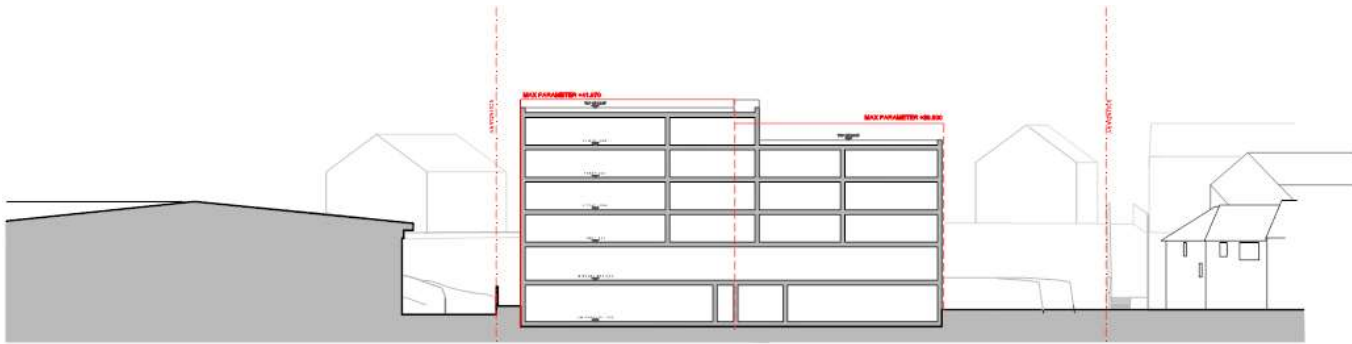
Outline Elevation B



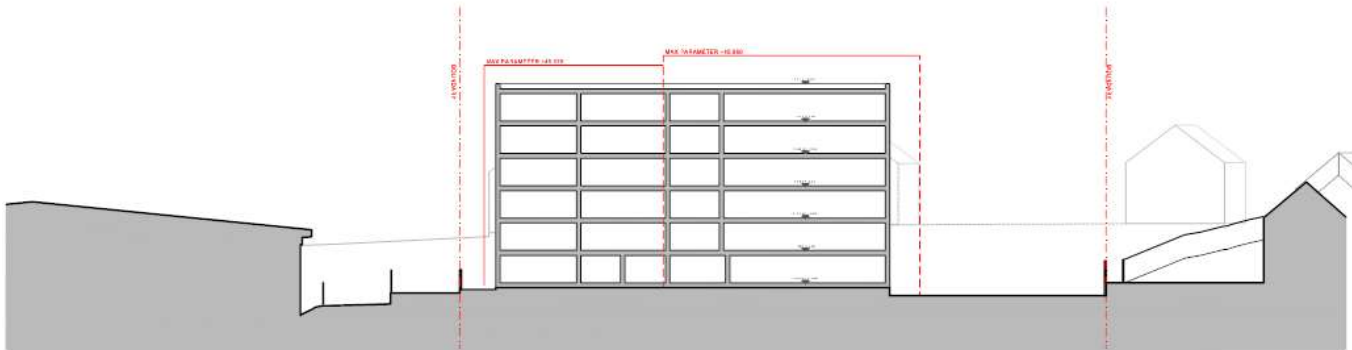
OUTLINE ELEVATION C



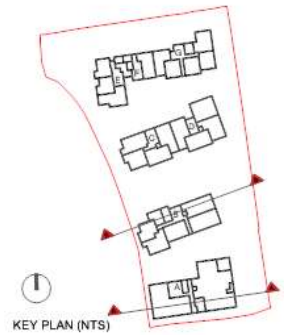
Outline Elevation C



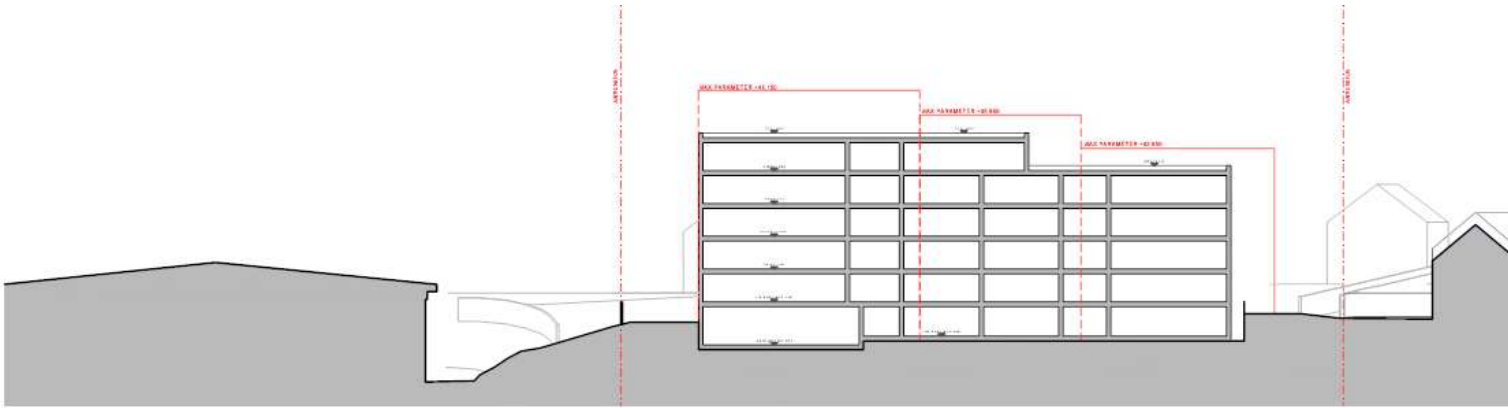
OUTLINE SECTION AA



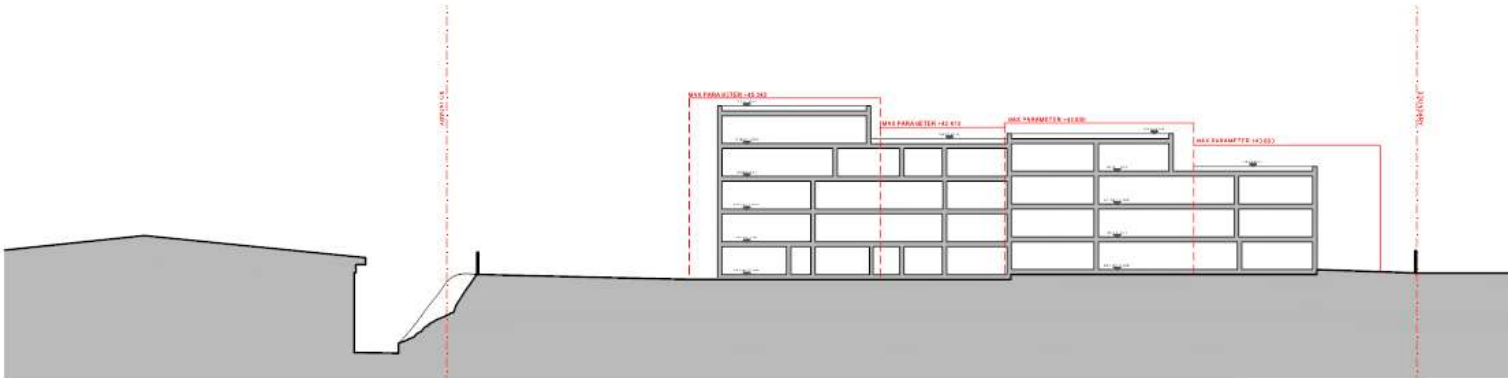
OUTLINE SECTION BB



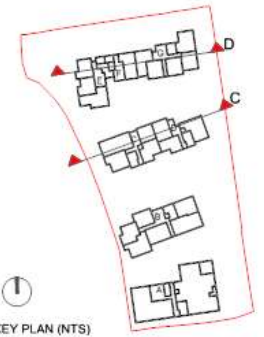
Sections AA and BB



OUTLINE SECTION CC

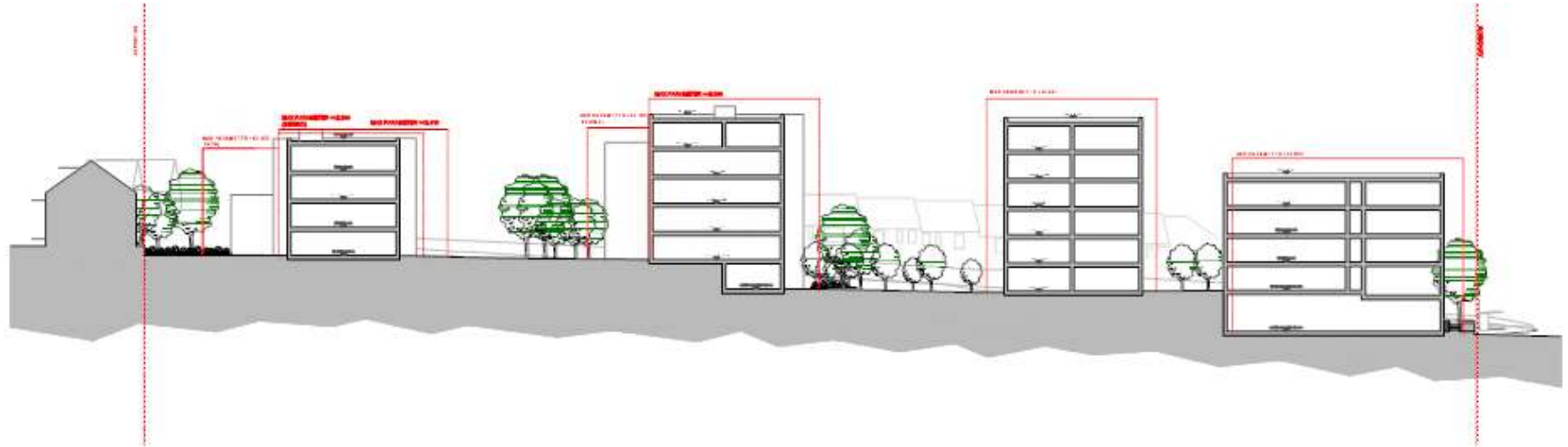


OUTLINE SECTION DD

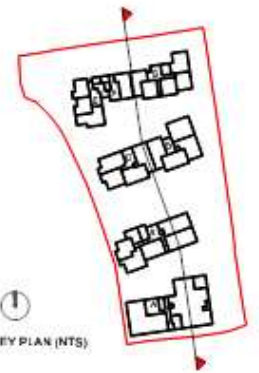


Sections CC and DD

Sections CC



OUTLINE SECTION EE



Sections EE



CGI's – Fenton Road and White Hart Lane



CGI's –White Hart Lane and Devonshire Hill Lane

Appendix 3 QRP Note

5. Quality Review Panel's views

Summary

The Quality Review Panel commends the quality of the proposal for development at 500 White Hart Lane. It supports approval of the planning application, subject to some refinements. These include, in particular, adding character and distinction to the architectural expression of the block fronting White Hart Lane, including reflecting more strongly its commercial and residential uses. This prestigious block's residential entrance could be celebrated more, including with a more generous entrance lobby. The panel also recommends further consideration of the appearance of the access to car parking and servicing from White Hart Lane to ensure that this enhances rather than detracts from the quality of the scheme. It recommends specification of particularly high quality materials for the public realm along this frontage. The panel welcomes the improvements that the development will bring to the existing footpath to the east of the site. These comments are expanded below, and those made at the previous review that remain relevant are repeated for clarity.

Massing and development density

- The panel understands that the massing and density of the scheme have been established by the outline planning permission.

Scheme layout and access

- This is a high density development on a promising site and the panel thinks that the broad strategic moves made on scheme layout and access are successful. These include inclusion of both employment and retail space in block 1 fronting White Hart Lane. Extending retail frontage to the east elevation is a welcome revision, providing both interest and surveillance to pedestrian routes.
- The panel welcomes the initiatives taken to improve circulation routes through the development for both vehicles and pedestrians
- The panel sounds a note of caution, however, about the appearance of access to car parking, refuse collection and deliveries to the east of block 1 along White Hart Lane (see below).

Public realm and landscape design strategy

- The panel welcomes revisions made to the public realm and landscape design strategy. These respond well to its previous comments.
- The panel thinks, however, that further thought is needed to the frontage of the scheme along White Hart Lane in order not to detract from the prestige sought for the development. This applies in particular to the access to car parking and servicing from White Hart Lane. This will have to be both carefully designed and well managed.



- One option might be, rather than this area simply merging into the street, to incorporate it more strongly into the scheme's architecture by the inclusion of benefit the retail unit(s).
- The panel strongly advises investment in high quality, durable materials that would be resistant to staining and other damage, including, for example, granite paving.
- Tree planting will contribute significantly to the softening of this area. It will also be important to ensure that trees are both robust and adequately protected.
- The panel welcomes the initiative to improve the quality of the environment of the existing north / south footpath that runs along the east of the site, but outside the boundary of the development.
- The proposal to replace the existing fence along this footpath with high black steel railings will better integrate the footpath, create visibility into the development, assist passive surveillance and contribute towards safety. The lighting strategy developed for the scheme can also be expected to benefit pedestrians using the footpath. The panel considers that upgrading the quality of the footpath represents a major public benefit.

Architectural expression

- The panel repeats its broad support for the architectural expression developed for the scheme. This has a welcome simplicity.
- While a more restrained treatment works well for blocks 2, 3 and 4 that advance towards the north of the site, the panel thinks that there is scope to add distinction and personality to the elevation of block 1 fronting White Hart Lane. This will be a prominent building that announces the character and quality of the scheme overall. It should therefore be imposing and avoid any perception of the bland and ordinary.
- Employment and retail space is included at the lower and upper ground floor levels of block 1. The panel thinks that these uses could be expressed more strongly in the treatment of the elevation, for example, through a double / giant order, giving a more civic and less domestic feel.
- The panel suggests that adding individuality and interest to block 1 might be achieved in subtle ways, for example, in the detailed design of balconies or the detailing of the brickwork.
- It supports an approach to fenestration that avoids extensive glazing; this will minimise the risk of overheating.
- The quality of detailed design, materials and construction will be essential to the success of the completed scheme.



Residential accommodation

- This is a prestigious scheme that promises high quality residential accommodation – not least because apartments will enjoy a south facing aspect and impressive views across London.
- The panel questions whether the entrance to block 1 corresponds to the quality sought for this rather grand block. The entrance currently appears unprepossessing, with a narrow corridor leading to a single lift, stairs and cycle store.
- The panel recommends that possibilities for making the residential entrance more generous and attractive be explored. Also, materials and finishes will have to be suitably robust and durable to withstand scuffs and scratches from cycles being wheeled in for storage, which will involve navigation of a tight corner. Detailing such as lighting will also determine how the entrance is experienced by residents.
- The panel considers it less than ideal that the residential refuse store is located next to the residential entrance on White Hart Lane. It notes, however, that commercial bin stores are to the side of the building.

Employment space

- The panel welcomes assurances that the design of the employment space in block 1 will allow flexibility, for example, by being able to be divided into smaller spaces.

Next steps

- The Quality Review Panel recommends that the design team continue to refine the proposal, taking into account the comments above, and in consultation with planning officers.
- Subject to these refinements, the panel is pleased to support approval of the planning application for development at 500 White Hart Lane, which it thinks promises to be a highly successful development.



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Report for:	Planning Sub Committee Date: 12 March 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

MARCH 2017

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Haringey Heartlands Clarendon Road Gas Works Site HGY/2017/3117	Comprehensive redevelopment of the site (Masterplan) Hybrid application (full and outline)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. GLA Stage II referral to be sent with agreed draft 106	James Farrer	John McRory
St John's Great Cambridge Road HGY/2016/4095	Internal reordering and extension of St John's Church to the west. The demolition of the existing Church Hall at the east end of the church and the development of the land to the north, south, east and on the opposite side of Acacia Avenue with a mix of two and three 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 dwellings within a 5 storey building with associated landscaping, car parking and other associated works	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Gareth Prosser	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	Chris Smith	Robbie McNaugher

		from GLA.		
30 Muswell Hill HGY/2017/2264	Section 73 application to remove requirement for the development to meet Code for Sustainable Homes as the code doesn't exist anymore	Determined under delegated authority. 106 to be signed	Valerie Okeiyi	John McRory
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	Officers negotiating over design and affordable housing. Targeting March Committee	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.	Targeting March Committee	Wendy Robinson	John McRory
St Ann's - Healthcare Campus HGY/2018/0382	New mental healthcare building	Targeting March committee	Chris Smith	John McRory
500 White Hart Lane HGY/2018/0047	Reserved matters application for outline approval reference. HGY/2016/0828	Targeting March committee	Aaron Lau	John McRory

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	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 March decision targeted	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 commercial space. The commercial space will also include live music rehearsal as well as recording space. Up to 8 storeys.	Site allocation for mixed use and rationalisation of road layout. March committee targeted	James Hughes	Robbie McNaugher

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.	March decision targeted	Valerie Okeiyi	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
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 space.	Consultation stage.	Chris Smith	John McRory
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 /community/nursery including ancillary offices, is acceptable. Amended scheme on verge of being resubmitted for follow-up advice.	Principle acceptable – in pre-application discussions	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
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	James Hughes	Robbie McNaugher

		December.		
IN PRE-APPLICATION DISCUSSIONS				
Coppetts Wood Hospital, Coppetts Road N10	Amendments to previous approved scheme – removal of basement parking and alterations to the buildings	Loss of parking requires justification; The alterations to the building is acceptable	Chris Smith	John McRory
48-50 Park Avenue, N22	Demolition of existing buildings and redevelopment of the site to provide 18 residential units, arranged of a single block of accommodation.	Demolition requires justification before principle of development is accepted	Chris Smith	John McRory
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	Redevelopment acceptable in principle; Loss of employment requires justification	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-contained flats.	Early pre-application discussions taking place	Valerie Okeiyi	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
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	Valerie Okeiyi	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.	Valerie Okeiyi	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	Pre-app meeting occurred in October.	Tobias Finlayson	John McRory

	over the garage.	Current consent for the site, so need to be mindful of fallback position.		
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the A1010 Tottenham High Rd.	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has been advised to participate in masterplan formulations.	James Hughes	John McRory
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	In discussions at pre-application stage.	Tobias Finlayson	Robbie McNaugher

	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.			
22, 22a & 24 Broadlands Road and 13 Denewood Road	Replacement of the detached Victorian villas and later unsympathetic extensions; New build development comprising high quality retirement apartments (circa 35 units) located within the Highgate Conservation Area	Loss of existing buildings unacceptable – positive contributors to the Conservation Area	Tobias Finlayson	John McRory
73-77 Clarence Road, N22	Demolition of the existing buildings and erection of two detached buildings for use as a 44 bed HMO (Use Class Sui Generis) with associated access, landscaping and parking	Demolition acceptable but replacement poor design Use as HMO within wholly residential area unacceptable because of the amount of rooms – over intensification which would likely have an adverse impact on the amenity of surrounding residents.	Tobias Finlayson	John McRory

HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 29/01/2018 AND 23/02/2018

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****COND Applications Decided: 1**

Application No: **HGY/2018/0057** Officer: Aaron Lau
 Decision: GTD Decision Date: 16/02/2018
 Location: 8 -12 Donovan Avenue N10 2JX
 Proposal: Variation of Condition 2 (plans and specification) attached to planning application ref. HGY/2017/0291 to: reconfigure internal floor plans and central stairwell to meet Building Regulations; creation of new lightwell to Flat 2; and reposition first floor rear door and window to suit revised stair position

FUL Applications Decided: 12

Application No: **HGY/2017/3619** Officer: Aaron Lau
 Decision: GTD Decision Date: 06/02/2018
 Location: 51 Grove Avenue N10 2AL
 Proposal: Erection of single storey rear and side extension

Application No: **HGY/2017/3659** Officer: Sean McCawley
 Decision: GTD Decision Date: 13/02/2018
 Location: Ground Floor Flat 29 Dagmar Road N22 7RT
 Proposal: Erection of single storey side and rear extensions

Application No: **HGY/2017/3672** Officer: Sean McCawley
 Decision: REF Decision Date: 29/01/2018
 Location: 89 Dukes Avenue N10 2QD
 Proposal: Excavation of existing basement area to facilitate creation of a part 2-bedroom basement and ground floor flat and part 4-bedroom flat over three floors and a 2 bedroom flat over the first and second floor. The four bed flat has a rear light well and access to the rear garden. Minimal changes are proposed to the front lightwell.

Application No: **HGY/2017/3696** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/02/2018
 Location: 24 Rosebery Road N10 2LH
 Proposal: Side return extension to the ground floor to accommodate new kitchen/dining area. by removing existing side addition and original external WC.

Application No: **HGY/2017/3698** Officer: Laurence Ackrill
 Decision: REF Decision Date: 14/02/2018
 Location: 24 Rosebery Road N10 2LH
 Proposal: Construction of a flat roof rear dormer roof extension

Application No: **HGY/2017/3706** Officer: Wendy Robinson
 Decision: GTD Decision Date: 01/02/2018
 Location: 32 Cranbourne Road N10 2BT
 Proposal: Erection of single storey rear extension and raised patio.

Application No: **HGY/2018/0003** Officer: Wendy Robinson
 Decision: GTD Decision Date: 01/02/2018
 Location: 372 Alexandra Park Road N22 7BD
 Proposal: Excavation of basement under existing building footprint and the installation of front and rear lightwell

Application No: **HGY/2018/0008** Officer: Wendy Robinson
 Decision: REF Decision Date: 12/02/2018
 Location: 27 Dukes Avenue N10 2PX
 Proposal: Replacement of existing garage with four bed dwellinghouse

Application No: **HGY/2018/0016** Officer: Wendy Robinson
 Decision: GTD Decision Date: 12/02/2018
 Location: 58 Windermere Road N10 2RG
 Proposal: Construction of single storey side and rear wraparound extension

Application No: **HGY/2018/0020** Officer: Wendy Robinson
 Decision: GTD Decision Date: 09/02/2018
 Location: Flat A 175 Victoria Road N22 7XH
 Proposal: Construction of single storey side and rear wraparound extension

Application No: **HGY/2018/0034** Officer: Wendy Robinson
 Decision: GTD Decision Date: 12/02/2018
 Location: 77 Dukes Avenue N10 2PY
 Proposal: Construction of a single storey rear extension following demolition of existing single storey rear extension

Application No: **HGY/2018/0048** Officer: Wendy Robinson
 Decision: GTD Decision Date: 02/02/2018
 Location: 6 Dagmar Road N22 7RT
 Proposal: Formation of rear roof dormer extension and insertion of three roof lights to front roofslope

NON Applications Decided: 1

Application No: **HGY/2018/0388** Officer: Sean McCawley
 Decision: GTD Decision Date: 15/02/2018
 Location: 10 The Avenue N10 2QL
 Proposal: Replacement of red plain clay tiles with integrated solar (PV) red roofing tiles to main roof pitch on South-East elevation (side elevation facing Vallance Road). The proposed low-profile PV roofing tile system will blend in with the shallow surrounding clay tiles, with a glare-free finish that complements the properties' appearance.

PNE Applications Decided: 1

Application No: **HGY/2017/3687** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 06/02/2018
 Location: 42 Outram Road N22 7AF
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.32m, for which the maximum height would be 3.3m and for which the height of the eaves would be 3m

RES Applications Decided: 3

Application No: **HGY/2018/0025** Officer: Aaron Lau
 Decision: GTD Decision Date: 08/02/2018
 Location: Land to the rear of Yewtree Close N22 7UY
 Proposal: Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2017/2185

Application No: **HGY/2018/0026** Officer: Aaron Lau
 Decision: GTD Decision Date: 09/02/2018
 Location: Land to the rear of Yewtree Close N22 7UY
 Proposal: Approval of details pursuant to condition 5 (Boundary) attached to planning permission HGY/2017/2185

Application No: **HGY/2018/0027** Officer: Aaron Lau
 Decision: GTD Decision Date: 08/02/2018
 Location: Land to the rear of Yewtree Close N22 7UY
 Proposal: Approval of details pursuant to condition 7 (Chartered Civil Engineer/Chartered Structural Engineer) attached to planning permission HGY/2017/2185

Total Applications Decided for Ward: 18

WARD: **Bounds Green**

CLDE Applications Decided: 1

Application No: **HGY/2018/0002** Officer: Roland Sheldon
 Decision: GTD Decision Date: 20/02/2018
 Location: Flat 9 29 Truro Road N22 8EH
 Proposal: Certificate of lawfulness for existing use of part of the rear ground floor of the property as a studio flat.

FUL Applications Decided: 5

Application No: **HGY/2017/3495** Officer: Roland Sheldon
 Decision: GTD Decision Date: 30/01/2018
 Location: 63 Clarence Road N22 8PG
 Proposal: Erection of single storey side to rear extension, insertion of first floor rear window in outrigger, insertion of two ground floor side windows

Application No: **HGY/2017/3578** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 01/02/2018
 Location: 1 Northbrook Road N22 8YQ
 Proposal: Erection of two storey and single storey side extension to dwelling house

Application No: **HGY/2017/3589** Officer: Roland Sheldon
 Decision: REF Decision Date: 30/01/2018
 Location: 37 Richmond Road N11 2QR
 Proposal: Retention of single storey side to rear ground floor extension to dwellinghouse with application of brick slip cladding.

Application No: **HGY/2018/0070** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 15/02/2018
 Location: Springfield Park Tavern 133 Bounds Green Road N11 2PP
 Proposal: Reconfiguration of the internal layout from 19 unauthorised flats to 8 flats. (Amendment of original planning permission reference HGY/2012/2343)

Application No: **HGY/2018/0100** Officer: Sean McCawley
 Decision: GTD Decision Date: 16/02/2018
 Location: 38, 40 & 42 Nightingale Road N22 8PU
 Proposal: Proposed Mansard loft conversion at 38, 40 and 42 Nightingale Road, N22 8PU Single storey extension to No 38 along with loft addition to allow the continued use of the house for a family with a child with a disability

PNE Applications Decided: 1

Application No: **HGY/2018/0197** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 15/02/2018
 Location: 38 Myddleton Road N22 8NR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 7WARD: **Bruce Grove****CLUP Applications Decided: 2**

Application No: **HGY/2018/0075** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 29/01/2018
 Location: 59 St Margarets Road N17 6TY
 Proposal: Certificate of lawfulness for the formation of a single storey rear extension (Proposed).

Application No: **HGY/2018/0267** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 02/02/2018
 Location: 34 Downhills Avenue N17 6LG
 Proposal: Certificate of lawfulness for formation of dormer in rear roof slope with Juliet balcony and installation of three roof lights in front roof slope.

FLEX Applications Decided: 1

Application No: **HGY/2018/0321** Officer: Duncan McKane
 Decision: FLEXGTD Decision Date: 05/02/2018
 Location: 101 Bruce Grove N17 6UZ
 Proposal: Flexible Change of use under Class D of Part 4 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 starting from 22/01/2018: Existing Use Class A1 (retail) - Proposed Use Class A3 (cafe/restaurant)

FUL Applications Decided: 2

Application No: **HGY/2017/3549** Officer: Jake Atkins
 Decision: GTD Decision Date: 14/02/2018
 Location: Ground Floor Flat 264 Mount Pleasant Road N17 6EZ
 Proposal: Installation of new rear doors and side window.

Application No: **HGY/2017/3639** Officer: Sarah Madondo
 Decision: GTD Decision Date: 31/01/2018
 Location: Flat A 90 Mount Pleasant Road N17 6TN
 Proposal: Erection of a single storey rear extension

PNE Applications Decided: 1

Application No: **HGY/2018/0141** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 09/02/2018
 Location: 116 Broadwater Road N17 6ET
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.27m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

RES Applications Decided: 1

Application No: **HGY/2017/0153** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 02/02/2018
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 10d attached to planning permission HGY/2012/0563 / 8d attached to Listed Building Consent HGY/2012/0564 (samples of new brickwork, stone, steps etc.)

TEL Applications Decided: 1

Application No: **HGY/2018/0563** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 22/02/2018
 Location: Tottenham Fire Station 49 St. Loys Road N17 6UE
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for removal of 6no. existing antennas and their replacement with 6no. new antennas and ancillary works thereto.

Total Applications Decided for Ward: 8WARD: **Crouch End****ADV Applications Decided: 1**

Application No: **HGY/2017/3652** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 08/02/2018
 Location: MTO Shahmaghsoudi 23 Edison Road N8 8AE
 Proposal: Advertisement Consent for (continued) display of external fascia sign with metal backing and two logos on the gable above the main entrance on the front elevation.

CLDE Applications Decided: 1

Application No: **HGY/2017/3559** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 14/02/2018
 Location: 46 Coolhurst Road N8 8EU
 Proposal: Certificate of lawfulness: for the existing use of 2nd and 3rd floors within the property as 4 no. self-contained flats

CLUP Applications Decided: 1

Application No: **HGY/2018/0562** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 23/02/2018
 Location: 19 Haringey Park N8 9HY
 Proposal: Certificate of lawfulness to confirm that the works as part of application reference HGY/2013/2273 have commenced.

FUL Applications Decided: 9

Application No:	HGY/2017/3502	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	14/02/2018
Location:	135 Ferme Park Road N8 9SG		
Proposal:	Construction of a part single, part two storey rear extension, roof extension involving the 2 no. rear dormers and rooflights as well as lowering of existing lower ground floor with lightwells to facilitate the conversion of a single family dwelling into 4 no. self-contained flats		
Application No:	HGY/2017/3542	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	31/01/2018
Location:	15 Shepherds Hill N6 5QJ		
Proposal:	Conversion of 3 existing flats into 2 flats along with new rear extension at lower ground floor and associated landscaping. General refurbishment throughout.		
Application No:	HGY/2017/3651	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	01/02/2018
Location:	9 Landrock Road N8 9HP		
Proposal:	Formation of full-height dormer across both sides of main roof and erection of single storey rear 'wrap-around' extension		
Application No:	HGY/2018/0023	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	06/02/2018
Location:	40 Tregaron Avenue N8 9EY		
Proposal:	Formation of hip to gable and dormer extensions		
Application No:	HGY/2018/0024	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	07/02/2018
Location:	110 Priory Gardens N6 5QT		
Proposal:	Demolition of existing garage and erection of a single storey side and rear extension		
Application No:	HGY/2018/0029	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	13/02/2018
Location:	20 Claremont Road N6 5BY		
Proposal:	Erection of a single storey rear extension		
Application No:	HGY/2018/0032	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	13/02/2018
Location:	Shop 55 The Broadway N8 8DT		
Proposal:	Erection of a single storey rear extension		
Application No:	HGY/2018/0033	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	15/02/2018
Location:	12A Avenue Road N6 5DW		
Proposal:	Replacement of side access staircase with new, alteration to non-original opening at lower ground level to form single window opening and landscaping to side access.		
Application No:	HGY/2018/0082	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	13/02/2018
Location:	15 Glasslyn Road N8 8RJ		
Proposal:	Formation of rear dormer and insertion of 3 no. front roof lights		

RES Applications Decided: 2

Application No: **HGY/2018/0175** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 02/02/2018
 Location: Land to the rear of 11-13 Stanhope Gardens N6 5TT
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2017/0825

Application No: **HGY/2018/0176** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 30/01/2018
 Location: Land to the rear of 11-13 Stanhope Gardens N6 5TT
 Proposal: Approval of details pursuant to condition 5 (details of the biodiversity brown roof) attached to planning permission HGY/2017/0825

Total Applications Decided for Ward: 14WARD: **Fortis Green****ADV Applications Decided: 1**

Application No: **HGY/2017/3676** Officer: Aaron Lau
 Decision: GTD Decision Date: 13/02/2018
 Location: 486 Muswell Hill Broadway N10 1BT
 Proposal: New non-illuminated fascia

CLUP Applications Decided: 1

Application No: **HGY/2018/0310** Officer: Fatema Begum
 Decision: PERM DEV Decision Date: 09/02/2018
 Location: 50 Lauradale Road N2 9LU
 Proposal: Certificate of Lawfulness to enlarge current rear dormer and install two rooflights to the front.

COND Applications Decided: 1

Application No: **HGY/2017/3633** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 02/02/2018
 Location: 28 Birchwood Avenue N10 3BE
 Proposal: Variation of Condition 2 (approved plans) attached to planning permission HGY/2016/3911 to change the external materials from slate to white render and install an external flue

FUL Applications Decided: 5

Application No: **HGY/2017/3675** Officer: Aaron Lau
 Decision: GTD Decision Date: 13/02/2018
 Location: 486 Muswell Hill Broadway N10 1BT
 Proposal: New shop front

Application No: **HGY/2018/0013** Officer: Roland Sheldon
 Decision: GTD Decision Date: 06/02/2018
 Location: 12 Collingwood Avenue N10 3ED
 Proposal: Proposed erection of a rear dormer and installation of 2 front and 2 rear rooflights.

Application No:	HGY/2018/0019	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	19/02/2018
Location:	70 Woodside Avenue N10 3HY		
Proposal:	Erection of single storey ground floor side and rear extensions and alterations to first floor rear fenestration. Enlargement of front dormer window and addition of one front rooflight. Replacement of rear dormer window with two dormer windows with inset balconies. Demolition of existing front porch including access ramp and construction of a new front porch roof. Front driveway amendments including new pedestrian entrance opening and associated landscaping amendments.		
Application No:	HGY/2018/0069	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	12/02/2018
Location:	10 Wellfield Avenue N10 2EA		
Proposal:	Proposed erection of a single storey rear extension.		
Application No:	HGY/2018/0130	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	21/02/2018
Location:	Flat A 20 Wellfield Avenue N10 2EA		
Proposal:	Increase in width of first floor side elevation window		

NON Applications Decided: 1

Application No:	HGY/2018/0180	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	09/02/2018
Location:	24 Great North Road N6 4LU		
Proposal:	Non Material Amendment to vary Condition 2 of application HGY/2014/1977		

RES Applications Decided: 1

Application No:	HGY/2018/0134	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	13/02/2018
Location:	48 Lauradale Road N2 9LU		
Proposal:	Approval of details pursuant to condition 2 (landscape scheme) attached to planning permission HGY/2017/1598		

TEL Applications Decided: 1

Application No:	HGY/2018/0524	Officer:	Kwaku Bossman-Gyamera
Decision:	RNO	Decision Date:	22/02/2018
Location:	Barrington Court Colney Hatch Lane N10 1QG		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for the installation of one equipment cabinet alongside associated ancillary equipment.		

Total Applications Decided for Ward: 11WARD: **Harringay****CLUP Applications Decided: 1**

Application No:	HGY/2018/0484	Officer:	Marco Zanelli
Decision:	PERM DEV	Decision Date:	20/02/2018
Location:	49 Effingham Road N8 0AA		
Proposal:	Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roofslope.		

FUL Applications Decided: 10

Application No:	HGY/2017/3386	Officer:	Samuel Uff	Decision Date:	02/02/2018
Decision:	GTD				
Location:	117 Allison Road N8 0AP				
Proposal:	Erection of single storey side infill and rear extension.				
Application No:	HGY/2017/3456	Officer:	Samuel Uff	Decision Date:	08/02/2018
Decision:	GTD				
Location:	582 Green Lanes N8 0RP				
Proposal:	Change of use from existing offices (B1) into a day nursery (D1)				
Application No:	HGY/2017/3568	Officer:	Laurence Ackrill	Decision Date:	30/01/2018
Decision:	GTD				
Location:	10 Wordsworth Parade N8 0SJ				
Proposal:	Construction of a single storey rear extension				
Application No:	HGY/2017/3673	Officer:	Aaron Lau	Decision Date:	14/02/2018
Decision:	REF				
Location:	459 Green Lanes N4 1HE				
Proposal:	Street trading area for fruits and vegetables				
Application No:	HGY/2018/0053	Officer:	Roland Sheldon	Decision Date:	14/02/2018
Decision:	GTD				
Location:	First Floor Flat 7 Warham Road N4 1AR				
Proposal:	Erection of rear dormer with linked extension above outrigger roof, replacement windows to first floor and installation of 2 front rooflights				
Application No:	HGY/2018/0056	Officer:	Sean McCawley	Decision Date:	31/01/2018
Decision:	REF				
Location:	69 Warham Road N4 1AR				
Proposal:	Enlargement of the existing basement (storage) with creation of a Lightwell towards the front of the property and Loft Conversion, in order to accommodate 2 No. additional Rooms to existing 7 Rooms HMO Unit. Approved Loft Conversion Application Ref: HGY/2016/0257.				
Application No:	HGY/2018/0084	Officer:	Wendy Robinson	Decision Date:	21/02/2018
Decision:	GTD				
Location:	65 Umfreville Road N4 1RZ				
Proposal:	Formation of rear roof dormer extension, insertion of one roof light to front roofslope and one roof light to outrigger roofslope, and erection of single storey part side and part rear wraparound extension				
Application No:	HGY/2018/0091	Officer:	Duncan McKane	Decision Date:	20/02/2018
Decision:	GTD				
Location:	459 West Green Road N15 3PW				
Proposal:	Excavation of basement and erection of rear extension at ground floor level				
Application No:	HGY/2018/0137	Officer:	Wendy Robinson	Decision Date:	20/02/2018
Decision:	GTD				
Location:	First Floor Flat 31 Effingham Road N8 0AA				
Proposal:	Formation of rear roof dormer extension and insertion of three roof lights to the front roofslope				

Application No: **HGY/2018/0226** Officer: Wendy Robinson
 Decision: GTD Decision Date: 20/02/2018
 Location: 45 Allison Road N8 0AN
 Proposal: Change of use from a small House in Multiple Occupation to 2No. 2 Bedroom self-contained flats

NON Applications Decided: 1

Application No: **HGY/2018/0521** Officer: Samuel Uff
 Decision: GTD Decision Date: 19/02/2018
 Location: Ground Floor Flat 46 Seymour Road N8 0BE
 Proposal: Non-material amendment to planning permission granted under reference HGY/2017/2837 for the replacement of 3 x individual rooflights with a single larger rooflight; change of rear elevation to grey engineering brick and side wall finish from render to facing brickwork matching the rear elevation of no.48; change of size and type of fenestration and doors to the rear elevation and change of study to bedroom.

RES Applications Decided: 1

Application No: **HGY/2017/2663** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 09/02/2018
 Location: Railway Approach Hampden Road N8 0HG
 Proposal: Approval of details pursuant to condition 11 (site investigation, sampling and analysis) attached to planning permission HGY/2016/1573

Total Applications Decided for Ward: 13WARD: **Highgate****ADV Applications Decided: 1**

Application No: **HGY/2018/0190** Officer: Lucy Morrow
 Decision: GTD Decision Date: 20/02/2018
 Location: The Bull 13 North Hill N6 4AB
 Proposal: Advertisement Consent for display of a fascia sign

FUL Applications Decided: 12

Application No: **HGY/2017/2776** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 23/02/2018
 Location: 31 Sheldon Avenue N6 4JP
 Proposal: Demolition of existing dwelling house except for main front elevation and side returns. Erection of replacement two-storey dwelling house with accommodation in roof space.

Application No: **HGY/2017/3590** Officer: Roland Sheldon
 Decision: GTD Decision Date: 30/01/2018
 Location: 19 Broadlands Road N6 4AE
 Proposal: Removal of existing damaged low brick wall, brick pier and railings, installation of new low brick wall, brick pier and railings

Application No: **HGY/2017/3643** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 12/02/2018
 Location: 1 Cholmeley Park N6 5ET
 Proposal: Change of render colour from white to pale green

Application No:	HGY/2017/3644	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	02/02/2018
Location:	16 Highgate Avenue N6 5SB		
Proposal:	Alterations to access steps in front garden and widening of vehicular entrance including rebuilding of arched pedestrian entrance.		
Application No:	HGY/2017/3684	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	02/02/2018
Location:	88-90 North Hill N6 4RL		
Proposal:	Creation of entrance gate into existing wall and fence		
Application No:	HGY/2017/3693	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	06/02/2018
Location:	9 Holmesdale Road N6 5TH		
Proposal:	Single storey side extension and rear roof extension involving a dormer and terrace		
Application No:	HGY/2017/3699	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	30/01/2018
Location:	38 Northwood Road N6 5TP		
Proposal:	Erection of rear roof dormer extension, insertion of one rooflight to front roof slope and conservatory roof alteration		
Application No:	HGY/2018/0040	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	14/02/2018
Location:	Ground Floor Flat and First Floor Flat 6 Winchester Road N6 5HW		
Proposal:	Replacement windows; replacement of existing side boundary fence with 2m high brick wall; erection of outbuilding in rear garden		
Application No:	HGY/2018/0045	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	20/02/2018
Location:	1 North Grove N6 4SH		
Proposal:	Installation of new steel security gate		
Application No:	HGY/2018/0054	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	13/02/2018
Location:	Heathways Courtenay Avenue N6 4LR		
Proposal:	Erection of pergola structures with retractable canopies in rear garden terrace, including outdoor kitchen to be housed within.		
Application No:	HGY/2018/0071	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	12/02/2018
Location:	Garage rear of Park View Cottage Dukes Head Yard N6 5JQ		
Proposal:	Retrospective change of use of building from studio (B1 use class) to self-contained studio flat (C3 use class)		
Application No:	HGY/2018/0074	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	21/02/2018
Location:	193 North Hill N6 4ED		
Proposal:	Erection of single storey side return (rear) infill extension and first floor rear outrigger extension.		

Application No: **HGY/2018/0151** Officer: Lucy Morrow
 Decision: GTD Decision Date: 20/02/2018
 Location: The Bull 13 North Hill N6 4AB
 Proposal: Listed Building Consent for internal maintenance and repair work. Enhance customer experience by improving unfixed furniture. Improve internal decorations inkeeping with area. Install new more practical bar to improve customer service and create a more efficient pub environment . Improve run down toilet area, installation of fascia sign.

RES Applications Decided: 4

Application No: **HGY/2017/3192** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/02/2018
 Location: 23 Denewood Road N6 4AQ
 Proposal: Approval of Details pursuant to Condition 3 (Materials), 4 (Construction Management Plan) & 5 (Retention of front façade) attached to planning permission HGY/2016/4107

Application No: **HGY/2017/3628** Officer: Aaron Lau
 Decision: GTD Decision Date: 09/02/2018
 Location: 18 Stormont Road N6 4NL

Proposal: Approval of details pursuant to condition 2 (Construction Method Statement) attached to Appeal Decision APP/Y5420/W/15/3078120 following refusal HGY/2015/0898

Application No: **HGY/2017/3629** Officer: Aaron Lau
 Decision: GTD Decision Date: 09/02/2018
 Location: 18 Stormont Road N6 4NL

Proposal: Approval of details pursuant to condition 4 (Tree Protection, Means of Enclosure and Materials) attached to Appeal Decision APP/Y5420/W/15/3078120 following refusal HGY/2015/0898

Application No: **HGY/2018/0060** Officer: Matthew Gunning
 Decision: GTD Decision Date: 05/02/2018
 Location: 74 North Hill N6 4RL

Proposal: Approval of details pursuant to condition 3 (secure and covered cycle parking facilities) and condition 4 (storage and collection of refuse) attached to planning permission HGY/2017/1429

Total Applications Decided for Ward: 18WARD: **Hornsey****CLUP Applications Decided: 2**

Application No: **HGY/2018/0269** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 20/02/2018
 Location: 2 Chestnut Avenue N8 8NY
 Proposal: Certificate of Lawfulness for proposed single storey rear extension

Application No: **HGY/2018/0299** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 20/02/2018
 Location: 24 Rathcoole Avenue N8 9NA
 Proposal: Certificate of Lawfulness for a proposed rear dormer to facilitate a loft conversion with rooflights and Juliet Balcony

FUL Applications Decided: 6

Application No:	HGY/2017/3523	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	01/02/2018
Location:	31 High Street N8 7QB		
Proposal:	Construction of a three storey rear extension including basement		
Application No:	HGY/2017/3557	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	31/01/2018
Location:	34 Elmfield Avenue N8 8QG		
Proposal:	Erection of hip to gable roof extension, rear dormer, erection of first floor side extension and installation of 2 front rooflights.		
Application No:	HGY/2017/3593	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	02/02/2018
Location:	40 Nightingale Lane N8 7QU		
Proposal:	Change of use from public house (use class A4) at ground floor and basement into 1 x 2 bed and 1 x 3 bed self-contained flats. Works to include excavation of lightwells to the Nightingale Lane and Brook Road frontages and erection of railings to forecourt boundary.		
Application No:	HGY/2017/3660	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	02/02/2018
Location:	15 Myddelton Road N8 7PY		
Proposal:	Change of use from Office to D2 use Yoga Studio		
Application No:	HGY/2018/0018	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/02/2018
Location:	79 Tottenham Lane N8 9BE		
Proposal:	Construction of a single storey rear extension for use Class B1 (a) office accommodation		
Application No:	HGY/2018/0031	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	23/02/2018
Location:	17 High Street N8 7QB		
Proposal:	Ground Floor Rear Extension		

NON Applications Decided: 1

Application No:	HGY/2018/0463	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	20/02/2018
Location:	Hornsey Refuse and Recycling Centre 35 High Street N8 7QB		
Proposal:	Non-material amendment following a grant of planning permission (HGY/2013/2019) to add louvres for ventilation to the Sainsbury's store, a ramp for level delivery access to the retail unit and a security screen to prevent unauthorised entry to the residential podium		

PNE Applications Decided: 1

Application No:	HGY/2018/0213	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	20/02/2018
Location:	12 Rokesly Avenue N8 8NR		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m		

RES Applications Decided: 2

Application No: **HGY/2017/3558** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 30/01/2018
 Location: Flat 1 240 Ferme Park Road N8 9BN
 Proposal: Approval of details pursuant to condition 4 (Method of Construction Statement) attached to planning permission HGY/2017/2674

Application No: **HGY/2018/0278** Officer: Wendy Robinson
 Decision: GTD Decision Date: 02/02/2018
 Location: Hornsey Refuse and Recycling Centre 35 High Street N8 7QB
 Proposal: Approval of details pursuant to Condition 34 (BREEAM) attached to planning permission HGY/2016/2733

Total Applications Decided for Ward: 12

WARD: **Muswell Hill**

FUL Applications Decided: 8

Application No: **HGY/2017/3451** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/02/2018
 Location: 22 Park Avenue North N8 7RT
 Proposal: Reduction in size of windows in rear elevation and rear outrigger

Application No: **HGY/2017/3498** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 01/02/2018
 Location: 73 Woodland Gardens N10 3UD
 Proposal: Formation of roof terrace with wrought iron guarding over existing two storey rear projection with flat roof; associated alteration to increase height of second floor rear elevation window to enable doorway access to terrace

Application No: **HGY/2017/3626** Officer: Wendy Robinson
 Decision: GTD Decision Date: 01/02/2018
 Location: Supermarket 14-20 Fortis Green Road N10 3HN
 Proposal: Installation of one ANPR (Automatic Number Plate Recognition) camera

Application No: **HGY/2017/3638** Officer: Wendy Robinson
 Decision: GTD Decision Date: 12/02/2018
 Location: Land Rear of 97 Muswell Hill Broadway N10 3RS
 Proposal: Construction of two storey (ground floor and basement) rear extension to contain one self-contained two bedroom flat following demolition of existing storage

Application No: **HGY/2018/0021** Officer: Roland Sheldon
 Decision: REF Decision Date: 14/02/2018
 Location: Basement 30 Church Crescent N10 3NE
 Proposal: Excavation to create 3 bedroom basement flat, creation of front and rear lightwells with new front stairway and front door to basement flat, erection of spiral staircase, glazed basement walkway and basement courtyard in rear garden.

Application No: **HGY/2018/0138** Officer: Aaron Lau
 Decision: GTD Decision Date: 15/02/2018
 Location: 238 Park Road N8 8JX
 Proposal: Conversion of two flats into a single dwellinghouse and erection of a single storey rear extension

Application No: **HGY/2018/0264** Officer: Sean McCawley
 Decision: REF Decision Date: 21/02/2018
 Location: Flat A 37 Park Avenue North N8 7RS
 Proposal: Loft conversion with a rear dormer and roof terrace to an existing flat roof area.

Application No: **HGY/2018/0277** Officer: Wendy Robinson
 Decision: GTD Decision Date: 21/02/2018
 Location: Ground Floor Flat 120 Muswell Hill Road N10 3JD
 Proposal: Construction of a single storey rear extension

NON Applications Decided: 1

Application No: **HGY/2018/0046** Officer: Aaron Lau
 Decision: GTD Decision Date: 05/02/2018
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Non-material amendment following a grant of planning condition 29 (Hard and Soft Landscaping) ref. HGY/2017/0852 to remove cycle store located NE of Administration Building and replace with soft landscaping

RES Applications Decided: 1

Application No: **HGY/2017/3552** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 31/01/2018
 Location: 60-62 Muswell Hill Broadway N10 3RT
 Proposal: Approval of Details pursuant to Condition 3 (Materials) & 4 (Construction Method Statement) attached to planning permission HGY/2017/1462

TEL Applications Decided: 1

Application No: **HGY/2017/3688** Officer: Wendy Robinson
 Decision: GTD Decision Date: 01/02/2018
 Location: 14-20A Fortis Green Road N10 3HN
 Proposal: Installation of 1 replacement cabinet, 3 no. Remote Radio Head (RRH), and associated ancillary development

TPO Applications Decided: 1

Application No: **HGY/2017/3570** Officer: Matthew Gunning
 Decision: GTD Decision Date: 05/02/2018
 Location: 19C Woodland Rise N10 3UP
 Proposal: Works to trees protected by a TPO:
 G1 - Lime x 3 - re-pollard tp 3.5m approximately T1 - Lime x 1 - re-pollard tp 3.5m approximately
 Reasons: ongoing maintenance regime and concerns over the nearness of trees to built structures

Total Applications Decided for Ward: 12WARD: **Noel Park****ADV Applications Decided: 1**

Application No: **HGY/2017/3641** Officer: Sarah Madondo
 Decision: GTD Decision Date: 01/02/2018
 Location: 105-107 High Road N22 6BB
 Proposal: Display of 1 x internally illuminated fascia sign and 1 x projecting sign

CLUP Applications Decided: 1

Application No: **HGY/2018/0477** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 14/02/2018
 Location: 189 Hornsey Park Road N8 0JX
 Proposal: Certificate of lawfulness: formation of roof dormers

FUL Applications Decided: 5

Application No: **HGY/2017/3658** Officer: Sarah Madondo
 Decision: REF Decision Date: 15/02/2018
 Location: 53 Westbeech Road N22 6HU
 Proposal: Construction of a part 2 and part single storey rear extension and a front porch with a roof extension including a rear facing dormer and associated works.

Application No: **HGY/2018/0005** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/02/2018
 Location: 170 Farrant Avenue N22 6PG

Proposal: Construction of a single storey rear extension, following the demolition of an existing single storey rear projection. Replacement of front door and front and rear windows of main building.

Application No: **HGY/2018/0006** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 06/02/2018
 Location: 72 Turnpike Lane N8 0PR

Proposal: Erection of front gable roof extension

Application No: **HGY/2018/0083** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 02/02/2018
 Location: 2 Cheapside High Road N22 6HH

Proposal: Change of use of ground and first floor levels from Use Class A2 to Use Class A3.

Application No: **HGY/2018/0204** Officer: Gareth Prosser
 Decision: REF Decision Date: 12/02/2018
 Location: 72 Turnpike Lane N8 0PR

Proposal: Erection of single storey front extension to provide office space.

Total Applications Decided for Ward: 7

WARD: **Northumberland Park**

CLUP Applications Decided: 1

Application No: **HGY/2018/0500** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 21/02/2018
 Location: 32 Bruce Castle Road N17 8NJ

Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger, insertion of 3 x rooflights to the front roofslope and raising the height of the existing chimney.

FUL Applications Decided: 2

Application No: **HGY/2017/3561** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/02/2018
 Location: 32 Willoughby Lane N17 0SS
 Proposal: Demolition of outbuilding to rear garden, erection of ground floor rear and side infill extension, first floor rear/side infill extension with flat roof, raising ridge height to match neighbouring properties, erection of 2 no. rear dormer extensions to rear, alterations to spire detailing and installation of 3 no. skylights to the front roof slope (amended description)

Application No: **HGY/2018/0094** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 13/02/2018
 Location: 21 Bruce Castle Road N17 8NL
 Proposal: First floor rear extension

RES Applications Decided: 3

Application No: **HGY/2017/0841** Officer: James Hughes
 Decision: GTD Decision Date: 01/02/2018
 Location: Land to the rear of 790-796 High Road N17 0DH
 Proposal: Approval of details pursuant to condition 27 (plant and machinery) attached to planning permission HGY/2016/3310

Application No: **HGY/2017/1285** Officer: James Hughes
 Decision: GTD Decision Date: 01/02/2018
 Location: Land to the rear of 790-796 High Road N17 0DH
 Proposal: Approval of details pursuant to condition 13 (piling method statement) attached to planning permission HGY/2016/3310

Application No: **HGY/2018/0342** Officer: Gareth Prosser
 Decision: GTD Decision Date: 14/02/2018
 Location: White Hart Lane Railway Station White Hart Lane N17 8HH
 Proposal: Approval of details Condition 7 (Discovery Strategy)

Total Applications Decided for Ward: 6WARD: **St Anns****CLUP Applications Decided: 3**

Application No: **HGY/2018/0067** Officer: Neil McClellan
 Decision: PERM DEV Decision Date: 16/02/2018
 Location: 56 Clarendon Road N15 3JX
 Proposal: Certificate of Lawfulness for proposed dormer extension to rear of the roof and the insertion of two roof lights to the front.

Application No: **HGY/2018/0081** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 06/02/2018
 Location: 72 Kimberley Gardens N4 1LE
 Proposal: Certificate of Lawfulness for proposed rear dormer and rooflights to facilitate a loft conversion

Application No: **HGY/2018/0105** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 02/02/2018
 Location: 60 Roseberry Gardens N4 1JL
 Proposal: Certificate of lawfulness for erection of a single storey rear extension including insertion of 1 x rooflight to rear elevation.

FUL Applications Decided: 6

Application No: **HGY/2017/2625** Officer: Duncan McKane
 Decision: GTD Decision Date: 21/02/2018
 Location: 348 Hermitage Road N15 5RE
 Proposal: Change of use from carwash and garage (sui generis) to residential (use class C3). Demolition of the existing single storey garage building and the erection of a four bedroom detached house and an apartment block consisting of 7 self-contained flats (1 no. 1 bed 2 person, 5 no. 2 bed 3 person and 1 no. 3 bed 5 person) together with 6 car parking spaces, landscaping and external works including alteration to vehicular access from Hermitage Road

Application No: **HGY/2017/3486** Officer: Duncan McKane
 Decision: REF Decision Date: 29/01/2018
 Location: 327 West Green Road N15 3PB
 Proposal: Retrospective permission for change of use from retail (A1) to social club (Sui Generis)

Application No: **HGY/2018/0104** Officer: Sarah Madondo
 Decision: GTD Decision Date: 06/02/2018
 Location: 72 Kimberley Gardens N4 1LE
 Proposal: Erection of a single storey rear/side infill extension

Application No: **HGY/2018/0107** Officer: Sarah Madondo
 Decision: GTD Decision Date: 20/02/2018
 Location: 53 Avenue Road N15 5JG
 Proposal: Removal existing pebble-dash render from the front of house and expose brickwork; to re-instate bay window at the front of the house and the canopy porch to the front door.

Application No: **HGY/2018/0139** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 19/02/2018
 Location: 8 Cleveland Gardens N4 1LN
 Proposal: Proposed loft conversion with rear dormer windows and single storey side/rear extension.

Application No: **HGY/2018/0209** Officer: Duncan McKane
 Decision: GTD Decision Date: 15/02/2018
 Location: 156 Roslyn Road N15 5JJ
 Proposal: Retrospective application for erection of a single storey rear/side extension

PNC Applications Decided: 2

Application No: **HGY/2018/0547** Officer: Roland Sheldon
 Decision: PN REFUSED Decision Date: 23/02/2018
 Location: 10 Gourley Street N15 5NG
 Proposal: Prior approval for change of use from B8 to 8 flats (Southern Building)

Application No: **HGY/2018/0548** Officer: Roland Sheldon
 Decision: PN REFUSED Decision Date: 23/02/2018
 Location: 10 Gourley Street N15 5NG
 Proposal: Prior approval for change of use from B8 to 8 flats (Northern Building)

PNE Applications Decided: 1

Application No: **HGY/2018/0066** Officer: Neil McClellan
 Decision: PN NOT REQ Decision Date: 23/02/2018
 Location: 56 Clarendon Road N15 3JX
 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 2.5m.

Total Applications Decided for Ward: 12WARD: **Seven Sisters****CLDE Applications Decided: 3**

Application No: **HGY/2018/0059** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 15/02/2018
 Location: Upper Floor 499C Seven Sisters Road N15 6EP
 Proposal: Certificate of lawfulness for the existing self-contained flat (Flat C) in the roof space of 499 Seven Sisters Road.

Application No: **HGY/2018/0101** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 16/02/2018
 Location: Arena Business Centre (Unit E Right) 71 Ashfield Road N4 1FF
 Proposal: Certificate of Lawfulness Development for Existing Use as B1(c) Light Industrial.

Application No: **HGY/2018/0311** Officer: Laina Levassor
 Decision: GTD Decision Date: 01/02/2018
 Location: 12 Vartry Road N15 6PT
 Proposal: Certificate of Lawfulness for existing use of ground floor self-contained flat, fronting Vartry Road.

CLUP Applications Decided: 4

Application No: **HGY/2018/0236** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 01/02/2018
 Location: 239 Hermitage Road N4 1NP

Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roof slope.

Application No: **HGY/2018/0325** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 02/02/2018
 Location: 78 Gladesmore Road N15 6TD
 Proposal: Certificate of Lawfulness for a proposed rear dormer to facilitate a loft conversion with rooflights

Application No: **HGY/2018/0356** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 07/02/2018
 Location: 51 Fairview Road N15 6LH
 Proposal: Certificate of lawfulness for the formation of a single storey rear extension (Proposed).

Application No: **HGY/2018/0417** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 22/02/2018
 Location: 17 Franklin Street N15 6QH
 Proposal: Certificate of lawfulness for the formation of a dormer window to the rear, the insertion of rooflights to the front and the erection of a two storey rear extension

FUL Applications Decided: 13

Application No: **HGY/2017/3635** Officer: Duncan McKane
 Decision: GTD Decision Date: 09/02/2018
 Location: 62 Eade Road N4 1DN
 Proposal: Erection of single storey rear extension

Application No: **HGY/2017/3648** Officer: Duncan McKane
 Decision: GTD Decision Date: 01/02/2018
 Location: 2 Surrey Gardens N4 1UD
 Proposal: Conversion of garage including installation of new ground floor window to front elevation, erection of a new brick-clad porch with tiled roof over

Application No: **HGY/2017/3665** Officer: Duncan McKane
 Decision: GTD Decision Date: 31/01/2018
 Location: 222 Hermitage Road N4 1NN
 Proposal: Erection of a single storey side/rear extension

Application No: **HGY/2017/3667** Officer: Duncan McKane
 Decision: GTD Decision Date: 12/02/2018
 Location: 72-76 High Road N15 6JU
 Proposal: Erection of ground floor rear extension and alterations to shopfront, erection of first floor side/rear additions to extend upper floor flats

Application No: **HGY/2017/3686** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 29/01/2018
 Location: 52 Lealand Road N15 6JS
 Proposal: Erection of ground floor side/ rear extension

Application No: **HGY/2017/3691** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/01/2018
 Location: Flat 1 23 Hermitage Road N4 1DF
 Proposal: Erection of an outbuilding extension.

Application No: **HGY/2017/3692** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/01/2018
 Location: 37 Craven Park Road N15 6AA
 Proposal: Single storey side/rear extension

Application No: **HGY/2017/3695** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 09/02/2018
 Location: 38 Tewkesbury Road N15 6SE
 Proposal: Change of use from B1/ B2 (Vehicle -repair garage) to MOT testing centre (Use Class Sui Generis)

Application No: **HGY/2017/3697** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 02/02/2018
 Location: 23 Rostrevor Avenue N15 6LA
 Proposal: Erection of single storey rear extension.

Application No: **HGY/2017/3702** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 02/02/2018
 Location: 4 Platinum Mews Crowland Road N15 6AF
 Proposal: Roof extension to increase the ridge height of the building, including the installation of front and rear dormers.

Application No: **HGY/2018/0078** Officer: Duncan McKane
 Decision: GTD Decision Date: 13/02/2018
 Location: 71 Gladesmore Road N15 6TL
 Proposal: Erection of additional storey known as a 'Type 3' roof extension

Application No: **HGY/2018/0216** Officer: Sarah Madondo
 Decision: GTD Decision Date: 20/02/2018
 Location: First Floor Flat 17 Vale Road N4 1QA
 Proposal: Erection of a rear dormer with insertion of 3 x rooflights

Application No: **HGY/2018/0255** Officer: Duncan McKane
 Decision: REF Decision Date: 21/02/2018
 Location: 109 Wargrave Avenue N15 6TU
 Proposal: Erection of part one, part two storey rear extension

PNE Applications Decided: 4

Application No: **HGY/2018/0068** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 16/02/2018
 Location: 37 Elm Park Avenue N15 6AR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.21m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/0142** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 20/02/2018
 Location: 38 Fairview Road N15 6LJ
 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/2018/0181** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 12/02/2018
 Location: 139 Wargrave Avenue N15 6TX
 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/2018/0189** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 20/02/2018
 Location: 78 Gladesmore Road N15 6TD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by part 6m part 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 1

Application No: **HGY/2018/0072** Officer: Valerie Okeyi
 Decision: GTD Decision Date: 02/02/2018
 Location: 56 Lealand Road N15 6JS
 Proposal: Approval of details pursuant to condition 1 (Detailed front elevation drawing) attached to planning permission HGY/2015/0234

Total Applications Decided for Ward: 25WARD: **Stroud Green****FUL Applications Decided: 6**

Application No: **HGY/2017/3455** Officer: Roland Sheldon
 Decision: REF Decision Date: 13/02/2018
 Location: Ground Floor Flat 91 Upper Tollington Park N4 4LP
 Proposal: The erection of a single story ground floor side to rear extension to ground floor flat.

Application No: **HGY/2017/3507** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/02/2018
 Location: 1 Granville Road N4 4EJ
 Proposal: Roof extension involving front and rear dormers and rear gable extension

Application No: **HGY/2017/3541** Officer: Sean McCawley
 Decision: GTD Decision Date: 07/02/2018
 Location: Flat A 26 Albany Road N4 4RL
 Proposal: Single storey rear extension

Application No: **HGY/2018/0052** Officer: Wendy Robinson
 Decision: GTD Decision Date: 16/02/2018
 Location: First Floor Flat 102 Inderwick Road N8 9JY
 Proposal: Formation of rear roof dormer extension and insertion of two roof lights to front roofslope

Application No: **HGY/2018/0171** Officer: Sean McCawley
 Decision: GTD Decision Date: 16/02/2018
 Location: 105 Weston Park N8 9PR
 Proposal: The enlargement and re-cladding in zinc of an existing rear dormer roof extension to cover main rear roofslope and outrigger roof and incorporate a Juliet balcony; the enlargement and re-cladding in zinc of existing single storey side extensions including the insertion of new rooflights; the demolition of a rear garden outbuilding in use as workshop and alterations to window openings at ground floor level

Application No: **HGY/2018/0196** Officer: Sean McCawley
 Decision: GTD Decision Date: 14/02/2018
 Location: 107A Weston Park N8 9PL
 Proposal: First Floor Extension and associated works at Ground Floor

Total Applications Decided for Ward: 6

WARD: **Tottenham Green**

CLUP Applications Decided: 1

Application No: **HGY/2018/0483** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 20/02/2018
 Location: 42 Westerfield Road N15 5LD
 Proposal: Certificate of lawfulness for formation of dormer in rear roof slope and installation of 3 x roof lights to front roof slope.

FUL Applications Decided: 4

Application No: **HGY/2017/3618** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 30/01/2018
 Location: 59 Stonebridge Road N15 5NY
 Proposal: Erection of a rear dormer window, insertion two rooflights to the front and conversion of existing garage into study including associated works

Application No: **HGY/2018/0092** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 14/02/2018
 Location: 667-669 Seven Sisters Road N15 5LA
 Proposal: Retrospective application to replace existing static awning/canopy over shop front with a retractable awning/canopy.

Application No: **HGY/2018/0102** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 20/02/2018
 Location: Flat A 18 Wakefield Road N15 4NL
 Proposal: Hip to gable roof alteration with 'L' shape rear dormer extension.

Application No: **HGY/2018/0207** Officer: Gareth Prosser
 Decision: GTD Decision Date: 13/02/2018
 Location: 10 West Green Road N15 5NN
 Proposal: Change of use from A1 to A3 use class with the installation of an extraction flue at the rear.

RES Applications Decided: 2

Application No: **HGY/2018/0073** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 31/01/2018
 Location: Mono House 50-56 Lawrence Road N15 4EG
 Proposal: Approval of details pursuant to condition 1 (Air Quality and Dust Management Plan (AQDMP) and condition 2 (Considerate Constructors Scheme) attached to planning permission HGY/2017/3556)

Application No: **HGY/2018/0147** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/02/2018
 Location: Zenith House 69 Lawrence Road N15 4TG
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2017/3090

TEL Applications Decided: 3

Application No: **HGY/2017/2863** Officer: Sarah Madondo
 Decision: REF Decision Date: 08/02/2018
 Location: Outside Next Unit 1B Tottenham Hale Retail Park Ferry Lane N15 4QD
 Proposal: Prior notification for the installation of a solar powered telephone kiosk (with wheelchair access)

Application No: **HGY/2018/0525** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 22/02/2018
 Location: Warren Court High Cross Road N17 9PE
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for removal and replacement of 3No. existing antennas with 3No. new antennas on existing headframe. The installation of 2No. new dishes (1No. 300mm dish and 1No. 600mm dish) and 1No. GPS module on existing headframe. The installation of 15No. new Remote Radio Heads units (RRHs – ancillary to the antennas) mounted to supporting steelwork on existing steelwork. Internal works within the equipment cabin.

Application No: **HGY/2018/0529** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 22/02/2018
 Location: Warren Court High Cross Road N17 9PE
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for removal OF 3No. antennas and replaced with 3No. new antennas. 1No. BTS3900L cabinet to be upgraded internally.

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

Application No: **HGY/2018/0199** Officer: Duncan McKane
 Decision: GTD Decision Date: 09/02/2018
 Location: 1 Lansdowne Road N17 0LL
 Proposal: Display of 1 no. non-illuminated fascia sign

CLUP Applications Decided: 5

Application No: **HGY/2018/0106** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 06/02/2018
 Location: 12 Reform Row N17 9SZ
 Proposal: Certificate of Lawfulness for the erection of rear dormer and erection of side infill extension.

Application No: **HGY/2018/0261** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 30/01/2018
 Location: 3 Reform Row N17 9SZ
 Proposal: Certificate of Lawfulness for a proposed single storey rear extension

Application No: **HGY/2018/0266** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 29/01/2018
 Location: 125 Poynton Road N17 9SJ
 Proposal: Certificate of Lawfulness for proposed rear dormer and rooflights to facilitate a loft conversion

Application No: **HGY/2018/0275** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 31/01/2018
 Location: 59 Holcombe Road N17 9AR
 Proposal: Certificate of Lawfulness for proposed outbuilding

Application No: **HGY/2018/0296** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 02/02/2018
 Location: 100 Lansdowne Road N17 9XX
 Proposal: Certificate of lawfulness for formation of dormer in rear roof slope and installation of one roof light to front roof slope.

PNE Applications Decided: 1

Application No: **HGY/2017/3399** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 16/02/2018
 Location: 37 Scales Road N17 9HD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3m and 5.8m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m

RES Applications Decided: 7

Application No: **HGY/2017/1664** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 01/02/2018
 Location: Northumberland Park Railway Station Park Lane N17
 Proposal: Approval of details pursuant to condition 6 (Landscape Design) attached to deemed planning permission HGY/2017/0998 approved under the transport and works act 1992 to give Network Rail statutory authority to construct and maintain a pedestrian footbridge over the West Anglia Main Line railway lines in the vicinity of Northumberland Park station,, to close the existing Northumberland Park level crossing and to stop up the public right of way over an existing stepped footbridge adjacent to the level crossing

Application No: **HGY/2017/3622** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 09/02/2018
 Location: Emily Bowes Court Lebus Street N17 9FD
 Proposal: Approval of details pursuant to condition 66 (Non-Student Management Plan) attached to planning permission HGY/2010/1897 (as amended by non-material amendment HGY/2017/0913)

Application No: **HGY/2017/3623** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 09/02/2018
 Location: North Lodge Lebus Street N17 9FQ
 Proposal: Approval of details pursuant to condition 21 (Non-Student Management Plan) attached to planning permission HGY/2010/2090 (as amended by non-material amendment HGY/2017/0914).

Application No: **HGY/2017/3669** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/02/2018
 Location: 1 Brook Street N17 9JF
 Proposal: Approval of details for condition 4 (refuse storage and management) of planning permission HGY/2015/2470 for the alteration to 1st and 2nd floor residential; additional windows and alterations to existing windows; removal of redundant external steel stairs; and screening of ground floor rear.

Application No:	HGY/2018/0155	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	07/02/2018
Location:	12A Baronet Grove N17 0LX		
Proposal:	Approval of details pursuant to conditions 3 (samples of materials) and 4 (detailed drawing showing full detail of the proposed bay window feature) attached to planning permission HGY/2017/0641		
Application No:	HGY/2018/0156	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	07/02/2018
Location:	12A Baronet Grove N17 0LX		
Proposal:	Approval of details pursuant to condition 6 (desktop study) and condition 7 (Verification report) attached to planning permission HGY/2017/0641		
Application No:	HGY/2018/0157	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	07/02/2018
Location:	12A Baronet Grove N17 0LX		
Proposal:	Approval of details pursuant to condition 8 (3 secure sheltered cycle parking spaces) attached to planning permission HGY/2017/0641		

Total Applications Decided for Ward: 14

WARD: **West Green**

CLUP Applications Decided: 1

Application No:	HGY/2018/0237	Officer:	Laina Levassor
Decision:	PERM REQ	Decision Date:	16/02/2018
Location:	21 Waldeck Road N15 3EL		
Proposal:	Certificate of Lawfulness for use of property as a HMO for 5 occupants (C4 Use Class).		

FUL Applications Decided: 3

Application No:	HGY/2017/3663	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	16/02/2018
Location:	79 Carlingford Road N15 3EJ		
Proposal:	Erection of rear single storey extension at ground floor level.		

Application No:	HGY/2017/3689	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	31/01/2018
Location:	25 Keston Road N17 6PJ		
Proposal:	Erection of a single storey rear extension. (Amended drawings)		

Application No:	HGY/2018/0244	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	20/02/2018
Location:	Ground Floor Flat 30 Stanmore Road N15 3PS		
Proposal:	Erection of a single storey rear/infill extension including replacement windows and additional external alterations		

RES Applications Decided: 4

Application No:	HGY/2017/3040	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	02/02/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Partial discharge of condition 6 (details of all enclosures - the site boundary around the community centre only) attached to planning permission Reference HGY/2016/3309		
Application No:	HGY/2017/3260	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	12/02/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Approval of details pursuant to condition 32 (scheme for bird and bat boxes) attached to planning permission HGY/2016/3309		
Application No:	HGY/2018/0193	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	02/02/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Approval of details pursuant to condition 27 (Sustainable drainage) attached to planning permission HGY/2016/3309		
Application No:	HGY/2018/0274	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	20/02/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Approval of details pursuant to condition 9 (recording of historic buildings prior to demolition) attached to planning permission HGY/2016/3309		

Total Applications Decided for Ward: 8

WARD: **White Hart Lane**

COND Applications Decided: 1

Application No:	HGY/2017/2760	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	07/02/2018
Location:	139 Devonshire Hill Lane N17 7NL		
Proposal:	Variation of condition 2 (In accordance with the plans) and removal of condition 13 (Crossover) attached to planning permission HGY/2015/1637		

PNE Applications Decided: 2

Application No:	HGY/2018/0119	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	12/02/2018
Location:	96 Devonshire Hill Lane N17 7NH		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m for which the maximum height would be 3.6m and for which the height of the eaves would be 2.9m		
Application No:	HGY/2018/0185	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	20/02/2018
Location:	178 Devonshire Hill Lane N17 7NR		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 2.8m		

Total Applications Decided for Ward: 3

WARD: **Woodside**

CLUP Applications Decided: 2

Application No:	HGY/2018/0485	Officer:	Marco Zanelli
Decision:	PERM DEV	Decision Date:	21/02/2018
Location:	15 Gathorne Road N22 5ND		
Proposal:	Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roofslope.		
Application No:	HGY/2018/0499	Officer:	Marco Zanelli
Decision:	PERM DEV	Decision Date:	21/02/2018
Location:	85 Perth Road N22 5QG		
Proposal:	Certificate of lawfulness for a single storey rear extension and conversion of garage into habitable room.		

FUL Applications Decided: 4

Application No:	HGY/2017/3565	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	31/01/2018
Location:	15 Solway Road N22 5BX		
Proposal:	Erection of a rear dormer window and insertion of x 2 rooflights to the front elevation		

Application No:	HGY/2017/3600	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	01/02/2018
Location:	34 Park Avenue N22 7EX		
Proposal:	Conversion into 1 x 3 bedroom maisonette with 2 x 2 bedroom flats over.		

Application No:	HGY/2018/0145	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/02/2018
Location:	51 Stirling Road N22 5BL		
Proposal:	Erection of a single storey granny annexe at the rear garden		

Application No:	HGY/2018/0146	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/02/2018
Location:	51 Stirling Road N22 5BL		
Proposal:	Proposed alterations to existing rear extension, including raising of roof and alterations to fenestration		

LCD Applications Decided: 1

Application No:	HGY/2018/0225	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	22/02/2018
Location:	White Hart Lane Community Centre White Hart Lane N22 5QJ		
Proposal:	Provision of a new Special Educational Needs Facility (above the existing New Riverside Nursery) within the White Hart Lane Community Centre. Installation of new aluminium double doors to the front and side elevations, to accommodate new internal layout and proposed fire strategy. New fencing to front of the building to segregate the Ground and First floor uses.		

Total Applications Decided for Ward: 7WARD: **Not Applicable - Outside Borough****OBS Applications Decided: 3**

Application No: **HGY/2018/0489** Officer: Matthew Gunning
 Decision: RNO Decision Date: 19/02/2018
 Location: 337A Seven Sisters Road N4 1QR
 Proposal: Erection of single-storey side extension at ground floor level to extend the kitchen and store area for residential supported care facility (C2 use class); demolition of existing single-storey rear outbuilding used for office and utility space; erection of part one and part two-storey rear outbuilding of contemporary design used for office, meeting space and other ancillary uses to residential supported care facility (C2 use class). (Observations to L.B. Hackney: their reference: 2017/4299)

Application No: **HGY/2018/0490** Officer: Matthew Gunning
 Decision: RNO Decision Date: 22/02/2018
 Location: Formerly Royal Park Hotel 350-356 Seven Sisters Road N4 1QR
 Proposal: Erection of two 5 storey (plus basement) semidetached buildings and one part 5, part 3 and part 2 storey (plus basement) building (all interlinks at ground floor and basement levels) to provide for a 139 room hostel with works to the front and rear including landscaping, play areas, disabled car parking and cycle parking.(Observations to L.B. Hackney: their reference: 2018/0317)

Application No: **HGY/2018/0491** Officer: Matthew Gunning
 Decision: RNO Decision Date: 22/02/2018
 Location: National Temperance Hospital (NTH) and Cobourg Street Worksites NW1 & W1A
 Proposal: Lorry routes associated with demolition, site clearance and other enabling works for HS2 at the National Temperance Hospital (North and South) and Cobourg Street worksites. Incorporating routes via:
 -Transport for London Road Network (TLRN) -Gower Street, Grafton Way, Tottenham Court Road
 -Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street -Melton Street, Euston Street, Cobourg Street and Drummond Street -Cardington Street (Observation to L.B. Camden - their reference 2018/0438/HS2)

Total Applications Decided for Ward: 3

Total Number of Applications Decided: 214