

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Tuesday, 20th March, 2018, 7.00 pm - Civic Centre, High Road,
Wood Green, N22 8LE**

Members: Councillors Natan Doron (Chair), Toni Mallett (Vice-Chair), Dhiren Basu, Barbara Blake, David Beacham, John Bevan, Clive Carter, 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 11 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 12 March 2018

TO FOLLOW

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. (HGY/2017/2886) LAND OFF BROOK ROAD AND MAYES ROAD N22 (PAGES 1 - 160)

Proposal: Demolition of existing building and erection of a 6-9 storey building providing 160 residential flats (Use Class C3), medical centre (Use Class D1), retail (Use Classes A1-A4) and a flexible retail / office unit (Use Classes A1-A4 and B1), plus associated infrastructure and landscaping works.

Recommendation: GRANT

9. (HGY/2017/3020) LAND AT THE CHOCOLATE FACTORY AND PARMA HOUSE, 5 CLARENDON ROAD N22 6XJ (PAGES 161 - 314)

Proposal: 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 18 storeys. Mixed use development comprising 10,657 sq.m (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access. This application is accompanied by an Environmental Impact Assessment.

Recommendation: GRANT

10. (HGY/2018/0382) ST ANNS GENERAL HOSPITAL ST ANNS ROAD N15 3TH (PAGES 315 - 394)

Proposal: Erection of a two-storey hospital building for mental health patients, which will provide 4 wards, for up to 70 mental health inpatients.

Recommendation: GRANT

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

Felicity Foley, Principal Committee Co-ordinator
Tel – 020 8489 2919
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

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

Monday, 12 March 2018

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2017/2886**Ward:** Noel Park**Address:** Land off Brook Road and Mayes Road N22

Proposal: Demolition of existing building and erection of a 6-9 storey building providing 160 residential flats (Use Class C3), medical centre (Use Class D1), retail (Use Classes A1-A4) and a flexible retail / office unit (Use Classes A1-A4 and B1), plus associated infrastructure and landscaping works.

Applicant: Austringer Capital Ltd**Ownership:** Private / Council**Case Officer Contact:** Samuel Uff**Site Visit Date:** 04/12/2018**Date received:** 06/10/2017**Last amended date:** 12/03/2018

Drawing number of plans: WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; 11405_L04/P04; L05/P04; L06 P04; Right of Light Chartered Surveyors - BRE Daylight Preliminary Assessment - Land off Brook Road, Wood Green, London N22 6TR (Adjoining Development Land at Bitten Place and Hornsey Park Road) – 28 February 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study (Neighbouring Properties) Land off Brook Road, Wood Green, London N22 6TR – 7 March 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study Daylight and Sunlight Study (Within Development); Land off Brook Road, Wood Green, London N22 6TR INNV Design Solutions – Pre Planning Draft Demolition Plan; Enviro Solution – Drainage Strategy – September 2017; Enviro Solution – Flood Risk – September 2017; Bureau Veritas – Air Quality Assessment – September 2017; Bureau Veritas – Environmental Noise Assessment – 6415727/4 – July 2017; C11705/B – June 2017 (Arb report); CG/18750 – June 2017 (Phase 1 Desktop Study); Construction Management Plan – April 2017; Project 23 - Sustainability and Energy Statement – July 2017/P1; Mouchel - Transport Assessment – 21 September 2017; Mouchel – Travel Plan – 21 September 2017 – TR002/2.0; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

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

1.2. The application has been referred to the Mayor of London as it is development which comprises or includes the provision of more than 150 residential units.

1.3. **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The Iceland site has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Heartlands redevelopment, in support of DPD site allocation SA21 and emerging Wood Green Area Action Plan.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The general scale of development is supported by its location within the Wood Green town centre.
- The minimum overall affordable housing proposal of 20% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the area. The tenure mix of affordable London Living and Affordable Living rent combined with the 2 year time limit for the permission granted would ensure swift delivery of much needed tenures.
- The overall balance of retail, employment and community floorspace, is likely to contribute to a genuinely mixed use neighbourhood and enliven this important link between Wood Green Town Centre and Clarendon Square, in accordance with site allocation SA21 and emerging WG SA11.
- The Masterplan represents a considered and reasonable approach to proposed development for the sites on Bittern Place and Hornsey Park Road as parts of the SA21 site allocation. A design code for the public realm of these areas shall ensure a coherent design with all three parts of the site and the adjacent site allocations.
- The proposal demonstrates that it will not jeopardise any plans for future de-culverting of the Moselle, subject to EA approval, suitable conditions and legal agreements.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition.
- The interim solution of an internal energy centre is acceptable in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the

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

2. RECOMMENDATION

- 2.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management 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 and subject to receiving no objection from the Environment Agency and referral to Mayor of London.
- 2.2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/03/2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Time limit – 2 years
2. Approved drawings
3. Materials to be approved
4. Cycle parking design
5. Electric charging facilities
6. Delivery, service and waste management plan
7. Refuse storage
8. Details of vehicular access
9. Design code for public realm
10. Piling Method Statement
11. Crossrail 2 safeguarding
12. External lighting
13. Business and community liaison construction group
14. Confirmation of site levels

15. Contamination (1)
16. Contamination (2)
17. Mobile machinery
18. Mobile machinery inventory
19. Addition Air Quality Assessment
20. Air Quality (dust)
21. Secured by design certificate
22. Lobby details
23. CCTV
24. Energy / Carbon confirmation
25. Roof top PV panels
26. Overheating
27. Boilers
28. Tree replacement
29. Sustainable drainage
30. Hard and soft landscaping
31. Configuration of playspace
32. Accessible dwellings
33. Internal noise levels
34. Sound insulation
35. Plant noise limits
36. Central dish
37. Obscure glazing SW elevation
38. Details of core 4 roof access
39. Comprehensive shopfront detail
40. Retail A1-A4 only

Informatives

- 1) Section 106 legal agreement
- 2) Positive and proactive
- 3) Site ownership
- 4) Party Wall Act
- 5) Hours of construction
- 6) CIL liable
- 7) Street Numbering
- 8) Sprinklers
- 9) Surface water drainage
- 10) Thames water
- 11) Groundwater
- 12) Minimum pressure
- 13) CCTV
- 14) Crossrail
- 15) Secure by design
- 16) Freight
- 17) Travel plans

- 18) Commercial design
- 19) Medical centre security

Section 106 Heads of Terms:

- 1) Affordable Housing
 - 50% London Affordable Rent & 50 % London Living Rent
 - Plan showing location of units to be submitted and agreed
 - Review mechanism at 75% completion
 - Up-lift for on-site provision
- 2) NHS facility provision
 - NHS medical centre unless otherwise agreed
 - Review mechanism of affordable housing provision should NHS facility not be provided.
- 3) Energy Centre
 - Connect to Wood Green DEN energy centre, where reasonably feasible.
- 4) Carbon offset contribution
 - £ 158,040 offset
 - £1,800 per tonne carbon shortfall
- 5) Highways & Transport
 - Car free with contribution of £4,000
 - Residential travel plan £50 / £100 (£2,000 monitoring)
 - Commercial travel plan (£2,000 monitoring)
 - Walking/cycling route improvement £50,000
 - Consultation on CPZ in neighbouring streets for £23,000
 - Bus route enhancement contribution of £100,000
 - S278 for highway works
 - Parking Management Plan for wheelchair and residential and provision of one wheelchair space for commercial
 - Construction logistic / management plan and £3,000 contribution
- 6) Considerate contractors – evidence to be provided.
- 7) Local Labour & Training
 - 20% local people employed in construction and training
 - 20% locals for full time apprenticeships
- 8) Moselle River- should the water quality become acceptable as per the testing by St William a scheme to deculvert the Moselle where it passes through the site to be submitted for planning permission. Any scheme would be funded by CIL/other funding.

9) Provision 10% wheelchair accessible dwellings

10) Monitoring Fee (£5,000)

2.5. That, in the absence of the agreement referred to in resolution (3.1) above being completed within the time period provided for in resolution (3.3) above, the planning permission be refused for the following reasons:

1. In the absence of a legal agreement securing the provision of onsite affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, Policy DM31 of the Development Management DPD.
3. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.
4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

2.6. In the event that the Planning Application is refused for the reasons set out in resolution (3.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (2) above to secure the obligations specified therein.

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APPENDICES

Appendix 1: Consultation responses

Appendix 2: Plans and images

Appendix 3A: Quality Review Panel Report - 08 March 2017

Appendix 3B: Quality Review Panel Report - 30 January 2018

Appendix 3C: Quality Review Panel Report - 28 February 2018

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1. This is an application for the demolition of the existing commercial building and erection of a 6-9 storey building providing residential accommodation (Use Class C3), medical centre (Use Class D1), four retail units (Use Classes A1-A5) and a flexible retail / office unit (Use Classes A1-A5 and B1), plus associated infrastructure and landscaping works.
- 3.2. The development will provide a total of 160 residential units providing a mix of 29% one bed, 66% two bed and 5% three bed. A total of 20% of these will be affordable units, in London Affordable Rent and London Living Rent tenure. In addition, the development will further provide 785sqm medical centre floorspace with provision for approximately 8 GPs; flexible retail provision of 1,081sqm, split between 6 units; and a single office floorspace of 64sqm.
- 3.3. The development will provide 259 x secure resident cycle parking spaces, 50 x public cycle spaces, 14 x resident wheelchair accessible spaces, 4 x medical centre spaces, an energy centre, a first floor residential podium garden and two roof garden areas.
- 3.4. This would be a phased development with phase 1 to include the construction of cores 3 and 4 (medical centre, office unit and residential above) and continued operation of the existing Iceland supermarket. Phase 2 would involve the demolition of the supermarket. Phase 3 would complete the development, with construction of the retail units and podium garden finishes.

Site and surroundings

- 3.5. The site is located to the corner of Mayes Road and contains a long and narrow strip of land, which extends along the southern street frontage of Brook Road adjacent to the northern end of the Heartlands site. The site is currently occupied by a single storey commercial unit (Iceland) on the Brook Road/Mayes Road corner with car parking located to the rear. The site covers 1.37 ha
- 3.6. The site is bounded by the rear gardens of the terraced properties and a light industrial unit along Hornsey Park Road, located to the south east. Hornsey Gasholders site forms part of the consented Clarendon Square Outline scheme (ref. HGY/2017/3117) to the south west.
- 3.7. A culvert of the Moselle runs along the rear of the site from a north-east to south-west direction, predominantly along the rear boundary of the site and the terraces of Hornsey Park Road.

- 3.8. The development site falls within Wood Green Town Centre, a Local Employment Area (LEA19) and Blue Ribbon Network in the Local Plan Proposals Map. The site has also been identified as site allocation (SA 21 – Clarendon Square Gateway) in the Council's Site Allocations DPD, 2017 and is included as site WG SA11 in the Wood Green AAP. The Site Allocation SA21 also includes two other relevant parts, at Bittern Place and the industrial site to the rear of Hornsey Park Road. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.
- 3.9. The site is not located in a conservation area and there are no locally or statutorily listed buildings on or within close proximity of the site.

Relevant Planning and Enforcement history

- 3.10. OLD/1983/0839 Erection of 10,000 square ft. retail warehouse with new vehicular access. GRANTED 05/07/1983

4. CONSULTATION RESPONSE

- 4.1. Three pre-application meetings, with follow up briefings, were held with planning officers prior to submission of this application. The applicant was advised as to principle of development, floorspace provision, the form and scale of the development design, public realm design, and neighbour amenity issues.
- 4.2. The scheme was presented to the Haringey Quality Review Panel (QRP) on three occasions; one pre-submission review dated 8 March 2017, and two post-submission reviews on 30 January 2018 and 28 February. The minutes of each of these meetings are set out in Appendices 3A - C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 4.3. A pre-application public exhibition was held in March 2017.
- 4.4. The notes of the exhibition (as detailed in the applicant's Planning Statement) and the issues raised are summarised as follows:
- Beneficial for local businesses;
 - Welcome increase in housing;
 - Nine stories too high;
 - Integrate into overall plan for Wood Green;
 - Insufficient parking.
- 4.5. The scheme was presented to the Planning Sub-Committee as a Pre-Application Briefing on 13 March 2017.

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

Internal:

1) Design

Improvements in the design have been successful. Details are required for the exact materials to be used and flat layouts could be improved.

2) Carbon Management:

No objections subject to standard conditions to achieve policy compliance. A Carbon Offset contribution of £237,060 and 10% management fee for any shortfall. Conditions requested.

3) Housing Enabling:

More affordable and improved tenure from 100% affordable requested. Some provision of family units required. Additional comment requesting provision of family units.

4) Arboriculture:

No objection on the condition that suitable replacement trees provided.

5) Waste Management:

Waste storage and collection is considered acceptable if the guidance is followed and the management of the waste is carried out as stated within the application.

6) Pollution

Conditions are recommended for updated air quality assessment and air quality neutral requirement, combustion and energy plant, boilers, contaminated land, and the management and control of dust.

7) Drainage:

Acceptable in principle but subject to condition requesting for approval on final detailing.

8) Transportation:

No objection to access, disabled parking provision, cycle parking provision or manoeuvrability within the site. Heads of terms and conditions requested in-line with these comments.

9) Noise:

No objection subject to conditions.

External:

10) Environment Agency:

Initial objection to the absence of an on-site survey and proposed buffer to Moselle. Subsequent comments suggest that whilst the separation from the culvert may be acceptable, a more technical assessment will be required. Any approval will be subject to confirmation that the separation and building footprint would be in accordance with the aims of de-culverting the Moselle at a future date.

11) Crossrail 2 Safeguarding:

No objection subject to condition for design and construction method statements.

12) Designing Out Crime:

No objection subject to secure by design certificate.

13) Transport for London:

Number of objections received initially. Updated information / detail acceptable subject to conditions. Would have preferred to see more details for Construction Logistics Management Plan and Delivery Servicing Plan but satisfactory for these to be conditioned.

14) Greater London Authority:

Level of affordable unacceptable. Solely intermediate scheme not justified. Child playspace requested. Density accepted on the basis of delivering good design and residential standards, but the intensification must be accompanied by a higher level of affordable housing with an improved tenure mix.

15) Greater London Authority (Energy)

Acceptable but figures need to be verified and modelling undertaken.

16) Thames Water:

No objection subject to standard conditions on waste water, surface water, piling, ground water discharge, and water takes.

5. LOCAL REPRESENTATIONS

- 5.1. The following were consulted on two occasions October 2017 and 02 March 2018:

755 Neighbouring properties, 2 x residents association and site notices were displayed close to the site.

- 5.2. The number of representations received from neighbours, local groups etc in response to the October 2017 notification and publicity of the application were as follows:

No of individual responses: 12

Objecting: 9

Supporting: 0

Neither: 3

- 5.3. The following local groups/societies made representations:

- Parkside Malvern Residents Association
- Tree Trust for Haringey
- Alexandra Park and Palace Charitable Trust

- 5.4. The following Councillor / MP made representations:

- Catherine West MP

- 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:

- Height – not been amended since the exhibition;
- General design concerns;
- Out of character;
- No culverting / futureproofing of Moselle Brook;
- Lack of consideration for public open space / Master Plan commitment;
- Styming effect on other parts of the site allocation, especially given the single aspect units proposed;
- Should be clear plan for pedestrian / cycle route;
- Loss of amenity – light, privacy, etc;
- Impact on infrastructure;
- Traffic / parking impact;
- Lack of waste / servicing management plan;
- No amenity / open space provided;
- Podium – poor use as residential amenity;
- Pressure on Alexandra Park / general open space – open space deficiency;
- Impact on trees;
- Loss of employment;
- Unacceptable housing mix;
- Density provision is higher than that of the WGAAP;
- Lack of affordable housing;
- “Affordable housing” should be legitimately affordable;
- Refuse / waste storage;

- Air quality assessment shortcomings;
- Lack of drainage;
- Tunnelling effect from height;
- Issues with NHS requirement for the site / funding of the medical centre / number of GPs;
- Historic issue of New River Village – issue with S106 obligation to provide NHS Health Care Centre.
- Welcome the improved route through to Alexandra Palace.
- Site is within protected viewing corridor.
- EA requirement for 8m buffer for the Moselle.
- S106 / S278 requirements to improve area.

5.6. The following issues raised are not material planning considerations:

- Health Centre should be in Heartlands site (Officer Comment: The Site Allocation specifically refers to this site as being suitable for medical centre use and is supported by NHS).
- Level of redaction of the viability report (Officer Comment: The level of redaction of the viability report is in-line with policy requirement. A full / less redacted version can be published closer to committee date, but certain elements may still be required to be redacted due to commercial sensitivity).
- Ownership of the site (Officer Comment: It is acknowledged that Iceland have a long lease on the site, despite it being owned by the Local Authority. This has been raised with the applicant but ownership is not a planning concern. It is noted that a notification letter was sent to no.59 Mayes Road (Iceland store address), site notices posted in the vicinity and press notice placed in the local press, in line with consultation procedure).
- Noise / nuisance of development (Officer Comment: Whilst some disruption will be caused from any development this is not a planning concern. The construction phase will however be mitigated through a construction logistic and management plan, secured by condition).
- Length of consultation period (Officer Comment: Comments have been accepted after the formal consultation end date).
- Competition between potential business associated with the site (Officer Comment: Planning is only concerned with the use class of a potential business, beyond that there is no interference in the market).
- PTAL 4 is misleading as there are poor links to transport – excessive parking requirement for health centre (Officer Comments: The PTAL value is a sound indicator and is not being considered in this consultation. The medical centre requirements are considered in Transport comments).
- Height exceeds that of development zone D of approved Heartlands scheme (Officer Comment: These are two distinct sites an the linear nature of this site presents a different design approach. The impact on residents is considered in the daylight / sunlight tests submitted. The

relevant part of the Heartlands site is the northern block, on Brook Road, which is also 7 storeys, as with this end of the application site).

- Objection to amended Wood Green AAP / Crossrail consideration / previous AAP height guidelines (Officer Comment: Policy is not being determined in this application. The design of the building is assessed in the wider Wood Green Masterplan context).

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Master planning. tall buildings, design & conservation
3. Land use mix
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and viability
6. Quality of accommodation and amenity space
7. Density
8. Protecting and enhancing Watercourses
9. Designing out Crime
10. Accessibility
11. Highway safety and parking
12. Energy and sustainability
13. Waste
14. Land contamination
15. Wind and Micro-Climate
16. Drainage
17. Air quality
18. Noise
19. Ecology and trees
20. Fire safety
21. Planning obligations and CIL

6.1. Principle of the development

Strategic Context and Planning Policy Framework

- 6.1.1. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 230 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with

the Councils' Site Allocations DPD (July 2017) and the emerging draft Wood Green Area Action Plan (AAP) 2018 - Preferred Option.

The draft London Plan

- 6.1.2. The draft London Plan was launched for consultation on 1 December and comments can be submitted up to 2 March. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight in planning decisions until at least next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area and therefore identified for significant growth at a strategic level.
- 6.1.3. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.4. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.
- 6.1.5. The development site falls within Wood Green Town Centre, a Local Employment Area (LEA19) and Blue Ribbon Network in the Local Plan Proposals Map. The site has also been identified as site allocation (SA 21 – Clarendon Square Gateway) in the Council's Site Allocations DPD 2017 and is included as site WGSA11 in the emerging draft Wood Green AAP. This site is important for the wider regeneration of the Wood Green area, through from the town centre to the Heartlands area and beyond.

6.1.6. The Council's Site Allocations DPD, given its adopted status is the prevalent policy document. The DPD identifies this site (SA 21 – Clarendon Square Gateway), as playing an important role in linking the Haringey Heartlands area to Wood Green High Road. It is important to note that SA21 also includes the sites of Bitten Place and the site to the rear of the site on Hornsey Park Road.

6.1.7. DPD Site Allocation 21 states the following site specific requirements:

- Indicative Development Capacity for 195 units and 6,374 m² employment floorspace.
- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation. Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation in line with Policy DM55.
- No buildings are required to be retained.
- A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The development should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability, which must be assessed looking at the mix of uses and the scheme as a whole.
- The frontages to the new east-west route should be active non-residential uses facing onto the street.
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- This site is subject to the requirements of Policy DM38- Employment-Led Regeneration.

6.1.8. This document gives further development guidelines as:

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.

- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- This site is suitable for car free development due to its good, and improving public transport access.
- The east-west linkage should be as straight as possible between Wood Green High Rd and Clarendon Square.

6.1.9. The emerging draft Wood Green Area Action Plan (AAP) is not yet at an advanced stage but is nonetheless a key planning document required to help govern and shape the future regeneration of the Wood Green area. The Council undertook consultation on a preferred option draft of the AAP in February 2017. On 16 January 2018 the Council resolved to endorse the revised Preferred Option AAP for consultation and also resolved to revoke the Haringey Heartlands Development Framework (2005), which is now out of date.

6.1.10. The emerging draft Wood Green AAP specifically refers to part of this mixed use development being a new health facility (1,000 m² / 8 GP min). The site allocation is further broken down to this specific site within the draft Wood Green AAP (as site WGSA 11), which refers to 422 m² employment floorspace; 422 m² town centre floorspace, 84 net residential units and 1,689 m² GP surgery.

6.1.11. The site requirements as set out in the Wood Green AAP provide additional guidance beyond those of SA21 for the siting and use of the site, including reference to the following:

- New retail being sited on the Mayes Road end of the site, to mark an edge of the Primary Shopping Area in Wood Green.
- Employment uses should be provided where viable on this site, filling the ground floor uses once the requisite space for the new health centre and retail uses has been created.
- Development should be mixed use with employment and residential above the mix of active ground floor uses.
- New employment floorspace will be sought on this site. This should be either Grade A office or co-working SME office typology.
- The orientation of the health centre should support access by foot from the Civic Square to the north, as well as along Brook Rd.

- The Moselle runs in a culvert along the north edge of the site, and investigations around its suitability for future use, and potential deculverting should be facilitated through any development.

6.1.12. In addition to the SA21 design guidelines, the development guidelines in the WG AAP state:

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- New development along Brook Rd should frame the space creating a positive and safe town centre feel along its length.
- The new health centre should be provided at the western end of the site.

6.2. Masterplanning and design

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

Masterplan

6.2.2. Site Allocations DPD SA21 and WG SA11 support the principle of development and uses proposed. The proposed mix is in accordance with those, and crucially includes a medical centre and retail uses on the ground floor, which would also establish an active frontage within this proximity. As detailed in the policy section above, the Council's Site Allocations DPD site allocation (SA21) also includes the site of Bittern Place to the north west and the industrial site on Hornsey Park Road to the south east of the site. No Masterplan was included in the original submission but was subsequently provided prior to the re-consultation. This provides a broad outline of how future development on both sites could be accommodated and that an access route between Hornsey Park Road and Brook Road and Bittern Place to Coburg Road could be achieved.

6.2.3. A key development principle relating to this site is establishing the east-west link. The other parts of the site allocation are under separate ownership and are outside of the red line site ownership and therefore do not form part of the formal consideration of scale, massing and bulk. However, the detail submitted is considered to represent a reasonable approach to how those sites could be developed in a way that would not prejudice the current proposal nor harm the

setting and amenity of neighbouring existing dwellings and show that an appropriate quantum of development is possible on those neighbouring sites, without being prejudiced by the applicants' own proposals. Those proposals, although informal, are considered to be convincing, realistic and to meet the Masterplan requirements.

Development form

- 6.2.4. The application proposes a built form that occupies the whole of the Mayes Road frontage from Umoja House to the corner with Brook Road, continuing along the length of Brook Road adjacent to the boundary with the St William / Heartlands, Clarendon Square site. Above the non-residential base, the Brook Road frontage is broken up into a series of contemporary pavilions with recesses between. The amended upper most floors have been broken up with gaps between. This is considered to be a successful form in avoiding a monolithic form.
- 6.2.5. Retail use is proposed on the ground and first floor along the Mayes Road frontage and part way down the Brook Road frontage. The medical centre would also occupy two floors and would be set at the opposite end of the Brook Road frontage. The central part of the building has residential from first floor and has a small business (B1) unit, along with car park and servicing entrances at the middle. This ground and part first floor base would create a flat frontage to Brook Road, forming a consistent, significantly widened pavement line. Projected pavilions would therefore project over parts of this widened pavement.
- 6.2.6. The sloping roof form of the original submission was considered to be an unsuccessful form of stepping down the relative parts of the building and has been amended to create a permeated roof form that would have a more coherent design with the projecting pavilions. The pavilions and recesses act as a means of breaking up the built form, avoiding its appearance as a long, continuous slab. Whilst the ground level would have a continuous frontage this is considered to reinforce the development's role in providing a crucial link on the active, pedestrian friendly, east-west link. It should be noted that the continuous long elevation cannot be appreciated close to, at the scale as presented in elevation form, except in oblique views. However, it will be visible in longer views over rooftops of the lower houses to its north. In these views, the ground floor level will be hidden, but the breaks at roof level will make the division into four pavilions clear.
- 6.2.7. The proposal turns the main corner from Mayes Road into Brook Road with a curved, bullnose end. This curve of the proposed building turns the corner in a successful manner, giving the corner prominence but maintaining a human scale. The proposal abuts Umoja House (of significantly lower height) by stepping down somewhat, but is still two storeys higher than that building. It is considered to be a reasonable design approach for the distinct step up in scale of the proposed

development compared to previous forms, recognising the changes in development expectations of Wood Green being an Area of Intensification.

- 6.2.8. At the south-western end of the development, where it abuts the proposed Clarendon Square development, the proposed form is of squared off corners and of a secondary, but still active, flank elevation. This will face the side of Clarendon Square's north-eastern-most block across their "green walk", a landscaped path linking through to the park at the centre of their development. This path is intended to be open to the public during the day, locked at night, so it forms a suitable space to face onto, but without creating privacy and overlooking concerns. The footprint of this part of the site would be angled in relation to this open space, with the space between the building and the green walk widening to the rear of the site.

Height, bulk and massing

- 6.2.9. The proposed part nine storey maximum height would be below the ten storey local policy definition of tall building and is considered appropriate in this growth area. The form of the building rises from seven storeys in the south-western most pavilion to nine storeys in the north-eastern most pavilion at the corner of Mayes and Brook Roads. This is considered to have an acceptable relationship with relevant road frontages and the context of the surrounding area.
- 6.2.10. There is precedent for the medium-tall height proposed in the immediate vicinity in the existing form in The Mall, which has a similar height. It is also noted that the width of this nine storey element has been reduced during the design consideration and materiality has been amended to a lighter form from that originally considered. As such this narrowed form on the Mayes Road frontage is considered to provide a suitable height, scale and massing, which would comply with policy and achieve the QRP guidance for a focal point on this corner.
- 6.2.11. The opposite end of the site, at seven storeys, will match the height approved for the nearest building in the Clarendon Square development, and it is noted that heights in that development rise up to 18 storeys in the main Brook Square. The transition from the focal height on Mayes Road to the lower height of the proposed Clarendon Square development is considered to be successful in creating a coherent height relationship with these neighbouring sites. It is also likely that development of the Bittern Place site will be of a similar height, as the applicants have shown in their masterplan and in this context the height, scale and massing are considered appropriate for the site and wider area.
- 6.2.12. The proposed height has been demonstrated to generally not to harm the amenity or privacy of existing local residents. Some of the windows in the closest flats in Umoja House would be affected by loss of daylight and/or sunlight due to the proposal. Notably, the houses on the opposite side of the road and those that face Hornsey Park Road are sufficiently distantly spaced to not be

detrimentally impacted by the height of the proposal. The design approach with the roof form broken up into four distinct pavilions, with distinct drops in height between them, is the most significant way in which the design avoids the height, bulk and massing of the proposal being detrimental.

- 6.2.13. The scheme shows the proposed development in the context of the existing views from Alexandra Palace, as well as views from ground level. From Alexandra Palace the development would obscure views of the existing car park of The Mall and would be a natural transition into that existing structure and future development proposals for that site and the wider area. Views from street level would have an acceptable relationship with viewing corridors. The substantial setback from the public highway of Brook Road is welcomed and would assist in retaining the viewing corridor from Brook Road. As such the viewing corridor is considered to be suitably addressed.

Streetscape character

- 6.2.14. The widened pavement and continuous or near continuous active frontage is considered to make a considerable contribution to what is envisioned as being a lively, attractive, appealing streetscape along Brook Road, thus fulfilling the intended vision of a vibrant east-west street extension of the town centre, linking to Clarendon Square. The set back of the development from the vehicular highway benefits the additional scale of the development and allow the creation of an improved street character.

- 6.2.15. Limited detail has been submitted to show the relationship between the development and the treatment of the public realm. The neighbouring site of Clarendon Square includes good quality proposals for improving surfacing and street furniture of the streetscape throughout that development, including streets that the Council is willing to adopt as Public Highway. A condition is recommended in addition to the standard hard landscaping, for a public realm strategy/design code that will compliment that of the distinctive, brick based materials palette proposed at Clarendon Square, which will aim to visually unite road, pavement, footpath and public space surfaces.

- 6.2.16. This design code for street materials and furniture should also be used in the adjacent sites of Bittern Place and Hornsey Park Road, which form the full site allocation. The proposed streetscape is considered to offer great opportunity for improvements through the width and active frontage and it is considered appropriate to condition the exact details of how this will be incorporated into the design of the site and surrounding area.

Elevational treatment and fenestration

- 6.2.17. The site constraints and long narrow shape result in a building of similar form. The treatment of the frontage as four pavilions, connected with deeper

recesses has sought to overcome concerns of a potential monolithic form, whilst the depth of the recesses further helps to permeate this frontage and is emphasised by use of darker materials. The bays of the pavilions are considered elaborately composed to emphasise their symmetry and the alternating composition of wide and narrow bays, creating a variety and sense of rhythm to the main Brook Road elevation. The corner and Mayes Road elevation is treated similarly, as a modified fifth bay.

6.2.18. The elevations have been composed to create a distinct base middle and top, with double height window gaps in the top floors considered to create a form of appropriate proportions. However, Officers consider that the repeated form and design to the rear elevation may be less important and would be open to a simplified design, with more domestic finish. This may be achieved through the submission of detailed materials and even reduction in some of the glazing.

6.2.19. A brick based materials palette is proposed throughout, with contrasting lighter and darker bricks to the elevations, as well as CG images that show sleek finishes to the projecting pavilion bays. Further details of elements of the elevation treatment, such as window reveals, shall also be submitted to make the careful elevational composition read in the finished building. The shopfront details are specifically requested.

Quality Review Panel

6.2.20. The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was altered and amended as per the original submission. Officers and QRP members considered the original submission to lack sufficient detail and sought significant amendments to suitably address concerns raised. The last QRP meeting was held on 27 February and is detailed below:

QRP Comment	Applicant's response
The panel feels that some refinement of the internal and external layout of the scheme is necessary, before it can fully support the application. It would encourage the design team to review (and refine) the internal layout and circulation from the perspective of what it will be like to live at the development.	The landscaping and public realm have been specifically conditioned. A further condition requiring compliance with Part M or Building Regulations is also attached.
The internal arrangement of some of the residential accommodation has scope for improvement. For example, some of the units have access to external balconies from bedroom areas, which is not ideal.	Final amendments have sought to address these concerns. On balance the access of some external areas from bedrooms is not ideal but acceptable, especially given the constraints of the site.

<p>Potential also exists to ‘flip’ the configuration of some of the single aspect units, in order to increase the level of daylight within the living areas. Bathrooms should be located within the ‘darkest’ areas.</p>	<p>These have been partially reconfigured in final plan amendments.</p>
<p>The panel would also like to see adjustments to the layout in order to achieve natural light and ventilation within the circulation cores.</p>	<p>As above.</p>
<p>Scope remains to improve access to the cycle storage areas. The panel would encourage the design team to provide access directly from the external space to the rear of the building.</p>	<p>Cycle parking details are requested as condition. The layout whilst acceptable could provide external entrance through the hatched area of the disabled parking bay. There is an access from the cycle store to the car park, so this could be achieved.</p>
<p>The panel notes that there are some smaller areas of rather ‘left over’ space to the rear of the development, and it would encourage the design team to consider how the amenity value of these open areas could be optimised for the residents.</p>	<p>The applicant has sought to provide an indicative area of child play space at ground floor level, adjacent to the rear boundaries with Hornsey Park Road. However, this may be problematic in terms of the buffer area for the Moselle and future deculverting and further exploration of this is required through condition.</p>
<p>The external space is currently poorly utilised, and requires improvement in order to deliver high quality amenity space that is appropriate for the scale and location of the development, especially as there may be a significant number of families with children that will live there.</p>	<p>Landscaping and playspace conditioned, as above.</p>
<p>This may involve a re-think of the layout of this external area, in order to pull together the smaller pieces of space into something more meaningful and useable, that maximises the amenity space available.</p>	<p>As above.</p>
<p>In addition, the potential for providing additional amenity space at roof level should also be explored.</p>	<p>Roof amenity spaces have been added between the 1st and 2nd and 3rd and 4th cores. Details of which will be conditioned, as above.</p>
<p>The landscape strategy for the external areas should be informed by reference to the micro-climate. The amenity space would benefit from good levels of sunlight; the panel notes that the current</p>	<p>Noted. The siting of car parking and requirement for disabled parking and relative manoeuvrability has dictated the parking arrangement.</p>

layout shows the south-facing external area is dominated by parking.	
The landscape strategy should also ensure that there is adequate privacy and defensible space for those residents of the accommodation immediately adjacent to any amenity space likely to be used by children.	Post QRP amendments attempted to address this concern through the addition of first floor garden areas, but these need refining and would also require soft landscaping to ensure they achieved sufficient levels of privacy. Officers are confident that this can be achieved through condition.
The panel would encourage the design team to further reinforce the different elements of the primary façade, for example the protruding bays and the curved corner, to ensure that the different parts read as visually distinct.	Noted. This can be dealt with through condition.
The use of high quality materials alongside construction details that enhance the perception of depth within the façade will help to reinforce the variety, texture and distinctiveness of the building's elevation.	As above.
The panel would also encourage further thought about the southern facade, to achieve a more domestic architectural expression, with character different from the north elevation towards the street. Responding to the south facing orientation, to avoid overheating of accommodation should be considered as part of this process. Reducing glazing would also help reduce light pollution issues for neighbouring houses.	Reduction of glazing and a refined rear elevation is discussed below and can be addressed through condition.
As a detailed comment, the panel suggests further consideration of the location of the service risers serving the front of the building.	These will be refined in the final designs assessed by Building Control Surveyors.
It would also encourage early involvement of a retail consultant, in order to provide a clear understanding of the nature of the retail provision that will thrive in this location, and the servicing requirements that this will have.	The applicant addressed this in the meeting, confirming that retail management specialists had been consulted prior to submission.
Next steps: The panel supports the planning application, subject to their comments on refining the architectural expression, and internal and	Noted. Relevant conditions are considered appropriate in finalizing these design suggestions.

external layout of the scheme. These comments are expanded above, for consideration by the design team in consultation with Haringey officers.	
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6.3. Land use mix

- 6.3.1. The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.3.2. Local Plan Policy SP10 indicates that within Town Centres the Council will promote the distribution of retail growth. The majority of this retail growth will be met in the Wood Green Metropolitan Centre and the five District Town Centres. The Wood Green Metropolitan Town Centre, within which the site lies, will be the principal focus of growth for accommodating an extensive range of retail, office, community, leisure and cultural facilities. Together, they should help to shape Wood Green into a thriving and vibrant centre for North London.
- 6.3.3. Site Allocation SA21 states the requirement for retail on site, whilst the Wood Green AAP specifically refers to siting retail in the Mayes Road frontage. This also states that retail above the mix of active ground floor uses is encouraged.
- 6.3.4. The existing retail floorspace is approximately 951sqm and the proposed footprint would be broadly similar and more flexible in its form, whilst achieving a quantum higher than the town centre and commercial floorspace outlined in the WGAAP. The siting of this retail use would be provided in the Mayes Road frontage, which would mark the edge of the Primary Shopping Area, in accordance with emerging WG AAP guidance. The specific details of these retail units will be determined by the independent businesses that operate from them. Whilst it is important to have a flexibility of retail space, the aim should be for more retail or café mix rather than hot food take away uses. As such a condition has restricted the flexibility A1 – A4 flexible retail.
- 6.3.5. The siting of the medical centre in the south-western corner of the site and over two floors and at the southern end of the site would also meet the site requirements. Although this would be below the 1,689sqm detailed in the WG AAP the shortfall is on the basis of CCG comments, on behalf of NHS, requesting this reduced quantum of floorspace. As such the medical use is considered to be an acceptable form and siting.
- 6.3.6. It should be noted that the provision of the healthcare facility is subject to confirmation by the NHS, and the provision of the facility will be secured through

the S106 agreement, provided the NHS confirms the need for the facility within 6 months of the developer signing the demolition contract for the site.

- 6.3.7. Should the NHS facility fail to be secured an alternative use would need to be applied for. The site's Town Centre location would support such commercial uses, in accordance with DPD Policy DM42.
- 6.3.8. Residential uses would occupy part of the first floor and the floors above, serviced with associated amenity space. A modest employment floorspace would be provided, but the footprint of this is limited due to the provision of plant and energy uses and site constraints, which all impact on the overall viability of the site.
- 6.3.9. The proposals demonstrate a significant improvement in the quality, type and flexibility of retail space provided. Whilst subject to market demand and future detailed design, the proposals offer flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area.
- 6.3.10. Local Plan Policy SP8 and Site Allocation 21 provide flexibility for those uses appropriate in a mixed use development, such as small scale 'walk-to' retail, community and residential uses. Considered in the light of wider emerging proposals the land use and employment provision is supported. The proposed employment, flexible retail and community components would provide a significant number of new jobs, help create safe and attractive places for meeting and socialising consistent with the wider ambition to provide an active link between Wood Green and Heartlands.
- 6.3.11. The redevelopment of the site with a mixed-use scheme providing a healthcare, retail, employment provision, together with residential units, would accord with the Council's aspirations for the site and provide a new facility for GPs as well as providing much needed housing in the borough, therefore contributing to the council major policy objectives.

6.4. Impact on the amenity of adjoining occupiers

- 6.4.1. London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views. This is reflected in Policy DM1 of the Development Management DPD.

Daylight / sunlight assessment / overshadowing

- 6.4.2. Adopted DPD Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:
- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
 - b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development.
- 6.4.3. The location is accepted as a Growth Area and Area of Intensification in adopted Local Plan documents, but existing residents, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.
- 6.4.4. 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. The Mayor's Housing SPD states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 6.4.5. 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. In this instance some windows in the adjacent Umoja House development recorded low-mid teen VLC results but those rooms affected appear to be secondary windows or non-habitable rooms. There are 4 windows that are angled toward the development, which score mid-low teens resultant VLC and appear serve bedrooms. It should be noted that these are only slightly below the mid teen bracket considered to be acceptable in such a central setting and are angled toward an area long established as a development site.
- 6.4.6. Windows with a low resultant VLC in Hornsey Park Road were generally in the side elevation of the rear outriggers of those properties, where habitable rooms would not logically be sited and would not expect high levels of daylight. All windows in rear elevations of those properties would score reasonably and not significantly affected.
- 6.4.7. Scoping studies have been provided for the Masterplan sites of Bittern Place and Hornsey Park Road and concluded that the majority of first floor windows would

not be effected and that where these were negatively impacted those impact could be overcome through design mitigation.

- 6.4.8. The closest building in the St William development (Clarendon Square) would be the northern block, which is proposed to be sited approximately 10m or more from the side elevation of the 4th core corner. No daylight or sunlight scoping study has been undertaken on that block. It is noted in the Illustrative Masterplan submitted for that application (439_P_SW_101 & 101) that there is no residential on the ground floor and that the main fenestration would be in the front and rear elevations. The indicative layout of the flats would provide a side balcony facing onto the site and an additional window, but the separation allowed through the ecological corridor splitting the sites is considered sufficient to avoid significant daylight or sunlight impacts.

Privacy

- 6.4.9. The separation distance between the upper floor flats and the residential properties on Hornsey Park Road is such that there would not be a significant level of overlooking as a result of the development. The rear podium floor level and overall height has been reduced in height in the amended plans in an attempt to mitigate the impact of overlooking from the development. The detailed landscaping will also seek to ensure that use of the podium garden will be restricted to central parts rather than the edges, thus further mitigating this impact. The roof gardens are set within the main roof of the development so benefit from a far greater set back from the boundary. Regardless, the landscaping of those areas will also seek to centralise the useable parts of the garden.
- 6.4.10. The plans submitted prior to re-consultation included a number of windows in the south western elevation, facing onto the northern block of the Clarendon Square scheme. A number of these windows have been removed, given that would act as secondary windows or non-habitable rooms. Where these have been retained, they will be fixed shut below a height of 1.7m and obscure glazed. The final amendments of that elevation have also removed the 4th core, top floor wrap around balcony and replaced this with a more conventional front and rear balcony arrangement.
- 6.4.11. In summary the context of the site and benefits of the proposal as a whole would outweigh the limited impact on the level of amenity serving these neighbours and is in general accordance with Strategic Policy DM1 and London Plan 2016 Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

6.5. Affordable housing and viability

- 6.5.1. The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.5.2. Similarly, London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.5.3. Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%.

Viability

- 6.5.4. The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.
- 6.5.5. As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council’s independent advisers and GLA officers and confirms that the scheme can viably support 20% affordable housing.

Affordable housing provision

- 6.5.6. The initial submission proposed a 20% provision of affordable housing as single tenure intermediate stock. Initial comments received from GLA Officers raised concerns regarding both the level of affordability and the single tenure. Notwithstanding that the 20% intermediate is the maximum reasonable provision, the applicant has amended the mix to 50% of London Affordable rent and 50% as London Living Rent. This mixed tenure is considered to be a significant improvement in meeting the needs of the local area. Furthermore, the standard 3-year commencement of development condition would be reduced to 2-years, thus encouraging a rapid delivery of these units.
- 6.5.7. The Affordable rented element of the proposed affordable housing will be London Affordable Rent. This is one of the new affordable products that are being promoted by the Mayor of London. The rents of these units are broadly

equivalent to social rents and sit at around 55% of market for one beds and lower than 55% for larger units.

- 6.5.8. The intermediate element of the proposed affordable housing will be London Living Rent. London Living Rent is one of the new affordable products that are being promoted by the Mayor of London. A part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle-income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within ten years.
- 6.5.9. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy their home on a shared ownership basis during their tenancy. They will also be given extra priority for other shared ownership homes across London.
- 6.5.10. Across London as a whole the average monthly rent for a two-bedroom London Living Rent home is around two-thirds of the median market rent.
- 6.5.11. To be eligible for a London Living Rent home, applicants must:
- be renting in London
 - have a maximum household income of £60,000
 - be unable to currently buy a home (including through shared ownership) in your local area
- 6.5.12. The unit mix would be 5 x 1 bed units and 11 x 2 bed units for London Living Rent and 6 x one bed, 6 x two bed and 3 x 4 bed London Affordable Rent. These would be predominantly sited within the fourth core, which would only have external access to the podium garden but would have a roof garden access. This would also be in the first phase of development. The details of the affordable breakdown is detailed below:

London Living Rent

Affordable Rent

CORE	FLOOR	Unit Type	Unit Size	Tenure Type
4	4	1 bed/2 person	50	LL
4	4	1 bed/2 person	50	LL
4	5	1 bed/2 person	50	LL
4	5	1 bed/2 person	50	LL
4	6	1 bed/2 person	47	LL
4	6	2 bed/3 person	61	LL
4	3	2 bed/4 person	74	LL
4	3	2 bed/4 person	70	LL
4	4	2 bed/4 person	70	LL
4	4	2 bed/4 person	82	LL
4	4	2 bed/4 person	74	LL
4	4	2 bed/4 person	70	LL
4	5	2 bed/4 person	70	LL
4	5	2 bed/4 person	82	LL
4	5	2 bed/4 person	74	LL
4	5	2 bed/4 person	70	LL

CORE	FLOOR	Unit Type	Unit Size	Tenure Type
4	1	1 bed/2 person	56	AR
4	1	1 bed/2 person	56	AR
4	2	1 bed/2 person	50	AR
4	2	1 bed/2 person	50	AR
4	3	1 bed/2 person	50	AR
4	3	1 bed/2 person	50	AR
4	2	2 bed/4 person	70	AR
4	2	2 bed/4 person	82	AR
4	2	2 bed/4 person	74	AR
4	2	2 bed/4 person	70	AR
4	3	2 bed/4 person	70	AR
4	3	2 bed/4 person	82	AR
4	6	3 bed/4 person	80	AR
1	2	3 bed/4 person	81	AR
1	6	3 bed/4 person	74	AR
4	6	3 bed/5 person	119	AR

Unit mix

- 6.5.13. 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. Strategic Policy SP2 (Housing) and Policy DM11 of the Council's Development Management DPD continue this approach.
- 6.5.14. Haringey's Housing Strategy (2017-2022) does not set out a target dwelling mix for market housing, however, Policy DM11 states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.5.15. The development will provide a total of 160 residential units providing a mix of 29% one bed, 66% two bed and 6% three bed. With regard to the site specifics, it is noted that the Wood Green AAP refers to new family housing to be focussed outside of the town centre and Cultural Quarter, in the Zone More Suitable for Family Housing, away from areas of mixed use development. The specific site allocation refers to the Iceland site as being in an area generally less suitable for family housing. As such, the lower than normal family housing units are acceptable in this instance.

6.6. **Quality of accommodation standards and amenity space**

- 6.6.1. London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.2. The proposed development would provide 10% (16 units) across the site as wheelchair adaptable. The development is set over 4 cores, with each core providing two lifts and stairwell to the flats contained within.
- 6.6.3. The internal layouts are in accordance with the minimum floorspace standards and all units will be served by substantial balconies.
- 6.6.4. There are a number of units served by single aspect or enhanced single aspects (provision of an aspect from the balcony window). Whilst the proportion of these has been minimised, it has been accepted that the nature of the site, in terms of narrowness, requirement to set-in from the Moselle culvert and central location, mean that these cannot be completely eradicated. In accordance with the Mayor's Housing SPG, all family units would be dual aspect and of the two and one bed units that are not true dual aspect they would have an open plan and would not be due north.
- 6.6.5. The number of units per would be in compliance with the Mayor's Housing SPG, but the number of units per floor would comply with these guidelines. Furthermore, each core would have access to two lifts and would be required to have key fob entry and lobby system to ensure security. Floor to ceiling heights, large windows and balconies, as well as access to communal amenity space would all comply with the Mayor's SPG Housing and the scheme provides a high standard of residential accommodation.
- 6.6.6. All units would have internal access to either a rooftop garden or the podium garden and the provision of garden space, combined with private amenity space is sufficient. The amended site plan shows a provision of child playspace adjacent to the undercroft car park, but no details of access to this area or form of playspace have been provided. It is considered that a preferable location for this may be on one of the upper levels, with sufficient separation from first floor residential. Details of the configuration of playspace within the site are required by condition.
- 6.6.7. Overall the layout and form of development is considered to be in accordance with policy and acceptable within the central urban setting and constraints of the site.

6.7. **Density**

- 6.7.1. Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.7.2. London Plan 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 locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure.
- 6.7.3. Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within a 'central' setting where the density matrix sets a guideline of 650 -1100 habitable rooms and 215-405 units per hectare, with a PTAL of 4-6. The density of the development equates to a density in excess of these guidelines with approximately 1258 hr/ha and 413 u/ha. However, local factors, including the quality of the scheme, its high accessibility, mixed use nature and proximity to metropolitan open spaces support the proposed density.
- 6.7.4. It should be noted that density is only one consideration of the acceptability of a proposal. Given the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.8. **Protecting and enhancing watercourses**

- 6.8.1. DM Policy DM28 makes provision for protecting and enhancing watercourses. The Wood Green AAP makes specific reference to investigations to be undertaken around it's suitability for future use, and potential deculverting should be facilitated through any development. DM28 states that new development must be set back at a distance of 8 meters from a main river or at an appropriate width as agreed by the Council and the Environment Agency, in order to provide an adequate undeveloped buffer zone.
- 6.8.2. The submitted Drainage Strategy assumes that a 4m buffer would be acceptable for the site but this had not been formally agreed with the Environment Agency and the Council. Initial comments from the Environment Agency stated that no

such agreement had been undertaken and that before such negotiation could take place a survey of the existing culvert would be required. The applicant has undertaken this survey and Environment Agency Officers have stated that a reduced buffer may be acceptable in this instance, subject to agreement between themselves and the applicant.

- 6.8.3. The footprint of the building would largely respect the 8m buffer requirement, but it is noted that some of the medical centre would be within this zone and car parking bays would be within the line of the culvert. The applicant has attempted to remove all obstacles from the 8m buffer, including the supporting columns for the podium roof garden. This podium area would be cantilevered to ensure that a clear path could be accessed through the rear of the site if deculverting were to become available and feasible in the future.
- 6.8.4. Further comments are awaited from the Environment Agency regarding the buffer zone. Should the Environment Agency consider the proposed buffer acceptable, then suitable conditions and potential legal obligations would be imposed on any grant of planning recommendation subject to no objection from the Environment Agency. This will be included on an addendum, which will be reported to Members at the planning sub-committee meeting.

6.9. **Designing out Crime**

- 6.9.1. DPD Policy DM2 gives policy guidance for safe environments and requires consideration of the principles set out in 'Secured by Design'. The Secured by Designing Out Crime Officer has advised further discussion between the applicant and Metropolitan Police regarding details such as doors and access.
- 6.9.2. The applicant has committed to achieving this certification, and will work with the Metropolitan Police to obtain full Secure by Design certification. A condition requiring this is recommended.
- 6.9.3. In addition, all lighting will be in accordance with Haringey Guidelines and British Standards with the installation of CCTV included where deemed necessary. The relatively larger number of units per core require an access controlled lobby and communal entrance and access detail, as well mailboxes within the lobby. External lighting, gated access to car park and secure doors have been incorporated into those conditions.

6.10. **Accessibility**

- 6.10.1. In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between

persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

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

6.10.3. Specific details of the internal arrangement of the commercial and community, public parts of the site shall be required to comply in accessibility terms. The proposed development would be likely to provide a range of socioeconomic and regeneration outcomes for the area including the provision of new housing including affordable housing to increase affordability and reduce overcrowding. It would also result in local employment impacts including displacement of existing employment but the generation of construction employment and new employment opportunities to the benefit of all priority groups that experience difficulties in accessing employment.

6.11. Parking and highway safety

6.11.1. The existing site consists of an Iceland supermarket containing 76 car parking spaces including 5 disable car parking spaces and is bounded to the south east by the consented Clarendon Square scheme.

6.11.2. The Public Transport accessibility level of the site is medium with a PTAL of 4, the site is located 700 metres from Wood Green underground station, some 9 minutes' walk and 940 metres from Alexandra Palace Rail Station (10.5 minutes' walk), the site is also within PTAL walking distance of the (184 and W3) bus routes. The area surrounding the site to the east of the railway lines is covered by the Wood Green Inner Control Parking Zone which operates seven days a week between the hours of 8am-10pm and the Wood Green Outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 pm; there are some areas to the north of the site which is currently not covered by a control parking zone.

6.11.3. The proposal would provide a total of fourteen residential disabled parking bays and four car parking spaces would be provided for the medical centre staff. The remainder of the development will be car free. The applicant is proposing to provide a total of 304 long stay and 27 short stay cycle parking spaces for the development.

6.11.4. The application is supported by a number of existing condition surveys for the site and adjacent sites at Chocolate Factory and Clarendon Square. The Transport Assessment includes pedestrian environment review systems, level of cycling service, parking surveys and considers local accident levels.

Trip generation

6.11.5. The existing supermarket of some 1040sqm using sites selected from the TRICs database the existing supermarket will generate 91 two-way trips during the critical Saturday peak hour and 585 two-way trips over the day. The existing supermarket will generate very few trips during the am peak; during the pm peak, the supermarket generates 22 two-way vehicular and 300 two-way trips over the day. Transport Officers consider the evening peak trips are not representative of the site; however, considering that the development proposal will be largely car free the redevelopment of the site will result in a reduction in the number of vehicular trip generated by the site.

6.11.6. The development proposal would generate a total of 1068 two-way persons trip per day which is not uncommon for a development of this size the majority of the trips generated by the site will be by sustainable modes of transport with the car-driver mode share only accounting for some 9.74% of the total amount of trips generated by the site over the day. The development proposal will result in a total of 104 two-way car drive trips over the day and 11 two-way car driver trips during the Am peak hour.

Parking

6.11.7. The development will provide a total of 14 x wheelchair accessible car parking spaces for the residential aspect of the development, which equates to 0.92 spaces per unit, which is broadly in line with the 10% required by the London Plan. No further residential parking would be provided.

6.11.8. Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development

6.11.9. This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the

future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.

- 6.11.10. Although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control parking zone and are in within easy walking distance of the site. As such, a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas shall be required. The contribution is estimated at £20,000. This will have to be secured by way of S.106 agreement. Furthermore, a parking management plan for approval before the development is occupied; this must be secured by way of the S.106 agreement.
- 6.11.11. Provision of four off streetcar parking spaces are proposed for the medical centre aspect of the development; which is considered to be acceptable. However, it is noted that the applicant has not proposed providing any wheel chair accessible car parking spaces for the commercial aspect of the development proposal. The London Plan requires the applicant to provide at least one wheelchair accessible car parking space even if no general needs car parking space is proposed for the commercial aspect of the development proposal. Therefore, one of the medical centre parking bays will be required to reallocated to provide suitable wheelchair accessible car parking space. This shall be required as part of the parking management plan.
- 6.11.12. Local Plan Policy SP7 seeks to reduce car use and promote travel by sustainable modes of transport, in addition the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development; this will be secured by the S.106 legal agreement. In addition a financial contribution will be required to review the existing on street car parking controls in the area surrounding the site to ensure that any residual car parking demand generated by the development will not have any adverse impact on the highways network. Furthermore, the applicant will be required to provide a car club membership for the commercial element of the development this will have to be secured by the S.106 agreement.

Cycle and pedestrian access

- 6.11.13. The London Plan requires cycle parking provision of 1 x secure sheltered cycle parking spaces per studio and one bed unit and 2 x cycle parking spaces per two or more bed unit, as well as 4 x short stay cycle parking spaces. The applicant is proposing to provide a minimum of 259 secure sheltered cycle parking space for the residential aspect of the development and a total of 309 long-stay cycle and 27 short stay cycle parking spaces, this is in excess of the number of cycle parking spaces required by the London Plan.
- 6.11.14. Regardless, a condition securing the provision of the cycle parking in line with the 2016 London Cycle Design Standard (LCDS) a minimum of 5% of the

stands must be able to accommodate larger bicycle, details of the layout must be submitted for approval before any development commences on site.

Impact on public transport

- 6.11.15. The cumulative impact of this development and the other developments (the development, Clarendon Square and the chocolate factor site) is a material consideration in assessing public transport impact and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network).
- 6.11.16. In relation to this development proposal there will be significant reduction in the number of car trips generated by the site, however there will be an increase in the number of public transport trips generated by the site. Officers have assessed the likely impact of the proposed trips on the transport network and have considered that the majority of the trips generated by the development will be by the underground and the local bus network.
- 6.11.17. There is a need to improve the accessibility to the local bus network for visitors of the medical centre, who have a disability or those patients who are not able to walk long distances. TfL is seeking a financial contribution of £ 1,250,000 to divert two bus routes to service this site and the neighbouring sites. Given that the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport, Officers consider that a reasonable financial contribution towards these two bus routes would be £100,000 (one hundred thousand pounds).
- 6.11.18. Consideration of the cumulative impact of the three development proposals on the underground network concludes that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater from the demand. However, a contribution from the developer will be required to improve walking routes to and from the station, including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road.
- 6.11.19. The primary pedestrian access to the development will be via Mayes Road and Brook Road, the Pedestrian Environment Review System audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that the entire route required clear legible signage. Furthermore, the majority of accidents in the area have been recorded as slight accidents. It is noted that sixteen involved cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road where there are existing crossing points, one of which is signalised and one un-signalised at this location. However, it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate

location. The cost of the highways contribution has been estimated at £100,000 towards improvements to these links.

Impact on local highways network

6.11.20. The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of servicing trips will be inconsequential when compared to the reduction in vehicular trips currently generated by the supermarket.

6.11.21. The site currently has no delivery and servicing plan and the applicant has not forecasted the number of servicing trips that will be generated by the development proposal. Regardless, it is considered that the servicing of the residential and commercial parts of the development can be completed via Brook Road and a servicing and delivery bay can be provided as part of the new public realm. Accordingly, a service and delivery plan will be required by way of condition.

Highways layout

6.11.22. The proposed development will require changes to the highway network including changes to Western Road including the removal of the existing crossovers and provision of new vehicular crossovers. To access the development the applicant has also submitted a scheme, which includes a new public realm scheme on Mayes Road and Brook Road. LBH engineers have reviewed the proposed scheme and have produced an indicative highways scheme for Brook Road and Mayes Road. The cost of the highways works has been estimated at £402,000 (four hundred and two thousand pounds), the cost of which shall be secured by the S.278 agreement.

6.11.23. A draft travel plan has been submitted to support the development proposal. The travel plan has been assessed using the ATTrBuTe and this plan, including the targets and measures proposed therein are to be secured by the S.106 agreement. The applicant will also be required to pay £2k per travel plan for travel plan monitoring for a minimum of 5 years.

Construction Management Plan

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

6.12. Energy and sustainability

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

6.12.2. A centralised energy system will be incorporated into this design but the development will connect to the Wood Green DEN when that is completed. This is detailed in the S106.

Energy

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

6.12.4. The proposed development implies an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.

6.12.5. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The scheme delivers a 37.2%, for residential and 35%, for commercial improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.7% to achieve zero carbon in the residential element. As such, the overall approach is policy compliant.

6.12.6. The London Plan, Policy 7.14 states that new development should – “minimise increased exposure to existing poor air quality and make provision to address local problems of air quality such as by design solutions, buffer zones” and “ensure that where provision needs to be made to reduce emissions from a development.” The scheme proposes communal energy + high efficiency gas fired condensing combination boiler(s). This has been amended throughout the application so now would be internal within the footprint of the building. Regardless, an Air Quality Assessment is needed to assess the proposed air quality and flue impacts and is recommended as a condition.

6.12.7. The application has reviewed the installation of various renewable technologies. They are proposing installing 140 kWp (circa 900m²) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in on-site CO₂ emissions. This will need to be monitored and suitable conditions are attached accordingly.

6.12.8. A dynamic thermal model shall be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable, Officers advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

Sustainability

6.12.9. The submitted detailed scheme has confirmed that all new non-domestic units will achieve a BREEAM Excellent and Home Quality Mark 3 stars. This is secured via planning condition.

6.13. Waste

6.13.1. London Plan Policy 5.17, Local Plan Policy SP6 and Development Management, DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

6.13.2. In terms of residential waste, each unit would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

6.13.3. The Council's Waste Management Team have reviewed the application and given an "Amber" rating, due to the lack of detail regarding the siting of dropped kerbs and waste arrangement. A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials is recommended to secure adequate facilities and meet the Council's operational requirements.

6.14. Land contamination

6.14.1. Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Phase 1 Desktop Study Report containing detailing the current and historical uses of the site and potential contaminants from outside of the site.

6.14.2. 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.

6.15. Wind and micro-climate

- 6.15.1. London Plan Policies 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. Development Management, DPD Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.
- 6.15.2. The size of the building in relation to existing buildings is deemed not to require wind tunnel assessment or attenuation, given the proximity to Shopping City and other taller buildings within the broader vicinity.

6.16. Drainage

- 6.16.1. 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.
- 6.16.2. 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 London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.
- 6.16.3. The Council's Senior Drainage Engineer has assessed the scheme and has no objection to the drainage plans proposed. It is noted that Thames Water requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise objections. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.17. Air quality

- 6.17.1. 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. 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

Development Management DPD Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.

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

6.17.3. The Council's Environmental Officer has assessed the associated Air Quality Assessment. The Air Quality Assessment has provided insufficient information regarding the details of the proposed energy centre, boilers, nor details of servicing management. These details will be required to be fed into a finalised Air Quality Assessment and shall be required at least 6 months prior to the commencement of development. and an Air Quality Neutral Assessment (AQNA) has been submitted to assess the air pollution impact of the proposed developments and determine the change in pollutant concentrations of NO₂ and PM₁₀.

6.18. **Noise**

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

6.18.2. Officers have assessed the scheme and associated noise report and are satisfied that suitable levels can be achieved.

6.19. **Ecology and trees**

6.19.1. The Nature Conservation and Tree Officer is broadly satisfied with the proposal. The removal of the modest trees at the front of the site is considered acceptable but additional tree planting is requested. Additional trees have been requested from the 10 existing and a variety of native species have been requested. The request for these native tree species has also been re-iterated in comments from the Tree Trust for Haringey. Precise location, number and species of trees, as well as details of planting beds will be conditioned.

6.19.2. In the rear of the site, the proposed removal of three trees (T11, T13, T14) has been opposed and these should be retained if possible. The siting of these trees would be in close proximity, or indeed on, the proposed siting of wheelchair accessible parking spaces. As such, these will be required to be hard surfaced and would create conflict with the existing trees. Given that a large area of land surrounding the development will be left as a buffer, replacement trees adjacent to that buffer will be required.

6.19.3. The Environment Agency will require consultation on the precise location of replacement trees in relation to this buffer, but it is considered that replacement species of approximate size would provide a better option than loss of disabled parking, which is already marginally below London Plan standards.

6.20. Fire safety

6.20.1. Fire safety is not a planning matter; rather it is to be dealt with at Building Regulations stage. However, in light of recent events and the Council's understandable concern around this matter the applicant has been asked to provide information regarding its plans for fire. High-rise residential blocks are constructed in many different ways and the varying combinations of design and materials mean that all proposals have to be considered individually.

6.20.2. Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover areas such as structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled persons.

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

6.20.4. Fire safety provisions have several components which subdivide the building into distinct fire compartments to prevent the rapid spread of fire. These areas are separated by fire doors. To prevent the building from premature collapse, the structural elements are protected to withstand the fire and heat to a specified period of time.

6.20.5. There are also provisions to prevent fire and smoke spreading unseen in cavities and concealed areas. Fire barriers are provided which are critical in ensuring the fire and smoke separation between compartments. External walls and roofs are required to have sufficient resistance against the spread of fire between buildings. These are determined in relation to the proximity of other buildings and the boundaries.

Provision of smoke detectors

6.20.6. The Building Regulations require installation of a self-contained mains operated smoke alarm in the hallway (lobby) within each flat. These provide early warning to the occupants and aid early evacuation and expect them to alert the fire service. These requirements have been in place from 2006 for new flats. In large developments, smoke detection in common areas is provided that will activate automatic smoke vents. The applicant has confirmed that smoke detectors will be fitted in the development and that a smoke evacuation system will also be fitted.

Provision of sprinklers

6.20.7. New buildings with a floor more than 18m (approximately 6 stories) above ground level will be provided with a firefighting shaft which includes a firefighting lift, firefighting stairs and dry riser. A dry riser is a fixed vertical pipe positioned in or close to the staircase which the fire brigade can help to supply water to the upper floor levels. The applicant has confirmed this will be provided and has shown a provision on the ground floor for a large tank room, which is a requirement for such development.

6.21. Planning obligations and CIL

6.21.1. Based on the information given on the plans, the Mayoral CIL charge will be £528,938 (11,909sqm x £35 x 1.269) and the Haringey CIL charge will be £1,912,426 (10,653sqm x £265/165/15 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. An informative will be attached advising the applicant of this charge.

6.22. Conclusion

6.22.1. The Iceland site has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in

the regeneration of Heartlands redevelopment, in support of DPD site allocation SA21 and emerging Wood Green Area Action Plan.

- 6.22.2. The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Wood Green town centre.
- 6.22.3. The minimum overall affordable housing proposal of 20% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the area. The tenure mix of affordable London Living and Affordable Living rent combined with the 2 year time limit for the permission granted would ensure swift delivery of much needed tenures.
- 6.22.4. The overall balance of retail, employment and community floorspace, is likely to contribute to a genuinely mixed use neighbourhood and enliven this important link between Wood Green Town Centre and Clarendon Square, in accordance with site allocation SA21 and emerging WG SA11.
- 6.22.5. The Masterplan represents a considered and reasonable approach to proposed development for the sites on Bittern Place and Hornsey Park Road as parts of the SA21 site allocation. A design code for the public realm of these areas shall ensure a coherent design with all three parts of the site and the adjacent site allocations.
- 6.22.6. The proposal will not jeopardise any plans for future de-culverting of the Moselle, subject to EA approval, suitable conditions and legal agreements.
- 6.22.7. The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- 6.22.8. The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition.
- 6.22.9. The interim solution of an internal energy centre is acceptable in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.
- 6.22.10. 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. RECOMMENDATIONS

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

Applicant's drawing No.(s) WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; 11405_L04/P04; L05/P04; L06 P04; Right of Light Chartered Surveyors - BRE Daylight Preliminary Assessment - Land off Brook Road, Wood Green, London N22 6TR (Adjoining Development Land at Bitten Place and Hornsey Park Road) – 28 February 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study (Neighbouring Properties) Land off Brook Road, Wood Green, London N22 6TR – 7 March 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study Daylight and Sunlight Study (Within Development); Land off Brook Road, Wood Green, London N22 6TR INNV Design Solutions – Pre Planning Draft Demolition Plan; Enviro Solution – Drainage Strategy – September 2017; Enviro Solution – Flood Risk – September 2017; Bureau Veritas – Air Quality Assessment – September 2017; Bureau Veritas – Environmental Noise Assessment – 6415727/4 – July 2017; C11705/B – June 2017 (Arb report); CG/18750 – June 2017 (Phase 1 Desktop Study); Construction Management Plan – April 2017; Project 23 - Sustainability and Energy Statement – July 2017/P1; Mouchel - Transport Assessment – 21 September 2017; Mouchel – Travel Plan – 21 September 2017 – TR002/2.0; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

Subject to the following condition(s)

1. Time limit (2 years)

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

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

2. Approved drawings

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

WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

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

3. Materials to be approved

Prior to the commencement of works to the development hereby approved details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example external panelling at a minimum, combined with a schedule of the exact product references for other materials.

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

4. Cycle parking design

Prior to the commencement of development hereby approved details of the provision and design of cycle parking shall be submitted to and approved by the Local Authority in accordance with the 2016 London Plan and London Cycle Design Standard and accredited to a minimum of PAS24:2016 accreditation, with self closing, self locking mechanism, fob access into the store and push button to release to exit.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard and secure by design standards.

5. Electric charging facilities

Prior to the first occupation of the development hereby approved a provision of 20% of the total number of car parking spaces will have active electric charging points, with a further 20% passive provision for future conversion and such provision shall be retained thereafter unless otherwise agreed in writing.

Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.

6. Delivery, service and waste management plan

Prior to the first occupation of the development hereby approved, a Delivery and Servicing Plan (DSP) shall be submitted to and approved by the Local Planning Authority. Such DSP shall include a waste management plan which includes details of

how refuse is to be collected from the site and secure bin store areas and shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

7. Refuse storage:

Prior to the first occupation of the residential and commercial units hereby approved details of separate refuse storage facilities shall be submitted to and approved by the Local Planning Authority in shall be accredited to a minimum of PAS24:2016, be self closing, self locking with two Maglock minimum. Access and exit should be via fob only from the core of the building with push button or thumb turn release into the public highway.

Reason: To ensure secure systems for refuse storage and safety of residents.

8. Gated access to the car park

Prior to first occupation of the development hereby approved details of the entrance to the undercroft car parking facility shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such in perpetuity unless otherwise agreed in writing. Any gates shall be accredited to LPS 1175 SR2 and to be fob access entry and exit only.

Reason: To ensure the safe and secure access to this area and in the interest of the visual character of the area.

9. Design code for public realm

Prior to commencement of the development hereby approved a detailed design code for the public realm areas of and surrounding the site, shall be submitted to and approved in writing by the Local Planning Authority. Public realm works shall be undertaken in accordance with this design code and shall be retained as such thereafter, unless otherwise agreed in writing.

Reason: to ensure a coherent and linked approach between the site and surrounding allocated sites.

10. Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and

approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure the piling does not impact on any infrastructure.

11. Crossrail 2 safeguarding

None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works
- (ii) Accommodate ground movement arising from the construction thereof,
- (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.

Reason: To ensure safeguarding of future Crossrail 2 route.

12. External lighting

Prior to first occupation of the development hereby approved details of all permanent external lighting to building facades, street furniture and public realm features, including the relevant elements of the wind mitigation strategy, to comply with British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override, shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be retained as such thereafter.

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

13. Business and Community Liaison construction Group

For the duration of the construction phase of development the Applicant will establish and maintain a Liaison Group having the purpose of:

- a) informing local residents and businesses of the design and development proposals;
- b) informing local residents and businesses of progress of preconstruction and construction activities;
- c) considering methods of working such as hours and site traffic;
- d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;
- f) providing advanced notice of exceptional works or deliveries;
- g) providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group should be submitted to the Council for approval prior to commencement of the development. The Liaison Group will meet at least once every month with the first meeting taking place one month prior to the commencement of development and the meetings shall become bimonthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

14. Confirmation of site levels

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

Reason: In order to ensure that any works in conjunction with the permission hereby granted respect the amenity and proportions of the site.

15. Contamination (1)

Using the information from the Environmental Statement a site investigation shall be designed for the site. This shall be submitted to, and approved in writing by the Local

Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

B) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation and the potential effects set out in the Environmental Statement dated December 2016, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

16. Contamination (2)

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

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

17. Mobile machinery

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

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

18. Mobile machinery inventory

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

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

19. Additional AQ assessment (energy centre detail)

Prior to development, a revised Air Quality assessment including predicted concentrations incorporating combustion plant emissions and an AQ neutral assessment with a comparison of development emissions against London Plan emission benchmarks for buildings. Details shall include and relate to transportation details and confirm that the emissions from this single Energy Centre are managed, which shall be mitigated in line with the GLA Air Quality SPG and shall include flue dispersal models, and emissions management on the pollutants.

Reason: To Comply with Policy 7 and to ensure that the residents in this building and neighbouring buildings are not impacted by these emissions.

20. Air Quality (Dust)

Prior to the commencement of the development hereby approved, an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall be submitted in writing to and for approval by the Local Planning Authority. The (AQDMP) shall be in accordance with the GLA SPG Dust and Emissions Control and include an updated Dust Risk Assessment in substantial accordance with the Dust Risk Assessment dated December 2016. The plan shall be implemented as approved and maintained for the duration of the construction phase of the development.

Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).

21. Secured by Design certification

Part A - Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Part B - Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

Reason: In the interest of security of future residents.

22. Secure lobby detailing

Prior to the first occupation of the development hereby approved, details for the communal entrance lobby and access system, including key fob entry system and internal mailboxes for each apartment shall be submitted to and approved by the Local Planning Authority and shall be retained as such unless otherwise approved in writing.

Reason: In the interest of security of future residents.

23. CCTV installation

CCTV systems shall be installed to BS EN 50132-7:2012 CCTV surveillance systems for use in security applications. The design of a CCTV system should be co-ordinated with the existing or planned lighting system for the buildings and the external grounds, to ensure that the quality of the lighting is sufficient to support the CCTV. Remotely monitored detector activated CCTV systems must be installed in accordance with BS 8418:2010 Installation and remote monitoring of detector operated CCTV systems - Code of practice

Reason: In the interest of security of future residents.

24. Confirmation of achieving energy efficiency standards and carbon reduction targets

The development shall be in accordance with the efficiency standards as set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017 and shall achieve BREEAM Excellent and Home Quality Mark 3 Stars and maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted and approved by the Local Planning Authority within 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP04 of the Local Plan.

25. Roof top PV panels

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

Reason: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.

26. Overheating

At least six months prior to commencement of development, minimal risk of overheating shall be insured through the compilation of results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces shall be submitted to and approved by the Local Planning Authority and shall be operational prior to the first occupation of the development hereby approved.

Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment
- what passive design features have been included
- what mitigation strategies are included to overcome any overheating risk

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: London Plan Policy 5.9 and local policy SP04 and in the interest of adapting to climate change and to secure sustainable development.

27. Boilers

Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

28. Tree replacement

No less than 12 trees shall be planted within the site and shall be of equivalent size to any tree removed and of a native species. Any tree or plant on the development (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant. Reason: to protect the amenity of the locality.

Reason: To retain the character and appearance of the site and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

29. Sustainable drainage

Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by, the local planning authority. Those details shall include:

1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
2. Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
3. Flood water exceedance routes, both on and off site;
4. A timetable for its implementation, and
5. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy 5.13 of the London Plan.

30. Hard and soft landscaping

Prior to the commencement of works, full details of both hard and soft landscape works for the public realm areas, roof garden, podium garden, undercroft parking shall be

submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

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

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting

for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

31. Configuration of child playspace

Prior to the first occupation of the development hereby approved, a plan for the location of accessible playspace and calculation of projected children within the development shall be submitted to and approved by the Local Planning Authority. Such a plan shall provide sufficient amount of playspace and suitable play equipment for the projected number of children on site

Reason: To ensure adequate child playspace provision in accordance with London Plan Policy 3.6.

32. Accessible dwellings

All the residential units will be built to Part M(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (28 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing with the Local Planning authority.

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

33. Internal noise levels within residential

The completion of the residential units shall be in accordance with the Environmental Noise Assessment, with the installation of appropriate double glazed insulating units together with the provision of forced ventilation, the internal noise levels within the proposed residential units (with the windows closed) will be in accordance with BS8233:2014. A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval.

REASON: To ensure high quality residential development

34. Sound insulation

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 and shall be maintained thereafter.

Reason: To protect the amenity of the locality.

35. Plant noise limits

Noise arising from the use of any plant and or 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 any plant equipment does not cause noise nuisance within residential or noise sensitive premises.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017. This shall be in accordance with sections 2.25 and 5.24 of the Environmental Noise Assessment that and this condition shall remain enforceable throughout the duration of its use.

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

36. Central dish / receiving system

Prior to the occupation of the development, details of a Central Satellite Dish / Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter and the placement of any Additional satellite dish or television antenna on any external surface of the development is precluded.

Reason: To protect the amenity of the locality.

37. Obscure glazing in SW Elevation

Before the first occupation of the development hereby permitted, the residential windows in the south-western elevation shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The windows shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

38. Amended roof access design for 4th Core

Notwithstanding the information on the drawings hereby approved, a detailed drawing depicting the design, scale, massing of the access to the 4th Core roof area shall be submitted to and approved by the Local Planning Authority and such access shall be implemented in accordance with such drawings and retained as such unless otherwise agreed in writing.

Reason: To ensure access for all residents to the area of the roof and to protect the character and appearance of the area.

39. Comprehensive shopfront detail

Prior to the first occupation of the flexible retail units and medical centre hereby approved a scheme for the provision of a coherent and high quality fascia design for future signage, awnings and frontage details shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such unless otherwise approved in writing.

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

40. No A5 retail use

Notwithstanding the information on the drawings hereby approved, no use of the flexible retail units hereby approved shall be used as hot food takeaway (A5) use unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable uses and a vibrant frontage is created and to protect the residential living conditions.

Informatives:

INFORMATIVE: S106

This permission is governed by a S106 agreement pertaining to: Affordable Housing, NHS facility provision, energy centre connection, carbon offset contribution, highways/transport contributions, considerate contractors, local labour and training, Moselle River option to de-culvert, wheelchair accessible dwellings, and monitoring fees.

INFORMATIVE : PROACTIVE

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 £528,938 (11,909sqm x £35 x 1.269) and the Haringey CIL charge will be £1,912,426 (10,653sqm x £265/165/15 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. An informative will be attached advising the applicant of this charge.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE : Hours of Construction

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

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

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 : Naming and 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 : Sprinklers

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

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE : Minimum pressure

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: CCTV

CCTV systems may have to be registered with the Information Commissioner's Office (ICO) and be compliant with guidelines in respect to Data Protection and Human Rights legislation. Further information is available at this website: www.ico.gov.uk. For guidance on the use of CCTV images as legal evidence see also BS7958:2009 Closed circuit television (CCTV). Management and operation. Code of practice. This document provides guidance and recommendations for the operation.

INFORMATIVE: CROSSRAIL

Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements. In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk, which is updated on a regular basis. I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to safeguardcrossrail2@tfl.gov.uk

INFORMATIVE: SECURE BY DESIGN

In aiming to satisfy this condition the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s). 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 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.

INFORMATIVE: FREIGHT

The Applicant has not submitted a framework Delivery and Servicing Plan (DSP) or outline Construction Logistics Plan (CLP) as part of this application. This is a shortcoming against TfL guidance and London Plan policy 6.14 "Freight". The Applicant should provide these documents for TfL to review. Based on information provided in the TA on deliveries and servicing, we advise the applicant to consider the management of larger vehicles that may visit the site (for example HGVs); particularly how they will travel to loading bays along Brook Road, which is very narrow. A full Delivery and Servicing Plan should be secured by condition and a Detailed Construction Logistics Plan should be secured by pre-commencement condition. These documents should follow TfL guidance, available here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>

INFORMATIVE: TRAVEL PLANS

A Travel Plan has been submitted for the residential element of the scheme. The baseline scenario follows on from the mode splits set out in the TA, which accords with TfL guidance. However, the year 1, 3 and 5 mode splits remain the same as the baseline scenario, which is unacceptable. Whilst we recognise that this is a 'car-free' development (except for accessible spaces), the Travel Plan should still contain ambitious targets which match the Mayor's aspirations for a major shift to sustainable modes of transport and active travel (walking and cycling), as reflected in the draft Mayor's Transport Strategy and Healthy Streets for London documents. The applicant should therefore provide a new Travel Plan which sets ambitious targets for mode shift to walking and cycling, with measures that link to the targets.

INFORMATIVE: COMMERCIAL DESIGN

All commercial aspects to be designed to achieved Commercial SbD accreditation with particular emphasis on the accredited products such as LPS1175 SR2 doors and windows to prevent hostile intrusion in the event that there is no capable guardian present outside of operational hours.

INFORMATIVE: MEDICAL CENTRE SECURITY

Consideration must be given to an access control lobby and or sanctuary staff room.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>Site Location and Context</p> <p>The site sits the centre of the Borough of Haringey, just west of Wood Green town centre with Wood Green High Road about 200m east of the site, about 450m east of the East Coast Mainline railway, about 350m south of Station Road, which connects Alexandra Palace mainline station with Wood Green Tube Station. Immediately east of the site is The Mall (formerly Wood Green Shopping City), the multi-level, multi-functional megastructure, containing an indoor shopping centre, high street shops, market, offices, multi-storey car park and upper level housing, rising to eight storeys, including where it backs onto Mayes Road.</p> <p>The site sits on the corner of Mayes Road and Brook Road, and extends along most of the length of Brook Road. Mayes Road is a locally significant street running south-east to north-west, and connects to Station Road at Wood Green Common, a historic local park. Just south-east of the site, the end of Mayes Road meets at 90° the end of Hornsey Park Road, another locally significant street that eventually connects to Turnpike Lane at its southern end; the two streets form a parallel to Wood Green High Road. Brook Rad is currently a minor street, running north-east to south-west and ending in the site of the former gas works and an area of low rise industrial estates. However, the former gasworks and low-rise industrial estates are the heart of the Heartlands, an area of major redevelopments, detailed in Planning Policy Context below.</p> <p>The site is currently occupied by a single storey Iceland retail store facing Mayes Road, with an extensive area of surface car parking behind. From an urban design point of view both the store and the extensive areas of car parking are distinctly negative; car dominated, pedestrian unfriendly, hard surfaced, lacking in greenery, bleak and windswept.</p> <p>Its immediate neighbour on Mayes Road is Umoja House, a four storey recent (10-15 year old) development, in pale brick and green copper cladding, with retail on the ground floor, flats above and parking behind. Umoja House turns the corner into Hornsey Park Road; this street is consistently lined with terraced two and three storey late Victorian houses, the back gardens of</p>	<p>Comments incorporated into report.</p>

Stakeholder	Question/Comment	Response
	<p>some of these form part of the south-eastern boundary of the site. A small backland builders yard and offices, accessed off Hornsey Park Road, form the rest of the site boundary, up to the former gas works.</p> <p>The north-west side of Brook Road contains 1-3 storey industrial buildings including the Bittern Place industrial estate. However at its corner with Mayes Road, two to four storey houses facing Mayes take precedence, with a nearly blank flank elevation to Brook. These Victorian houses are a mixture of detached, semi-detached pairs and short terraces and are unlikely to be redeveloped. Opposite these houses facing Mayes, just north of the application site, is a derelict site, a former petrol station, next to The Mall. It is possible to walk through to the High Road via a footpath from north of that site, or in business hours via a convoluted route off an unwelcoming entrance on Mayes Road, through the stalls market area and then the shopping centre part of The Mall.</p> <p>Planning Policy Context</p> <p>The site sits in a crucial location, forming the only development site that links Wood Green Metropolitan Centre with Haringey Heartlands. It is identified as a major development site. The Haringey Heartlands area lies in the centre of the Borough and is one of the Growth Areas identified in the Council's Local Plan 2013, and in the London Plan as an Area of Intensification. Wood Green town centre is Haringey's only designated Metropolitan Shopping Centre and is also as part of the Area of Intensification. Unless a group of the existing Victorian houses are comprehensively redeveloped, which is considered by the council to be far from likely, this site forms the only developable link. Its development, and the form that development takes, is therefore crucial to connecting the area of intensification together.</p> <p>Haringey's adopted Site Allocations DPD and emerging Wood Green AAP contain detailed provisions on the Growth Area / Area of Intensification, and specific site allocations for a number of sites in the area (the "The Western Heartland Area"), including this application site. The two documents are at different stages; the DPD has been adopted (July 2017); the AAP is currently out for a second Preferred Options Consultation (February – March 2018). Therefore, the DPD is considered in planning policy terms to have the full weight of an adopted document, sufficiently recently to be up to date, although the version in the emerging AAP is the most</p>	

Stakeholder	Question/Comment	Response
	<p>recently published site allocation and has some weight having been revised following an earlier preferred options consultation (February – March 2017). Both build on the adopted 2005 Haringey Heartlands Development Framework. This established the principle of redeveloping the existing former industrial and utility lands to provide a mixture of housing, community, cultural and educational facilities and employment.</p> <p>The site is part of SA21: “Clarendon Square Gateway” in the adopted DPD and forms the whole of WDSA11: “Iceland Site” in the draft AAP. The application site forms the whole the allocation sites from the emerging AAP, WG SA21, but only part of the adopted SA19; which also includes Bittern Place and the other industrial sites on the north side of Brook Road, as well as no. 157-159 Hornsey Park Road, the back land industrial site to its south.</p> <p>The adopted DPD Site Allocation SA21 reads: Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential.. Site Requirements include an allocation site wide masterplan that also shows it does not compromise coordinated development of neighbouring sites.</p> <p>The emerging AAP Site Allocation WG SA11 reads: Comprehensive redevelopment creating a new health facility, retail, and employment uses use at ground floor, with residential above.</p> <p>Neighbouring developable, allocated sites include SA22/WGSA23: “Clarendon Square” which has planning permission. The Council’s Planning Sub-Committee resolved to grant the most recent permission three weeks ago, on 12th February. This permission followed on from and replacing a number of previous permissions, and is for a large, high density and medium-high rise development for (mostly) employment and residential uses, to innovative and highly praised designs by Panter Hudspith Architects. As an immediate neighbour, the nature of the permission on that site inevitably should have a significant influence on what would be acceptable on this application site.</p>	

Stakeholder	Question/Comment	Response
	<p>Other immediate neighbouring site allocations include SA11 & 12 / WGSAs 9; “Wood Green Library” & “The Mall” / “The Mall West”, which cover the sites, including the shopping centre complex, east of Mayes Road. Bittern Place and the Hornsey Park Road are separate site allocations in the draft AAP, as WGSAs 18 & 19.</p> <p>Principal of Development & Masterplan</p> <p>The principle of development with the uses proposed is established by the Site Allocations. The proposed mix is in accordance with those, and crucially includes a health centre.</p> <p>The most important development principle relating to this site is establishing the east-west link. The precise form and route of the east-west link to either side could take a number of forms, but whatever happens, this site is crucial to the success of the link. It must therefore establish a lively, active, pedestrian friendly frontage along Brook Road, supporting its emerging frontage as the (or part of a series of) new vibrant street connecting the existing town centre to Heartlands, extending the town centre as part of a wider, pedestrian friendly east-west link, connecting Alexandra Palace and Park and other points further west and east. This would also be part of the emerging plans for a Green Grid and network of walking and cycling routes.</p> <p>In addition to an acceptable form of development, the site allocations stress the importance of a masterplan that covers the entire allocation site and touches on how the proposed development would interact with other neighbouring allocated sites. The applicants include proposals of how the Bittern Place and builders’ yard sites could be developed in a way that would not prejudice the applicants’ proposals, not harm the setting and amenity of neighbouring existing dwellings and show that an appropriate quantum of development is possible on those neighbouring sites, without being prejudiced by the applicants’ own proposals. Those proposals, although sketchy, are considered to be convincing, realistic and meet those requirements.</p> <p>Development Form</p> <p>The applicants’ proposals are for built form that occupies the whole of the Mayes Road frontage from Umoja House to the corner with Brook Road, and then continues along the length of Brook Road up to just before the boundary with the proposed St William / Panter Hudspith Clarendon Square development. However, they have been keen from the start to avoid an appearance of</p>	

Stakeholder	Question/Comment	Response
	<p>a “slab” along Brook Road. Therefore, above the non-residential base, the Brook Road frontage is broken up into a series of apparent “pavilions” with recesses between and at the upper most floors broken up with gaps between.</p> <p>In terms of use, retail is proposed on the ground and 1st floor along the Mayes Road frontage and about 1/3 of the way down the Brook Road frontage. The health centre, also over two floors is at the opposite end for the Brook Road frontage. The central part has residential from 1st floor and has a small business (B1) nit, along with car park and servicing entrances at the middle. This ground and part 1st floor “base” is a flat frontage to Brook Road, forming a consistent, significantly widened pavement line. The pavilions therefore project over parts of this widened pavement</p> <p>The pavilions and recesses go a long way to breaking up the built form, avoiding its appearance as a long, continuous slab, but this is somewhat diminished by not continuing to ground level. However, the ground level is a continuous frontage to reinforce the development’s role in providing a crucial link on the continuous, active, pedestrian friendly, east-west link. There is also a difference in scale and perception; the continuous long elevation cannot be appreciated close to, at the scale of across the street, except in oblique views. However, it will be visible in longer views over rooftops of the lower houses to its north. In these views, the ground level will be hidden, but the breaks at roof level will make the division into four pavilions clear.</p> <p>The proposal turns the main corner from Mayes Road into Brook Road with a curved, bullnose end. This fairly tight curve turns the corner in a successful manner, giving the corner prominence but maintaining a human scale. The proposal abuts Umoja House, of significantly lower height, by stepping down somewhat, but is still two storeys higher. Loosing another floor would make the transition more comfortable, but would make the Mayes Road less coherent. The proposal should be expected to be a distinct step up in scale compared to previous developments, recognising the changes in development expectations due to Wood Green being an Area of Intensification, and showing that the emerging east-west link takes precedence over the existing local street of Mayes Road.</p> <p>At the south-western end of the development, where it abuts the proposed Clarendon Square</p>	

Stakeholder	Question/Comment	Response
	<p>development, the proposed form is of squared off corners and of a secondary, but still active, flank elevation facing the side of Clarendon Square's north-eastern-most block across their "green walk", a landscaped path linking through to the park at the centre of their development. This path is intended to be open to the public during the day, locked at night, so it forms a suitable space to face onto, but without creating privacy and overlooking concerns.</p> <p>Height, Bulk & Massing</p> <p>Proposed heights rise from seven storeys in the south-western most pavilion to nine storeys in the north-eastern most pavilion at the corner of Mayes and Brook Roads. Initial advice was that six to seven storeys would be the most appropriate height for sites in the Area of Intensification, other than for those identified as sites suitable for a tall building. This would not be a site suitable for a tall building. Haringey uses the definition of 10 storeys or more, which this proposal does not reach. The Council's Urban Characterisation Study (2015) suggests these heights for this location, and identifies the specific locations suitable for tall buildings in Wood Green, and these have been carried over into the AAP.</p> <p>There is precedent for the medium-tall height proposed in the immediate vicinity in The Mall, which would be of a similar height. The opposite end of the site, at seven storeys, will match the height approved for the nearest building in the Clarendon Square development, whilst heights in that development then rise as Brook Road opens into their main square to up to 18 storeys. It is also likely that development of the Bittern Place site will be of a similar height, as the applicants have shown in their masterplan.</p> <p>The proposed height has been demonstrated not to harm the amenity or privacy of most existing local residents. Only some of the windows in some of the closest flats in Umoja House are significantly affected by loss of daylight and/or sunlight due to the proposal. Notably, the houses on the opposite side of the city block, to the south-east of the proposal, that face Hornsey Park Road and who's back gardens back onto the back garden space of this proposal, are sufficiently distantly spaced to not be detrimentally impacted by the height of the proposal.</p> <p>The way the proposals are broken up into four distinct pavilions, with distinct drops in height between them, is the most significant way in which the design avoids the height, bulk and</p>	

Stakeholder	Question/Comment	Response
	<p>massing of the proposal being detrimental.</p> <p>Streetscape Character The widened pavement and continuous or near continuous active frontage is a considerable contribution to creating a lively, attractive, appealing streetscape along Brook Road. This should allow the proposed development to make its full contribution to creating the intended lively east-west street, as an extension of the town centre, linking with Clarendon Square.</p> <p>A greater contribution to streetscape improvements would have been preferable. The Clarendon Square development includes ambitious proposals for improving surfacing and street furniture of the streetscape throughout that development, including streets that the Council is willing to adopt as Public Highway. Some of these are intended to be vehicular streets, others pedestrian only, or pedestrian and cycle only, but a coherent and interesting palette has been devised that is distinctive, compliments the brick based materials palette proposed at Clarendon Square, and visually unites road, pavement, footpath and public space surfaces. The Council has agreed that we would wish this palette to be extended across the Heartlands area, and be used in other developments that incorporate new or improved public realm.</p> <p>It would be preferable for this scheme to include repaving of Brook Road and the pavement on both sides, and for the materials palette for neighbouring Clarendon Square to extend seamlessly the length of Brook Road. That would support this development's contribution to creating the east-west link and better integrating with the neighbouring development. The materials are also a high quality, durable, adoption standard and yet distinctive palette, that would be of a higher quality to and be more inviting than standard tarmac road surface currently proposed.</p> <p>Elevational Treatment, Fenestration, including balconies and Materials As mentioned above, the key elevational decision is to avoid the appearance of the long elevations along Brook Road and the back gardens as a continuous "slab", or indeed as a long "terrace". This is done by treating the building as four pavilions, connected with deeper recesses. The depth of the recesses is emphasised by use of darker materials. The bays of the pavilions are elaborately composed to emphasise their symmetry and the alternating</p>	

Stakeholder	Question/Comment	Response
	<p>composition of wide and narrow bays, creating a variety and sense of rhythm to the main Brook Road elevation. The corner and Mayes Road elevation is treated similarly, as a modified 5th bay.</p> <p>The elevations are carefully composed to create a distinct base middle and top, with double height window openings to the top floors marking the grander scale at height and creating a sense of significance and appropriate proportions. The same composition, with gradation of floors and elaborate expression of the pavilion bays, has been repeated to the rear elevation, which is perhaps overkill for what will essentially only be seen from private viewpoints and rarely if ever as a whole elevation. It would probably be acceptable to “tone down” this rear elevation.</p> <p>A brick based materials palette is used throughout, with contrasting lighter and darker bricks to the elevations. These will of course have to be agreed in detail at conditions, but the proposed materials are broadly acceptable. It is notable that the applicants have included materials in tricky and often forgotten positions such as soffits; these will be highly visible along the Brook Road pavement and need to be secured by condition, but their images of this detail promise to be of really high quality.</p> <p>It will also be really important to get deep window reveals, to make the careful elevational composition read in the finished building; at least one brick thick would be recommended, and this is another detail that should be secured by condition. The fenestration often appears lacking in detail; millions are surprisingly this looking and there do not appear to be many openable windows or higher level openable fanlights to allow resident controlled passive background ventilation. If, as appears likely, the fenestration changes as the proposal is detailed for construction, such changes should be carefully considered through the planning process, and this too might be best controlled by a specific condition.</p> <p>Daylight, Sunlight and Privacy / Overlooking of Neighbours</p> <p>Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that: “...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</p>	

Stakeholder	Question/Comment	Response
	<p>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;</p> <p>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</p> <p>The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals and of the effect of their proposals on neighbouring dwellings as part of their Environmental Statement. 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”.</p> <p>The assessment finds that most windows in neighbouring dwellings would continue to receive adequate daylight. However, their assessment finds that 30% of neighbouring windows would not receive sufficient daylight, and would fall by such a level that it would be noticeable, having received sufficient daylight before. One reason they propose why that should not be a concern is that many of the worst affected windows are below balconies to the flat above. It is true that this is noted as a possible reason why windows may fall short of the BRE recommendations in The Guide, but this is because they suggest the designers could then propose moving the balconies. As this is an existing neighbouring situation, that option is not available.</p> <p>A better mitigation would be to find the floor plans of the rooms lit by the windows affected; it would appear that many of the windows in Umoja Court are to rooms with more than one window, often with a window on the opposite side of the building, that will not be affected by this development. Nevertheless, Umoja Court also contains some windows to rooms that are angled towards the development, presumably out of concerns to avoid overlooking neighbouring houses, and these windows will be impossible to mitigate. It may be impossible to avoid affecting all neighbouring existing windows. A better mitigation is to note that most affected flats and houses have other windows, often facing in opposite directions, that would be completely unaffected.</p>	

Stakeholder	Question/Comment	Response
	<p>It should also 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.</p> <p>I am content that the daylight, sunlight and overshadowing quality of the proposals would be acceptable in what is an urban location. In addition, it has been shown that the effects of these proposals on neighbours would be acceptable. Residential Quality (flat, room & private amenity space shape, size and quality)</p> <p>Flats are accessed off cores, with never more than eight flats per floor per core; generally, there are six flats per floor per core. All four cores have a distinctive and strongly identifiable front door directly off Brook Road, leading to an entrance hall with (just enough) space for post and deliveries. Stairs and a lift, two lifts to the core serving nine floors, provide fully accessible access. Three of the four cores have access to the podium shared amenity space. It is unfortunate that the fourth core does not have access to the rear; this is the core that is “enveloped” by the health centre at ground and first floor level. However if modified internal layout could allow access from this core it would be a useful improvement. The applicants argue that this core has access to its own communal roof terrace, which is an agreement with some merit. The presence of two roof level amenity spaces is a useful additional amenity option.</p> <p>All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements. Although flat sizes are sometimes close to those minima, for some other flat types they are significantly larger.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed flats also benefit from an open plan layout, where the flat entrance door leads straight into an open plan living-dining-kitchen, with a greater sense of spaciousness and with a view out of the window from the front door. Bedrooms and bathrooms open off these open plan living space, allowing maximum flexibility and conviviality, but reducing the chances of over occupancy. This does mean that it would be more difficult for occasional guests to stay in the living room though.</p> <p>There is a large proportion of single aspect flats, but most of those have strong mitigation by exploiting the steps in the facades, so that they have a balcony on the corner of the “pavilions” and a side window looking onto those balconies. They will therefore be able to benefit from long views, up and down the length of Brook Road or the back gardens, and will gain an element of cross ventilation.</p> <p>The main flat type that is true dual aspect is the type that sits in the recess between pavilions; these have a Brook Road and back gardens elevation. However, these rely on just a bedroom on one side of the flat; this is also where those flat’s balconies are. Therefore, to enjoy the balcony or to enjoy the benefits of the dual aspect, the privacy of one of the bedrooms would need to be disturbed, and the access is never going to be easy and seamless. It would be possible to resolve this by altering the internal plans of those flats, swapping the bathrooms for the dining space and allowing these bedroom doors to be opened (and possibly doubled).</p> <p>Some doubts were expressed at Quality Review Pane whether sufficient provision had been made for plant and service spaces, particularly service risers, flue and fire venting. Modifications have been made since these comments and although there would clearly be need for careful planning and dimensional coordination, there would now appear to be sufficient provision.</p> <p>Generally flat layouts can be considered to be well thought through and considerate, to have a high quality, secure and accessible approach from the street and access to good quality private and private communal amenity.</p> <p>Conclusions</p>	

Stakeholder	Question/Comment	Response
	<p>This proposal packs a lot onto a small but highly significant site. It would create a good quality active frontage, making a significant contribution to providing a high quality, vibrant, pedestrian friendly link between the existing Metropolitan Centre along Wood Green High Road and the emerging major development sites of Heartlands. It provides much needed community infrastructure (the health centre) and a large amount of good quality housing. I am content that the daylight and sunlight effects on the proposal and on existing and proposed neighbours are acceptable for such an intensive, urban development, in an area of significant intensification.</p> <p>I am generally happy with the designs of this proposal. This is a very important site, the crucial link in promoting the Heartlands development area and linking it back to the existing centre. The masterplan and pattern of proposed development is one which in my view supports and encourages these ambitions. The built form, height, bulk and massing has the potential to making a well integrated and pedestrian friendly part of the neighbourhood.</p>	
Housing Retrofit Project Manager	<p>Energy – Overall The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The scheme delivers a 37.2%, for residential and 35% , for commercial improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.7% to achieve zero carbon in the residential element. The overall approach is policy compliant.</p> <p>Action A Carbon Offset Contribution is required for the residential element of the development to the sum of £237,060 (171.7*£2,700), where zero carbon has not been achieved. This should be included within a S106 condition.</p> <p>Energy – Lean The applicant has proposed an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.</p>	<p>The £2,700 figure is inaccurate and should read as £1,800. No monitoring fee required.</p>

Stakeholder	Question/Comment	Response
	<p>Energy – Clean The scheme proposes Communal CHP + high efficiency gas fired condensing combination boiler(s). This is located outside the Building as a separate building. This building is located in a semi-court yard, surrounded by tall buildings. As such, an Air Quality Assessment is needed for this energy centre and its air quality / flue impacts.</p> <p>The London Plan, Policy 7.14 states that new development should – “minimise increased exposure to existing poor air quality and make provision to address local problems of air quality such as by design solutions, buffer zones.” And “ensure that where provision needs to be made to reduce emissions from a development.” Therefore please see suggested condition 1 below.</p> <p>Energy – Green The application has reviewed the installation of various renewable technologies. They are proposing installing 140 kWp (circa 900m²) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in on-site CO₂ emissions.</p> <p>This should be conditioned to be delivered on site: Suggested Condition (1):</p> <p>The applicant must submit the following details for approval 3 months prior to construction;</p> <ul style="list-style-type: none"> - Energy Strategy Update - Confirmation that the energy standards set out in the submitted Energy Strategy can be achieved. This will be through the stage SAP calculation worksheets (both DER and TER sheets) and BRUKL sheets. This will include efficiency measures, in line with the GLA guidance, assuming gas fired boiler systems for heating purposes. - The applicant should confirm that all apartments and non-domestic building will be connected to a single site wide heating and hot water network. And drawings showing the 	

Stakeholder	Question/Comment	Response
	<p>route of the heat network linking all buildings on the site should be provided.</p> <ul style="list-style-type: none"> - Confirmation that the site wide heat network will be supplied from a single Energy Centre. The applicant needs to confirm information on the floor area, internal layout and location of this Energy Centre. Due to the ambition of delivering the Wood Green District Energy Network this Energy Centre should be boiler systems only. - Details on the how the Energy Centre and the supporting infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including maps showing the proposed connectivity location, punch points through structure and route of the link to the public highway) - Confirmation that the development agrees to use best endeavours to connect and take heat once connected to the local district energy network; - To demonstrate that the design of the network deliver best practise standards (CIBSE Guide); and - Confirmation that the operator of the network has signed up to the Heat Trust for users. - Air Quality Assessment - Details and confirm that the emissions from this single Energy Centre are managed and mitigated in line with the GLA Air Quality SPG. This will include flue dispersal models, and emissions management on the pollutants, and that the residents in this building and neighbouring buildings are not impacted by these emissions. <p>The Council should be notified if the applicant plans to alter any of the measures and standards set out in the submitted strategy (Energy Strategy, by Project 23, Revision P1, dated July 2017) through this process. Any alterations should be presented with justification and any new proposals for approval by the Council.</p> <p>If the carbon reduction target cannot be achieved at the design stage from the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Suggested Condition (2): Post construction you must deliver confirmation that the energy efficiency standards set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017, have been achieved.</p>	

Stakeholder	Question/Comment	Response
	<p>The development shall then be constructed and the deliver the carbon savings set out in this document. Achieving the agreed carbon reduction beyond BR 2013 across the site (37.2%, for residential and 35%, for commercial). Confirmation that these energy efficiency measures and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will demonstrate that the following have been delivered:</p> <ul style="list-style-type: none"> - show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building; - show that the boilers serve all the sites hot water and heating loads. All from a single energy centre; - confirmation of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) - agree to use best endeavours to connect and take heat once connected to the local district energy network; - confirmation that the network is designed to best practise standards (CIBSE Guide) and that the operator has sign up to the Heat Trust for users. <p>Confirmation that these standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>The Council should be notified if the applicant plans to alter any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and any new proposals for approval by the Council.</p> <p>It the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a</p>	

Stakeholder	Question/Comment	Response
	<p>10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Sustainability Assessment The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the various blocks as follows - BREEAM 'excellent' and Home Quality Mark 3 stars.</p> <p>This approach is policy compliant, supported, and it should be conditioned, as follows:</p> <p>Overheating Risk We expect a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable. We would advise that this risk is minimized at design stage, through deigning in passive ventilation and appropriate mitigation strategies. We recommend that these are addressed through the following condition:</p> <p>Suggested Condition To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. Details in this strategy will include measures that address the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment - what passive design features have been included - what mitigation strategies are included to overcome any overheating risk <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising</p>	

Stakeholder	Question/Comment	Response
	<p>passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Suggested condition: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017. The development shall then be constructed in strict accordance of the details so approved, and shall achieve BREEAM Excellent and Home Quality Mark 3 Stars. It shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</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>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</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>	

Stakeholder	Question/Comment	Response
Housing Enabling	<p data-bbox="457 235 871 267">Affordable Housing Provision</p> <p data-bbox="457 305 1816 414">This development proposes to deliver a residential led scheme totalling 169 units of this 34 units are intermediate tenure for shared ownership. The breakdown by habitable rooms has not been supplied.</p> <p data-bbox="457 451 1816 592">This does not comply with Haringey's Strategic Policies' which states that the Council will seek to 'maximise the provision of affordable housing by requiring all development to be capable of providing 10 units or more of residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.</p> <p data-bbox="457 634 1816 706">Further it fails to comply with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p data-bbox="457 743 808 776">Dwelling mix and Tenure</p> <p data-bbox="457 818 1816 922">The Council will seek 60% affordable housing mix – 11% 1beds, 45% 2beds, 33% 3beds and 11% 4beds. and 40% intermediate housing with a mix of 30% 1 beds, 60% 2 beds, 10% 3 beds, nil studios in either tenures (LBH Housing Strategy 2017-22).</p> <p data-bbox="457 1000 1816 1104">This site sits within the Wood Green AAP (emerging policy) this is a designated growth Area & potential Opportunity area with levels of increased density. policy requires a suitable mix of tenures and unit size to be provided that are genuinely affordable.</p> <p data-bbox="457 1146 1816 1328">A portfolio approach is to be adopted within the AAP to ensure that any reduction in the percentage of family size units in the Town Centre locations should be offset by increased family units in other specified site locations. This actively ensures overall dwelling mix targets are met. The current mix only provides smaller units ie 1bed & 2 bed units, & is solely mono tenure, to comply with policy larger units will need to be provided with the appropriate mix.</p> <p data-bbox="457 1370 1816 1399">The council requires 10% of new residential developments to be fully wheelchair accessible to</p>	<p data-bbox="1841 235 2037 560">Comments included in consideration of family units, tenure and affordable housing provision.</p>

Stakeholder	Question/Comment	Response
	<p>ensure housing choice for disabled residents.</p> <p>Haringey's Housing Strategy provides a guide for the average rents to be no more than 65% of local markets and below the Local Housing Allowance (LHA) threshold. The maximum affordable rents in Haringey are: -1 beds up to 80%, 2 beds up to 65%, 3 beds up to 55% and 4 or more beds up to 45%.</p> <p>The applicant will need to have regards to the major benchmark rent levels as set out in in the mayor's affordable homes programme 2016-2021 funding guidance. Active consideration should be given to including the London Affordable Rent (LAR) and London Living Rent (LLR) this will be based on 1/3 of the ward median.</p> <p>Consultation</p> <p>The applicant has attended a number pre-application meeting with the Council's Planners.</p> <p>Further consultation required with ward members and local residents.</p> <p>The affordable housing units are to be transferred to one of the council's six preferred partners (Newlon HT, Clarion housing group, Sanctuary HA, London & Quadrant, Notting Hill HT or Family Mosaic. Where agreement cannot be reached with a preferred partner then the applicant must revert back to the Council.</p> <p>CONCLUSION:</p> <p>The level of affordable housing proposed does not comply with Councils Local plan strategic policy 40% Borough –wide target, the Councils Housing Strategy or Mayors London Plan/ SPD requires 35% threshold despite increased density levels that have recently been applied.</p> <p>In its current form this is not a development that the housing enabling team would support for the following reasons:</p> <ul style="list-style-type: none"> The viability report robustly indicates that the supply of affordable unit's is wholly 	

Stakeholder	Question/Comment	Response
	<p>dependent on the removal of the restrictive covenant costs being absorbed by the Council. This matter is not part of the planning process but between the applicant & vendor to resolve outside of the planning process.</p> <ul style="list-style-type: none"> • The full value of the shared ownerships units has not been disclosed. The viability shows only 50% of the total sales values that will be realised as the units are sold, in addition, grant is available on these units which will bring down the cost and increase viability. • The development is sufficiently viable to provide a policy compliant mix that can also include London Affordable rent, London living rent with some 3 bed plus family units. <p>On the premise that the scheme is unable to deliver any 4 beds due to any potential constraints the number of 3 beds required is 15, otherwise its only 11 units this is for the affordable units .</p>	
Arboriculture	<p>The Arboricultural Impact Assessment (AMS) proposes to remove seven trees from the frontage of the site, all of these are either of low or poor quality and value and should not be an impediment to development. However, the Soft landscaping plan shows all ten of the trees on the frontage being removed, this needs to be clarified. The Soft landscaping plan also shows new trees being planted within the public highway, this also needs to be clarified. If all ten trees are to be removed, I would expect more trees to be planted to mitigate their loss. I would also prefer consideration is given to alternative species other than <i>Acer campestre</i>, such as Silver birch, Whitebeam or Hornbeam.</p> <p>The AMS also proposes to remove trees along the southern boundary of the site to facilitate the development and to allow for disabled parking bays to be installed. In my opinion, felling T11, T13, and 14 should be avoided if possible. These trees currently provide valuable screening between the adjacent residential properties and the development site. Consideration must be given to reducing the number of disabled parking bays to allow for the trees to be retained. Alternatively, replacement trees of a significant size must be planted to mitigate the loss of tree cover in this area.</p>	<p>Considered in Trees section of the report.</p>

Stakeholder	Question/Comment	Response
Waste Management	<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 the following and the management of the placement of bins on collection day must be as stated in the application provided.</p> <p>Bins must be placed no further than 10 meters from the waste collection vehicle and vehicles must be able to enter and exit the site using forward motions only.</p> <p>Guidance for this application has been highlighted above and below.</p> <p>23 x 1100L Euro bins for refuse 14 x 1100L Euro bins for recycling 10 x 140L Food waste bins 135 x Kitchen Caddy</p> <p>Arrangements will need to be made to ensure waste is contained at all times.</p> <p>Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The waste collection point will need to be at the front of the property from Brook Road N22.</p> <p>Business waste must not be stored and/or collected with residential waste.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste</p>	<p>Noted – relevant conditions applied.</p>

Stakeholder	Question/Comment	Response
	<p>storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above, it is also unclear if there will be dropped kerbs to ensure waste receptacles can be moved safely from storage point to waste collection vehicle loading point.</p>	
Pollution	<p>Air Quality 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>The site is also adjacent to a TFL identified hotspot focus area.</p> <p>Energy It is proposed that the scheme will be provided with an on-site communal heating network consisting of a centralised gas combined heat and power (CHP) system and high efficiency gas fired boilers which will provide domestic space and water heating requirements of the development. The Sustainability and Energy Statement states 'it would be justified to operate the CHP all year all round at this development' and 'will be designed to operate at maximum output'. The number and size of boilers and CHP have not been provided. No information is provided regarding the provision for heating and hot water provision for the commercial uses of the site.</p>	<p>Noted relevant conditions applied. –</p>

Stakeholder	Question/Comment	Response
	<p>Transport The new development will be provided with a total of 21 parking spaces, comprising 17 accessible spaces for residents and 4 spaces for medical centre staff. A Delivery and Servicing Plan is proposed. The retail store is currently predicted to result in trips just under 300 daily trips yet the new retail/office/medical uses are expected to have minimal traffic of parking in the nearby car park at The Mall Wood Green. This appears to be inconsistent. In addition, TFL have requested an amendment to the methodology used to determine the trip generation figures.</p> <p>Electric Vehicle Charging Points (EVCPs) are not proposed. These should be provided to conform, as a minimum, with the London Plan requirement for 20% of all residential car parking spaces to be fitted with Electric Vehicle Charging Points (EVCPs), with an additional 20% passive points. The site should also be designated permit free.</p> <p>Air Quality Assessment The Air Quality assessment does not include emissions from the boilers and CHP and is therefore incomplete. Predicted air quality concentrations therefore does not consider the potential impact of the combustion plant on the predicted the assessment on the introduction of new receptors.</p> <p>AQ neutral assessment An air quality neutral assessment that follows the Mayors guidance has not been carried in relation to transport emissions. A comparison against the transport benchmark is required and should take into account all servicing and delivery vehicle trips and any amendments of the trip generation figures required as required by TFL as it is not in accordance with the London Plan (Initial comments from Transport for London).</p> <p>Buildings emissions assessment has been considered however as the number, size, and type of boilers and CHP plant have not been specified within the application the calculations for the comparison against the Buildings Benchmark have been based on a number of assumptions. The use of 5 Reheha Gas 210 Eco-Pro 200kW have been assumed for the AQ neutral</p>	

Stakeholder	Question/Comment	Response
	<p>assessment. These units have a NOx emission level of 38mg/kWh (0% O2 dry) which is low. However no emission inputs for CHP plant is included. These can have significantly higher emissions. In addition, the calculations are based on the assumption ‘that the boilers are to be operational for 75% of the year’; this does not agree with the proposed scheme included in the Sustainability and Energy Statement which proposes that the CHP will operate all year all round and at maximum output. Therefore, a revised AQ neutral assessment will be required using more realistic data on specified plant and boilers.</p> <p>The report identifies that once the full specifications of the proposed boilers and CHP are agreed these will need to be assessed in line with the GLA SPG for both predicted concentrations and the AQ neutral assessment. Therefore, any mitigation measures proposed may need to be revised and taken into account.</p> <p>Demolition and Construction The assessment of dust/PM10 effects from demolition and construction of the development site has been identified as high risk from construction and medium risk from demolition, earthworks and track out in relation to dust soiling.</p> <p>Contaminated Land A Phase 1 Desk Study Report prepared by CGL (dated June 2017) has been submitted. This report has identified the following potential sources of ground contamination.</p> <ul style="list-style-type: none"> • Current/historical site uses indicate that Made Ground may be present which poses a potential source of contamination. This may include, based on the prior use of the site, insecticides, fungicides, creosote, organic solvents and heavy metals. Tipped material – may contain asbestos containing materials (ACMs) and/or other contaminants. <p>Asbestos – may be present in the buildings and structures on site, and also within underlying Made Ground, due to the age of development on the site. Onsite soil gas from Made Ground.</p>	

Stakeholder	Question/Comment	Response
	<p>• Offsite Sources includes a Gas Works/Gas Holding Station, Screw Manufacturer, Plastic Mould Factory, Depot, Garage, Railway sidings and an Electricity Sub-station. Potential contaminants associated with the Gas Works are coal tars, phenols, sulphates, cyanides and ammoniacal liquor. Further contaminants associated with off-site previous land uses are VOCs, hydrocarbons, heavy metals and further acids.</p> <p>I recommend the following conditions: Air Quality Assessment Before development commences a revised AQ assessment including predicted concentrations incorporating combustion plant emissions and an AQ neutral assessment with a comparison of development emissions against London Plan emission benchmarks for buildings and transport. (taking into account the council's comments) must be undertaken.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction. Combustion and Energy Plant</p> <p>CHP • 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. • Prior to commencement of the development details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction.</p> <p>Boilers • Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p>	

Stakeholder	Question/Comment	Response
	<p>Contaminated land: (CON1 & CON2)</p> <p>CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ol style="list-style-type: none"> a) Utilising the information from the Phase 1 Desktop study a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable: - <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. 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>And CON2 :</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>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>	

Stakeholder	Question/Comment	Response
	<p>• 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 'Control of Dust and Emissions During Construction and Demolition' and shall also include a Dust Risk Assessment.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>• 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> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>• 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> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the</p>	

Stakeholder	Question/Comment	Response
	<p>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>	
Drainage	<p>My comments are based on the meetings held with consultant last year.</p> <p>The drainage strategy is acceptable & the LLFA agreed it wouldn't be acceptable to de-culvert the Moselle & I'm aware of Planning Policy to de-culvert, but for Health & Safety Reasons, mainly due to the depth of the Culvert, we wouldn't advise de-culverting this section. I don't have any other comments regarding the drainage for this proposal at this stage.</p> <p>What has been presented to us previously meets Haringey criteria for this proposed development.</p>	<p>Noted – relevant condition included</p>
Transportation	<p>Transport Context</p> <p>The site is located in to West of Wood Green underground station and has it main access via Mayes Road and Brook Road, the site consists of an Iceland supermarket which has some 76 car parking spaces including 5 disable car parking spaces is bounded to the south east by the consented Clarendon Square scheme.</p> <p>The Public Transport accessibility level of the site is medium with a PTAL of 4, the site is located 700 metres from Wood Green underground station, some 9 minutes' walk and 940 metres from Alexandra Palace Rail Station (10.5 minutes' walk), the site is also within PTAL walking distance of the (184 and W3) bus routes. The area surrounding the site to the east of the railway lines is covered by the Wood Green Inner Control Parking Zone which operates seven days a week between the hours of 8am-10pm and the Wood Green Outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 pm; there are some areas to the north of the site which is currently not covered by a control parking zone.</p> <p>Description of Development</p> <p>The applicant is proposing to demolish the existing supermarket and redevelopment the site to provide a total of 153 residential units including (19 studios, 42x 1 bed, 91 x 2 bed units and 11x</p>	<p>The final figures have been amended through consideration of relative calculations.</p>

Stakeholder	Question/Comment	Response
	<p>3 bed units; a medical centre of 840 sqm, and 4 commercial units totalling 801 sqm and B1 offices of 70 sqm. The applicant is proposing to provide a total of 14-wheel chair accessible car parking spaces for the residential aspect of the development and 4-car parking space for the medical centre staff, the remainder of the development will be car free. The applicant is proposing to provide a total of 304 long stay and 27 short stay cycle parking spaces for the development.</p> <p>Existing Conditions Section: Existing condition surveys were conducted as part of the three planning applications submitted (Clarendon Square, Chocolate Factor, and this application) as part of the various Transport Assessment (TA), a summary of the surveys is as follows:</p> <p>1) Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station, Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.</p> <p>2) Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.</p>	

Stakeholder	Question/Comment	Response
	<p>3) The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces (residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. We have therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.</p> <p>4) The TA has reviewed the last 5 years' personal injury collision data, within the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be note that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line, or additional crossing points are required.</p> <p>Trip Generation</p> <p>Existing</p> <p>The applicant's transport consultant "WSP" has produced trip generation information for the existing site using sites from the TRICS database; we would have expected the existing trip generation to have been based on surveys of the existing site not sites from the TRICS database.</p> <p>The existing supermarket of some 1040sqm using sites selected from the TRICs database the existing supermarket will generate 91 two-way trips during the critical Saturday peak hour and 585 two-way trips over the day. The existing supermarket will generate very few trips during the am peak; during the pm peak, the supermarket generates 22 two-way vehicular and 300 two-way trips over the day. We have considered that the evening peak trips are not representative</p>	

Stakeholder	Question/Comment	Response
	<p>of the site; however, considering that the development proposal will be largely car free the redevelopment of the site will result in a reduction in the number of vehicular trip generated by the site</p> <p>The development proposal would generate a total of 1068 two-way persons trip per day which in not uncommon for a development of this size the majority of the trips generated by the site will be by sustainable modes of transport with the car-driver mode share only accounting from some 9.74% of the total amount of trips generated by the site over the day. The development proposal will result in a total of 104 two-way car drive trips over the day and 11 two-way car diver trips during the Am peak hour.</p> <p>Parking Provision The applicant is only proposing to provide 14 wheel chair accessible car parking spaces to support the proposed residential aspect of the development, which equates to 0.92 car parking spaces per unit, the level of wheel chair accessible car parking spaces proposed is largely in line with the 10% required by the London Plan, we have therefore considered that the proposed car parking provision is acceptable.</p> <p>The applicant is not proposing to provide any off street general needs car parking spaces for the other residential units, the Councils DM32 requires family sized units to have access to off-street car parking spaces. The applicant will be required to provide enhance car-club packages for the family sized units to mitigate the lack of off-street car parking space. On balance given that the site is located in an area with a good public transport accessibility level we have considered that the residential car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures.</p> <p>We have also considered that the sites has good public transport accessibility level, this is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:</p>	

Stakeholder	Question/Comment	Response
	<p>a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development</p> <p>This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.</p> <p>It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control parking zone and are in within easy walking distance of the site. We will therefore be seeking a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas, the contribution is estimated at £20,000 (twenty thousand pounds). This will have to be secured byway of the S.106 agreement. We will also require the applicant to submit a parking management plan for approval before the development is occupied; this must be secured by way of the S.106 agreement.</p> <p>The applicant is only proposing to provide four off streetcar parking spaces for the D1 aspect of the development; we have considered that the level of car parking proposed for the D1 element of the proposal is acceptable. However is to be noted that the applicant has not proposed providing any wheel chair accessible car parking spaces for the commercial aspect of the development proposal. The London Plan requires the applicant to provide at least one wheelchair accessible car parking space even if no general needs car parking space is proposed for the commercial aspect of the development proposal. We will therefore require the applicant to reallocate on of the four car parking spaces proposed for the D1 element of the proposal as a wheelchair accessible car parking space for the commercial aspect of the development proposal, this must be secured byway of the parking management plan.</p> <p>The Council's Local Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport, in addition the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development; this will be secured by the S.106 legal</p>	

Stakeholder	Question/Comment	Response
	<p>agreement. We will also be seeking a financial contribution from the applicant to review the existing on street car parking controls in the area surrounding the site to ensure that any residual car parking demand generated by the development will not have any adverse impact on the highways network. In addition, the applicant will be required to provide a car club membership for the commercial element of the development this will have to be secured by the S.106 agreement.</p> <p>The applicant is required to provide cycle parking for the development in line with the 2016 London plan which require, 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit, and 4 short stay cycle parking spaces. The applicant is proposing to provide a minimum of 259 secure sheltered cycle parking space for the residential aspect of the development and a total of 309 long-stay cycle and 27 short stay cycle parking spaces, this is in excess of the number of cycle parking spaces required by the London Plan</p> <p>We will require a condition securing the provision of the cycle parking in line with the 2016 London Cycle Design Standard (LCDS) a minimum of 5% of the stands must be able to accommodate larger bicycle, details of the layout must be submitted for approval before any development commences on site.</p> <p>Impact on Public Transport When considering the impact of the development on public transport we need to consider the cumulative impact of this development and the other developments (the development, Clarendon Square and the chocolate factor site) and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network).</p> <p>In relation to this development proposal there will be significant reduction in the number of car trips generated by the site, however there will be an increase in the number of public transport trips generated by the site. We have assessed the likely impact of the proposed trips on the transport network and have considered that the majority of the trips generated by the development will be by underground and the local bus network.</p>	

Stakeholder	Question/Comment	Response
	<p>The development will include a health centre, there is a need to improve the accessibility to the local bus network for those visitors of the medical centre who have a disability or those patients who are not able to walk long distances. TfL is seeking a financial contribution of £ 1,250,000 to divert two bus routes to service, this and the neighbouring sites. We have considered that given the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport; we will be seeking a financial contribution of £150,000 (one hundred and fifty thousand pounds) towards securing two bus routes to service the development.</p> <p>Based on our cumulative impact of the impacts of the three development proposal on the underground network we have concluded that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater from the demand. We will require a contribution from the developer to improve the walking routes to and from the station including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road. The primary pedestrian access to the development will be via Mayes Road and Brook Road, the PERS audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that all the routes required clear legible signage. In addition the majority of the accidents were recoded as slight accidents totalling 16, with a number of cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road, it is to be noted that there are two existing crossing point one signalised and one un-signalised at this location however it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate location. The cost of the highways contribution has been estimated at £150,000 towards improvements to these links.</p> <p>Impact on the Highways network The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of serving trips will be inconsequential when compared to the reduction in vehicular trips currently generated by the supermarket.</p> <p>Access and Servicing Arrangements</p> <p>The site currently doesn't have a delivery and servicing plan, the applicant has not forecasted</p>	

Stakeholder	Question/Comment	Response
	<p>the number of servicing trips that will be generated by the development proposal; we have considered that as the servicing of the residential and commercial aspect of the development can be completed via Brook Road servicing a deliver bay can be provided a part of the new public realm. We will require a service and delivery plan to be secured byway of condition.</p> <p>Highways Layout The proposed development will require changes to the highway network including changes to Western Road including the removal of the existing crossovers and providing new vehicular crossovers to access the development the applicant has also submitted a scheme which includes a new public realm scheme on Mayes Road and Brook Road, our engineers have reviewed the proposed scheme and have produced an indicative highways scheme for Brook Road and Mayes Road. The cost of the highways works has been estimated at £402, 000 (four hundred and two thousand pounds), the cost of the scheme must be secured by the S.278 agreement.</p> <p>Travel Plan The applicant’s transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using the ATTrBuTe, the travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £2k per travel plan for travel pan monitoring for a minimum of 5 years.</p> <p>Conclusions On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this applicant:</p> <p>1. Car-free Development The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car 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</p>	

Stakeholder	Question/Comment	Response
	<p>sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>2. 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:</p> <p>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.</p> <p>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.</p> <p>c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units including 3 years membership £100 (one hundred pounds) per year from membership for 3 years.</p> <p>d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information</p> <p>e) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.</p> <p>f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for 5 years for monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. A Work Place Travel Plan A work place travel plan must be secured by the S.106 agreement. As part of the travel plan,</p>	

Stakeholder	Question/Comment	Response
	<p>the following measures must be included in order to maximise the use of public transport.</p> <p>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:</p> <p>a) 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.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, two years' free membership for all commercial units.</p> <p>d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. Walking Improvements We will require the applicant to make a financial contribute of £150,000 (one hundred and fifty pounds) by way of a S.106 agreement towards a package of measures to improve the walking condition on the following key walking routes:</p> <ol style="list-style-type: none"> 1. Penstock Foot path 2. Haringey Park Road 3. Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road. <p>Reason: To promote travel by sustainable modes of transport (cycling) in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>5. Control Parking Zone consultation CPZ The applicant developer will require to contribute byway of a Section 106 agreement a sum of</p>	

Stakeholder	Question/Comment	Response
	<p>£20,000 (Twenty 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.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>6. Bus Route Contribution</p> <p>The applicant will be required to enhance the existing bus route contribution to £150,000 (one hundred and fifty thousand pounds) to secure the level of bus service required.</p> <p>Reason: To facilitate travel by sustainable modes of transport to and from the site.</p> <p>7. Section 278 Highway Act 1980</p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which 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. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at £402,000 (four hundred and two thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>8. Parking Management Plan</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant will be required to 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 space for the commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/affordable):</p> <ol style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed (14-14)-wheel chair accessible car parking spaces) 2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development. 3. Family sized units 3+ bed units 4. Two bed 4 four person units 5. Two bed units 6. one bed units and studios. <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.</p> <p>9. Construction management and Logistics Plan. The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Brook Road, Western Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Give the sensitivity of this location the CMP will require monitoring the developer will be require to pay £3,000 (three thousand pounds) toward the monitoring of the CMP.</p> <p>Conditions:</p>	

Stakeholder	Question/Comment	Response
	<p>1. Cycle parking Design and Layout The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2. Electric Charging Points 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. Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p> <p>3. Delivery and Servicing Plan and Waste Management Plan. The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>	
Noise	<p>I have read the Environmental Noise Assessment (dated July 2017- ref: 6415727/4) produced by Satish Lakhiani of Bureau Veritas. There is no objections made in principle to this proposed mixed development, however the following conditions shall apply,</p> <p>Internal Noise Levels within Residential Units The Environmental Noise Assessment confirms that with the installation of appropriate double glazed insulating units together with the provision of forced ventilation, the internal noise levels</p>	Noted relevant conditions attached. –

Stakeholder	Question/Comment	Response											
	<p>within the proposed residential units (with the windows closed) will be in accordance with BS8233:2014 as detailed below;</p> <table border="1" data-bbox="459 339 1308 461"> <thead> <tr> <th>Time</th> <th>Area</th> <th>Maximum Noise level</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Daytime Noise 7am – 11pm</td> <td>Living rooms & Bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td>Dining Room/Area</td> <td>40dB(A)</td> </tr> <tr> <td>Night Time Noise 11pm - 7am</td> <td>Bedrooms</td> <td>30dB(A)</td> </tr> </tbody> </table> <p>A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval. REASON: To ensure high quality residential development</p> <p>Plant Noise Condition Noise arising from the use of any plant and or 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 any plant equipment does not cause noise nuisance within residential or noise sensitive premises. I am satisfied from sections 2.25 and 5.24 of the Environmental Noise Assessment that our plant noise design criteria will be met. This condition shall remain enforceable throughout the duration of its use. REASON: to ensure high quality residential development and protect the amenity of the locality</p> <p>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.</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A)	Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
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Stakeholder	Question/Comment	Response
	<p>Construction and Demolition</p> <p>With respect to this proposed development, I have read both the Construction Management Plan and the Pre Planning Draft Demolition Plan produced by Inn8V Development Solutions. To ensure that the best practical means to minimise noise is maintained, all works will be undertaken in accordance to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>All Noisy works shall be undertaken during permitted hours as stipulated by Haringey's Enforcement Response (Noise Team) as follows;</p> <p>Monday – Friday 08.00 – 18.00hrs Saturday 08.00 - 13.00hrs Sundays & Bank Holidays No Noisy Works</p> <p>(Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974)</p>	
EXTERNAL		
Environment Agency	<p>We object to the application as submitted as the applicant has not undertaken a survey to establish the location of the Moselle Brook Culvert, designated main river, and it's proximity in relation to the development. The Flood Risk Assessment by EnviroSolution Limited recognises that the Moselle Brook is in close proximity and states that "its precise route in this area is not determined. It appears from our initial desk studies that it may flow west-east along the southern boundary of our site".</p> <p>Your Development Management Policy DM28 requires new development to be set back at a distance of 8m from a main river. Without a survey or drawing we are unable to determine the proximity of the culvert and the development. The policy also requires development to investigate and secure the implementation of measures to restore culverted sections of the river. Without a survey we are unable to establish whether the culvert is located within the site boundary.</p> <p>To overcome our objection the applicant should carry out a survey and map the exact location of the culvert overlaid with the proposed development drawings, detailing dimensions between any buildings or foundations and the edge of the culvert. The applicant should also produce</p>	<p>Objection noted and survey undertaken by applicant. Further comment is required from the EA to confirm that the</p>

Stakeholder	Question/Comment	Response
	<p>cross sections to show the depth and width of the culvert in relation to the proposed development.</p> <p>The location of the culvert needs to be determined so that we can make a proper assessment as to whether the development is likely to have an impact on in terms of flood risk, as well as whether there is an opportunity to open the culvert up and improve the biodiversity and habitat of the river. The site adjacent (Clarendon Road gasworks) is currently investigating the feasibility of deculverting in this location and the potential for an adjoining site may increase the feasibility of doing so over a longer stretch. We advise the applicant to contact the applicants and consultants working on the neighbouring site to explore this further.</p> <p>Should the culvert be located within the site boundary the applicant will need to investigate the condition of the culvert and commit to undertaking any repair works to ensure that the structural stability is commensurate with the lifetime of the development. We have recently undertaken condition surveys on the Moselle Brook, which may extend to cover this site. The applicant is advised to contact our customers and engagement team to obtain any relevant information we might hold on the culvert.</p> <p>I hope the above is clear. If there are any further queries please contact me on the details below. If you are minded to approve this application despite our objection I would be grateful if you could notify us so that we can make further representations.</p>	
<p>Supplementary Environment Agency comment:</p>	<p>Thanks for this. We would certainly want to be reconsulted on the designs and I would seek input from a number of my technical teams to confirm appropriateness of the design. Now the location of the culvert has been identified, we would look for a drawing that overlays the mapped culvert line with the proposed development drawings, detailing dimensions between any buildings or foundations and the edge of the culvert. My Asset Performance team are also going to request cross sections to show the depth and width of the culvert in relation to the culvert to ensure that the structure of the culvert will not be impacted and therefore have an impact on flood risk.</p>	<p>No comments have been received in response to the amended drawings being sent to EA. Update</p>

Stakeholder	Question/Comment	Response
	I trust this is helpful and I look forward to receiving the updated plans.	will be provided in an addendum to Committee.
Crossrail 2 safeguarding	<p>Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015.</p> <p>Please note that Crossrail 2 was recently alerted that a planning application consultation relating to the above site was received by TfL's Borough Planning Team.</p> <p>The Crossrail 2 Safeguarding Project Team also wish to comment on the above application but has not to date been directly consulted as required by the Crossrail 2 Safeguarding Direction 2015.</p> <p>The Crossrail 2 Project Team confirms that the above application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-</p> <ul style="list-style-type: none"> (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works (ii) Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures. 	Noted – relevant condition applied.

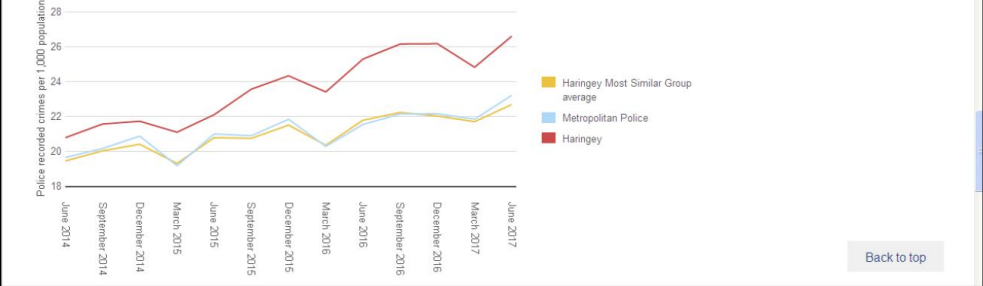
Stakeholder	Question/Comment	Response
	<p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.</p> <p>Informative: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.</p> <p>In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk , which is updated on a regular basis. I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to safeguardcrossrail2@tfl.gov.uk</p>	
Designing out Crime	<p>With reference to the above application I have now had an opportunity to examine the details submitted on the local authority website under ref number HGY/2017/2886 and would like to offer the following comments, observations and recommendations.</p> <p>These are based on available information, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>1.0 It is my professional opinion that crime prevention and community safety are material considerations for any developer, because of the proposed use, design, layout and location of the development proposed.</p> <p>2.0 I can confirm that at this point in time I have not met with the project architects or agents to</p>	<p>It is noted that the comments make reference to LB Barking & Dagenham but National standards are applicable and included</p>

Stakeholder	Question/Comment	Response
	<p>discuss their intentions around security or Secured by Design (SbD), however I will request a consultation via email and wait for their response.</p> <p>2.1 I have reviewed the planning application and due to the areas of concern we believe presently exist with the proposed development (As detailed in Appendix 3.2).</p> <p>As such the police would ask that a condition is added by the local authority, as laid out in section 3.2. The inclusion of any such condition would assist to reassure police concerns.</p> <p>Community Safety – Secured by Design Conditions:</p> <p>3.0 Crime prevention and community safety are material considerations of the borough and If the L.B. Barking & Dagenham are to consider granting consent, I would ask that the conditions detailed below (3.2) be attached. This is to mitigate the impact of the proposed development on local residents and deliver a safer school environment in line with the safe guarding of children policy.</p> <p>This is in line with the boroughs Local Development Framework policies CP3 and DC 7. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix 1) in also supporting my recommendations.</p> <p>3.2 (1) I request that prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>(2) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation 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).</p> <p>The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p>	<p>in relevant conditions, where applicable.</p>

Stakeholder	Question/Comment	Response
	<p>Crime Figures: 4.0 Crime and disorder is a factor for consideration with this application. Crime data affecting this application is highlighted in appendix 2 below.</p> <p>Legislation & SBD Guidance: 5.0 Policy CP3 High Quality Built Environment from the Planning for the future of Barking and Dagenham Core Strategy provides that the safety of occupants, visitors and passers-by should be considered in the design of all development, and all reasonable efforts taken in the design and planning process to prevent crime and minimise the fear of crime.</p> <p>Policy DC7: Crime Prevention from the Planning for the future of Barking and Dagenham Borough Wide Development Policies Development Plan Document provides that planning permission will only be granted for schemes where the developer can demonstrate to the Council's satisfaction that full account has been taken of the principles and practices of Secured by Design.</p> <p>5.1 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.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p>	

Stakeholder	Question/Comment	Response
	<p>I would therefore request that the benefits of certified products be pointed out to applicants both for residential and non residential developments. 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. Additionally, I would welcome the opportunity of sitting in on any meeting you might have 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.</p> <p>Appendix 1: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP 3 and DC7 of the LDF Core Strategy and Development Control Policies. Development Plan Document Community Safety –</p> <p>Informative: In aiming to satisfy this condition the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s). Community Safety - Informative: 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 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"> • Safe and accessible environments where crime and disorder, and the fear 	

Stakeholder	Question/Comment	Response																														
	<p>of crime, do not undermine quality of life or community cohesion</p> <p>Appendix 2: 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 behaviour and disorder both of which have a negative impact on quality of life issues.</p> <p>Haringey 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> <div data-bbox="459 781 1409 1279" style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Comparison of crime types in this area between October 2016 and September 2017</p> <table border="1"> <caption>Comparison of crime types in this area between October 2016 and September 2017</caption> <thead> <tr> <th>Crime Type</th> <th>Number of crimes (approximate)</th> </tr> </thead> <tbody> <tr><td>Anti-social behaviour</td><td>650</td></tr> <tr><td>Bicycle theft</td><td>50</td></tr> <tr><td>Burglary</td><td>150</td></tr> <tr><td>Criminal damage and arson</td><td>180</td></tr> <tr><td>Drugs</td><td>180</td></tr> <tr><td>Other crime</td><td>50</td></tr> <tr><td>Other theft</td><td>580</td></tr> <tr><td>Possession of weapons</td><td>50</td></tr> <tr><td>Public order</td><td>180</td></tr> <tr><td>Robbery</td><td>100</td></tr> <tr><td>Shoplifting</td><td>380</td></tr> <tr><td>Theft from the person</td><td>350</td></tr> <tr><td>Vehicle crime</td><td>180</td></tr> <tr><td>Violence and sexual offences</td><td>650</td></tr> </tbody> </table> </div>	Crime Type	Number of crimes (approximate)	Anti-social behaviour	650	Bicycle theft	50	Burglary	150	Criminal damage and arson	180	Drugs	180	Other crime	50	Other theft	580	Possession of weapons	50	Public order	180	Robbery	100	Shoplifting	380	Theft from the person	350	Vehicle crime	180	Violence and sexual offences	650	
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	<p>Crime changes over time in Haringey and in the Metropolitan Police force area</p> <p>All crime</p> <p>In the quarter ending June 2017, crime rates were:</p> <ul style="list-style-type: none"> • up in Haringey • up in the Metropolitan Police force area <p>compared with the corresponding quarter in 2016.</p>  <table border="1"> <caption>Approximate data from the crime rate chart</caption> <thead> <tr> <th>Quarter</th> <th>Haringey</th> <th>Metropolitan Police</th> <th>Haringey Most Similar Group average</th> </tr> </thead> <tbody> <tr><td>June 2014</td><td>20.5</td><td>19.5</td><td>19.5</td></tr> <tr><td>September 2014</td><td>21.5</td><td>20.5</td><td>20.5</td></tr> <tr><td>December 2014</td><td>21.5</td><td>20.5</td><td>20.5</td></tr> <tr><td>March 2015</td><td>21.0</td><td>19.5</td><td>19.5</td></tr> <tr><td>June 2015</td><td>22.5</td><td>20.5</td><td>20.5</td></tr> <tr><td>September 2015</td><td>24.0</td><td>21.0</td><td>21.0</td></tr> <tr><td>December 2015</td><td>24.5</td><td>21.5</td><td>21.5</td></tr> <tr><td>March 2016</td><td>23.5</td><td>20.5</td><td>20.5</td></tr> <tr><td>June 2016</td><td>25.5</td><td>21.5</td><td>21.5</td></tr> <tr><td>September 2016</td><td>26.5</td><td>22.0</td><td>22.0</td></tr> <tr><td>December 2016</td><td>26.5</td><td>22.0</td><td>22.0</td></tr> <tr><td>March 2017</td><td>25.5</td><td>21.5</td><td>21.5</td></tr> <tr><td>June 2017</td><td>27.0</td><td>23.0</td><td>23.0</td></tr> </tbody> </table> <p>Appendix 3: In summary due to the limited information contained within the application documents available on the local authority website and the fact that there is no mention of security within the Design and Access statement, I have site specific concerns in relation to all the following items:</p> <p>Residential All easily accessible windows and doors should be certificated to one of the following standards:</p> <ul style="list-style-type: none"> • PAS 24:2012 • PAS 24:2016 • STS 204 Issue 4:2012 • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • LPS 2081 Issue 1 (2015) Security Rating A <p>Communal entrance door-sets should be certificated to:</p> <ul style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher and should be self closing self locking, 	Quarter	Haringey	Metropolitan Police	Haringey Most Similar Group average	June 2014	20.5	19.5	19.5	September 2014	21.5	20.5	20.5	December 2014	21.5	20.5	20.5	March 2015	21.0	19.5	19.5	June 2015	22.5	20.5	20.5	September 2015	24.0	21.0	21.0	December 2015	24.5	21.5	21.5	March 2016	23.5	20.5	20.5	June 2016	25.5	21.5	21.5	September 2016	26.5	22.0	22.0	December 2016	26.5	22.0	22.0	March 2017	25.5	21.5	21.5	June 2017	27.0	23.0	23.0	
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	<p>single doors with minimum of two magnetic locks.</p> <p>Access control Stair core - Each stair core should incorporate an access control lobby with audio visual access control on the main entrance and audio access control on the secondary door. The stair core should be fob access onto each floor and push button to exit. Lifts must incorporate smart technology to prevent unauthorized access to each floor</p> <p>Communal entrance - All communal entrance doorsets should be certificated to either LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2, to cater for a high usage level.</p> <p>Communal entrance access control - Communal entrance should have vandal resistant audio, visual access control panels, with electronic lock release on the inside. Tradesperson release buttons are not permitted. Electronic access control proximity keys/fobs and readers should be security encrypted to protect against unauthorised copying.</p> <p>Communal entrance lobby - Secondary door with key fob access and audio only access control for visitors.</p> <p>Mail delivery - Internal mailboxes preferred within the entrance lobby. All mailboxes to conform TS009:2012 accreditation.</p> <p>Lighting Exterior apartment lighting - Lighting conforms to British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override. Exterior lighting - Lighting conforms to British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override.</p> <p>Street Lighting Exterior lighting - All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489-1:2013. Bollard lighting is not accepted.</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>Lightweight Framed Walls</p> <p>The security of a development can be severely compromised if lightweight framed walls do not offer sufficient resilience to withstand a criminal attack; this is recognised within Approved Document Q.</p> <p>Lightweight framed walls installed either side of a secure door-set (600mm for the full height of the door-set to restrict access to door hardware) or walls providing a partition between two dwellings, or a dwelling and shared communal space, shall meet the requirements below.</p> <p>Wall systems proven to meet the requirements of the following standards are preferred:</p> <ul style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • EN 1627: 2011 Resistance Class 2 <p>CCTV</p> <p>CCTV systems must be installed to BS EN 50132-7:2012 CCTV surveillance systems for use in security applications The design of a CCTV system should be co-ordinated with the existing or planned lighting system for the buildings and the external grounds, to ensure that the quality of the lighting is sufficient to support the CCTV.</p> <p>CCTV systems may have to be registered with the Information Commissioner’s Office (ICO) and be compliant with guidelines in respect to Data Protection and Human Rights legislation. Further information is available at this website: www.ico.gov.uk</p> <p>For guidance on the use of CCTV images as legal evidence see also BS7958:2009 Closed circuit television (CCTV). Management and operation. Code of practice. This document provides guidance and recommendations for the operation.</p> <p>Remotely monitored detector activated CCTV systems must be installed in accordance with BS 8418:2010 Installation and remote monitoring of detector operated CCTV systems – Code of practice</p>	

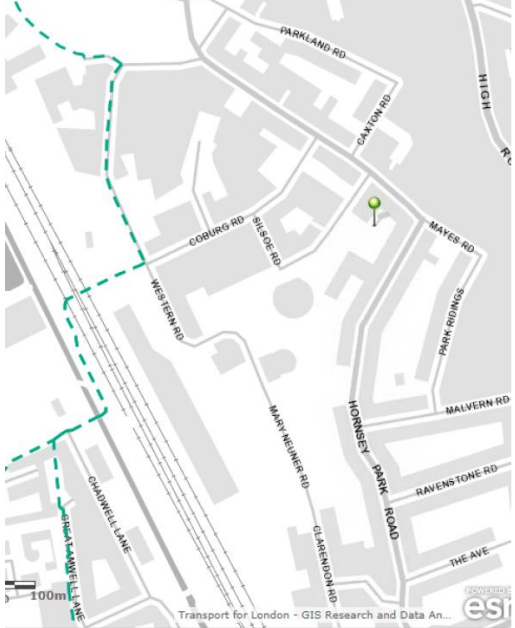
Stakeholder	Question/Comment	Response
	<p>Refuse/Cycle External Entrance Cycle stores Entrance door sets should be certified to LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher and should be self closing self locking, single leaf doors with minimum of two magnetic locks.</p> <p>Access should be via fob control access only with push button to exit. Cycles stores should incorporate fixed stands with 2 points of locking.</p> <p>Site Specific Recommendations: Ground Floor – Front Perimeter Vehicular Access Access to the rear parking for the medical centre and disabled parking is via an undercroft on the front elevation. The parking is situated under the podium level semi public area and is hidden from view form the residents and the street. This area lends itself to various crimes including ASB/drug use/vehicle enabled crime and vandalism.</p> <p>Ground Floor parking In the DAS it states that this site is intended as a car free development and the car parking is only provided for the benefit of the medical centre and disabled users. The location of the car park under the podium may promote the fear of crime and discourage the user of the car park by legitimate users.</p> <p>Recommendation – Entrance to be gated and access given only to medical staff and limited number of residents who require car parking facilities as per recommendations above. Gates to be accredited to LPS 1175 SR2 and to be fob access entry and exit only.</p> <p>Ground Floor - Perimeter It is not known at this stage if there is an intended perimeter fencing treatment around the grounds at the rear elevation, thus preventing unauthorised access into the apartment blocks via the single door into each stair core. The inclusion of a perimeter would also limit the unauthorised access to the undercroft parking below the podium deck.</p> <p>Rear access to apartment blocks should be fob access only for residents and resident should</p>	

Stakeholder	Question/Comment	Response
	<p>have access to only their stair core and floor</p> <p>Ground Floor - Refuse access At present access is shown from each stair core into the rear of the refuse store. This is of concern as is often used as a secondary entrance point for illegitimate users. If this door is to remain, then door this should be accredited to a minimum of PAS24:2016, be self closing, self locking with two Maglock minimum. Access and exit should be via fob only from the core of the building with push button or thumb turn release into the public highway.</p> <p>Cycle Store access Should be accredited to a minimum of PAS24:2016 accreditation with self closing, self locking mechanism. Fob access into the store and push button to release to exit.</p> <p>It has been noted on the plan that the cycle store from core one leads to cycle store within core two. This should be omitted as it creates excessive permeability through the cores and may lead to increase in bike theft. Note - if the additional door has been placed for fire strategy there are cycle stores on the development with single entrance and exit points.</p> <p>Podium level - Access control It has been noted that there are three entrances points from each stair core onto the podium deck. If access control is not managed, the area may become subject to abuse by residents or outside users and or residents will gain access to other stair cores.</p> <p>Recommendation - To ensure the enjoyment of the podium deck by all users' access door sets should be accredited to a minimum of PAS24:2016 accreditation with self closing, self-locking mechanism. Fob access onto and off the podium level with one stair core utilised as the designated fire escape to ground level.</p> <p>Each stair core must have fob access on all levels with pushbutton exit into the stair core to minimise excessive movement and restrict illegitimate access.</p> <p>Commercial</p>	

Stakeholder	Question/Comment	Response
	<p>At this stage it is not known if there is rear access to any of the commercial units or the medical centre, based on the plans provided.</p> <p>All commercial aspects to be designed to achieved Commercial SbD accreditation with particular emphasis on the accredited products such as LPS1175 SR2 doors and windows to prevent hostile intrusion in the event that there is no capable guardian present outside of operational hours.</p> <p>A particular concern should be the design of the medical centre, in particular the taking into consideration of the personal safety of the medical staff and handling/ distribution of drugs/ medication.</p> <p>Consideration must be given to an access control lobby and or sanctuary room staff.</p>	
<p>Transport for London</p>	<p>Car Parking Residential</p> <p>Car parking provision should be in accordance with London Plan Policy 6.13. The residential element of the development is to be car-free except for the provision of accessible spaces. This is welcome given the site's PTAL 4.</p> <p>A total of 17 accessible spaces are proposed, which equates to 10% of units having an accessible parking space. This satisfies the London Plan / London Plan Housing SPG recommendation for each accessible unit to have a parking space (assuming 10% accessible housing provision).</p> <p>Electric Vehicle Charging Points (EVCPs) are not proposed. This represents a shortcoming against the London Plan requirement for 20% of all residential car parking spaces to be fitted with Electric Vehicle Charging Points (EVCPs), with an additional 20% to have passive provision so that they can be easily adapted in the future. We request that this matter is addressed.</p> <p>Medical Centre</p>	<p>Further information was requested and relevant conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>There are 4 car parking spaces proposed for medical centre staff, which we find reasonable. However, given the nature of the facility, the following items need to be addressed:</p> <ul style="list-style-type: none"> • Staff accessible parking; • Visitor parking; • Visitor accessible parking; and • Visitor drop off / pick up. <p>Retail/commercial units</p> <p>There are no general car parking spaces proposed for the commercial element of the scheme. This is welcome given the site's PTAL 4. However, the London Plan requires non-residential elements of a development to provide at least one accessible parking space, on or off street, even if no general parking is provided. The Applicant should explore accessible car parking provision options.</p> <p>Trip generation</p> <p>The trip generation methodology is not in accordance with our guidance. This represents a shortcoming against London Plan policy 6.3 "Assessing effects of development on transport capacity". In line with TfL TA Best Practice Guidance, we request that the trip generation is revisited and the following points are addressed:</p> <ul style="list-style-type: none"> • When using TRICS, surveys more than five years old must be excluded unless otherwise agreed with TfL. • Person trip generation and mode splits should be provided for the non-residential elements of the development and for the development as a whole. <p>Walking</p> <p>A PERS audit has been submitted as part of the application, in line with London Plan policy 6.10 "Walking". The audit gives a good overall indication of what the walking environment is like near this development. We recommend that the Council use the PERS audit to inform improvements to the local walking environment. Mayes Road forms a particularly important pedestrian route to transport links and the high street so improvements here (in line with Graph 3.4 in the PERS audit) would provide a useful starting point. Furthermore, the Wood Green AAP proposes a new East-West link which will improve connections from the site to the High Road. The development</p>	

Stakeholder	Question/Comment	Response
	<p>should respond to the proposed link by ensuring that good quality pedestrian and cycle connections are provided to it.</p> <p>We encourage the Applicant to consider pedestrian wayfinding in the site vicinity. We recommend that Legible London signage is used for pedestrian wayfinding in the local area and to / from the site. For example, key decision making points along, and at each end, of Mayes Road would particularly benefit from new wayfinding signage and help link up with existing signage. In addition, the Applicant may wish to fund a map refresh of Legible London signs on the High Street and around Wood Green Underground Station so as to put the new site layout on the Legible London map. The Council should ensure that wayfinding schemes are coordinated with other new / forthcoming developments in the area.</p> <p>Cycling Analysis of local cycling conditions The applicant has provided a Cycling Level of Service (CLoS) assessment and has identified the cycle catchment of the new development and key destinations in the local area. The applicant should be aware that TfL and Haringey have planned a Quietway Route in close vicinity to the site, along Western Road (Figure 1).</p> <p>Whilst the information provided is welcome, we do not agree with the conclusion that the existing level of provision may be acceptable to all types of users and that no improvements to the network are required. We therefore recommend that the Applicant use the results from the CLoS assessment (particularly links that have a 'red' score) to suggest improvements to the local cycling environment, in line with London Plan policy 6.9 "Cycling". This is particularly important for Brook Road, Silsoe Road and Coburg Road, all of which link the site to the proposed Quietway and all of which received a 'red' score in the CLoS assessment.</p> <p>Figure 1 – Proposed Quietway 10 (Farringdon to Palmers Green, via Finsbury Park)</p>	

Stakeholder	Question/Comment	Response
	 <p data-bbox="457 862 785 889">Access to/from the site</p> <p data-bbox="457 898 1816 964">In line with the London Cycle Design Standards (LCDS) Chapter 8, the applicant should clarify which accesses to the site are available for cycling.</p> <p data-bbox="457 1008 1041 1036">Cycle parking quantity provision and type</p> <p data-bbox="457 1044 1816 1146">A total of 192 cycle parking spaces are proposed for the residential element of the development. No information is provided on cycle parking for the retail/commercial use and the medical centre.</p> <p data-bbox="457 1190 1816 1404">For the residential element, 268 long-stay and 4 short-stay spaces are required. It is not possible to calculate the required number of spaces for the retail/commercial use without further disaggregation of land use, or the medical centre requirements without information on the number of staff. However based on a worst case scenario of the retail/commercial use being classed as A2-A5, 6 long-stay and 28 short-stay spaces would be required. Based on a scenario of up to 8 GPs at the medical centre (page 8 of the Planning Statement), 2 long-stay</p>	

Stakeholder	Question/Comment	Response																																																			
	<p>and 3 short-stay spaces would be required. This gives a total of 311 spaces required for the site. The proposed provision of 192 cycle parking spaces therefore represents a significant shortage in spaces compared to London Plan standards.</p> <p>Table 1: Cycle parking quantity check against London Plan standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" rowspan="2">Land Use</th> <th colspan="2">London Plan Minimum Standards</th> <th rowspan="2">Development proposal (sqm, units, students, staff, etc)</th> <th colspan="2">London Plan Minimum requirements</th> <th colspan="2">Development proposal</th> </tr> <tr> <th>Long stay</th> <th>Short stay</th> <th>Long-stay spaces</th> <th>Short-stay spaces</th> <th>Long-stay spaces</th> <th>Short-stay spaces</th> </tr> </thead> <tbody> <tr> <td>C3-C4</td> <td>Dwellings</td> <td>1 space per studio/one-bed unit; 2 spaces per all other dwellings</td> <td>1 space per 40 units</td> <td>64 studio/one-bed; 105 other dwellings</td> <td>268</td> <td>4</td> <td colspan="2">192</td> </tr> <tr> <td>A1-A5</td> <td>Retail/commercial</td> <td>From a threshold of 100sqm: 1 space per 175sqm</td> <td>From a threshold of 100sqm: 1 space per 40sqm</td> <td>1,110sqm*</td> <td>6</td> <td>28</td> <td colspan="2">?</td> </tr> <tr> <td>D1</td> <td>Health centre</td> <td>1 space per 5 staff</td> <td>1 space per 3 staff</td> <td>8 Staff**</td> <td>2</td> <td>3</td> <td colspan="2">?</td> </tr> <tr> <td colspan="2">Total</td> <td></td> <td></td> <td></td> <td>276</td> <td>35</td> <td colspan="2">192</td> </tr> </tbody> </table> <p>*Based on worst case scenario of all commercial/retail use being classed as A2-A5 **Based on figure of up to 8 GPs, page 8 of Planning Statement</p>	Land Use		London Plan Minimum Standards		Development proposal (sqm, units, students, staff, etc)	London Plan Minimum requirements		Development proposal		Long stay	Short stay	Long-stay spaces	Short-stay spaces	Long-stay spaces	Short-stay spaces	C3-C4	Dwellings	1 space per studio/one-bed unit; 2 spaces per all other dwellings	1 space per 40 units	64 studio/one-bed; 105 other dwellings	268	4	192		A1-A5	Retail/commercial	From a threshold of 100sqm: 1 space per 175sqm	From a threshold of 100sqm: 1 space per 40sqm	1,110sqm*	6	28	?		D1	Health centre	1 space per 5 staff	1 space per 3 staff	8 Staff**	2	3	?		Total					276	35	192		
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	<p>The Applicant should increase the number of cycle parking spaces for all land uses in line with London Plan standards. It appears that the applicant does not propose the use of two-tier racks as long-stay cycle parking. We suggest that the Applicant explores the use of these, as they</p>																																																				

Stakeholder	Question/Comment	Response
	<p>would provide a straightforward way of increasing the quantity of cycle parking. Please note that Chapter 8 of the LCDS provides design guidance on two-tier racks which must be followed. In line with the LCDS, the applicant should ensure that 5% of spaces are able to accommodate larger or adapted cycles. We ask that the Applicant provide an estimate of the number of staff in the medical centre to allow us to check the cycle parking provision against London Plan standards.</p> <p>Cycle parking location and access The location of the long-stay cycle parking in internal storage facilities at ground floor level is welcome. The proposal to have visitor cycle parking in the form of 'Sheffield' stands in the public realm at the front of the site is also welcome. In line with the LCDS Chapter 8, the Applicant should clarify the access points to the cycle storage facilities.</p> <p>Public Transport Further information on person trip generation and mode splits for the whole site is required before we can assess the impact on London Underground and bus capacity. In line with the Wood Green AAP's proposed East-West link, the development should ensure better links to the high frequency bus corridor along the High Road and Wood Green station.</p> <p>Crossrail 2 The site is located above the Crossrail 2 safeguarding alignment to Alexandra Palace. TfL request that the following condition is imposed by the Council: None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in writing by the Local Planning Authority which:- (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works, (ii) Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.</p>	

Stakeholder	Question/Comment	Response
	<p>Informative: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail 2 Safeguarding Engineer in the course of preparing detailed design and method statements. Please note that Crossrail 2 will also respond separately to this application.</p> <p>Freight The Applicant has not submitted a framework Delivery and Servicing Plan (DSP) or outline Construction Logistics Plan (CLP) as part of this application. This is a shortcoming against TfL guidance and London Plan policy 6.14 “Freight”. The Applicant should provide these documents for TfL to review. Based on information provided in the TA on deliveries and servicing, we advise the applicant to consider the management of larger vehicles that may visit the site (for example HGVs); particularly how they will travel to loading bays along Brook Road, which is very narrow.</p> <p>A full Delivery and Servicing Plan should be secured by condition and a Detailed Construction Logistics Plan should be secured by pre-commencement condition. These documents should follow TfL guidance, available here: https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight</p> <p>Travel planning A Travel Plan has been submitted for the residential element of the scheme. The baseline scenario follows on from the mode splits set out in the TA, which accords with TfL guidance. However, the year 1, 3 and 5 mode splits remain the same as the baseline scenario, which is unacceptable. Whilst we recognise that this is a ‘car-free’ development (except for accessible spaces), the Travel Plan should still contain ambitious targets which match the Mayor’s aspirations for a major shift to sustainable modes of transport and active travel (walking and cycling), as reflected in the draft Mayor’s Transport Strategy and Healthy Streets for London documents. The applicant should therefore provide a new Travel Plan which sets ambitious</p>	

Stakeholder	Question/Comment	Response
	<p>targets for mode shift to walking and cycling, with measures that link to the targets. A Full Travel Plan with updated targets and measures should be secured and monitored through the Section 106 agreement.</p> <p>I trust that the above provides you with a better understanding of TfL's current position on the document. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.</p>	
<p>Supplementary TfL comments</p>	<p>Comments on updated Technical Note</p> <ul style="list-style-type: none"> • The updated trip generation is acceptable. Having reviewed this we do not seek an contributions towards public transport services. • Arrangements for visitors/disabled parking for the GP surgery has been identified and is acceptable. • EVCPs are now provided in line with the London Plan, which is welcomed. These should be secured by condition. • Accessible parking is now provided at the front of the site in line with the London Plan, which is welcomed. It would be useful if information about the management of all accessible spaces (e.g. how they are allocated, if they are available to members of the public etc) is provided. For this I would recommend that a Car Park Design and Management Plan is secured by condition. • It is welcomed that long-stay cycle parking exceeds London Plan standards. From my calculations short-stay cycle parking should be increased by 2 spaces (1 Sheffield stand). The provision of dedicated shower and changing facilities is also welcome. • The access to the cycle parking facilities is acceptable, although it is disappointing that cyclist will have to dismount as the LCDS guidelines state that they should be able to cycle up to the entrance of the facilities. • The applicant should ensure that 5% of spaces are enlarged, to accommodate larger or adapted cycles. If necessary details on the cycle parking facilities to demonstrate conformity with the LCDS can be secured by condition. I require a response on this. • The applicant should confirm which cycle facilities are for which land-uses. It would be preferable for residential spaces to have secure access and be separate to the facilities for the non-residential land-uses. I require a response on this. 	<p>Noted – these comments have been incorporated into the relevant conditions and legal agreements.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • It is disappointing that no improvements have been identified to the local cycling network, as there were some red scores in the CLoS audit and this development would provide an opportunity to improve the cycling environment. We prefer for improvements to be committed to up front at this stage. As per the initial comments and stage 1 comments, we would encourage Haringey to secure improvements to the walking/cycling environment as deemed necessary. • It is disappointing that a CLP and DSP have not been provided at this stage as these are required by TfL guidance. Given that most of the impacts would be on Borough roads I will leave Haringey Council to decide if further information should be provided at this stage. However a CLP and DSP must be secured by condition which TfL should be consulted on. <p>To be secured by Haringey Council</p> <ul style="list-style-type: none"> • EVCPs (in line with London Plan) • Cycle parking facilities (if deemed necessary by Haringey Council) • DSP • CLP • Travel Plan (secured and monitored through section 106 agreement) • Permit free obligation preventing residents from securing CPZ parking permits (section 106 agreement) • Car Park Design and Management Plan (if deemed necessary by Haringey Council). • Crossrail 2 safeguarding (as per the initial comments letter) 	
GLA	<p>Principle of development: Residential-led mixed use redevelopment of the site within the town centre and an emerging Opportunity Area, providing 169 residential units, medical centre, and flexible and affordable commercial floorspace is strongly supported (paragraphs 13-14).</p> <p>Affordable housing: 21% by habitable rooms is wholly unacceptable. GLA officers will work with the Council to robustly scrutinise the viability to ensure that the maximum level of affordable housing is provided. The tenure must also be diversified in accordance with Policy H7 of the draft London Plan. If after interrogation affordable provision remains below 35%, both an early and a near end review mechanism will be required in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. An early review mechanism will be required if the 35% threshold is met (paragraphs 16-19).</p>	<p>Noted conditions attached where required.</p> <p style="text-align: right;">-</p>

Stakeholder	Question/Comment	Response
	<p>Climate change: A revised energy strategy prepared in accordance with GLA guidance must be submitted in accordance with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan, to include further information on DER/TER and BRUKL, cooling demand, the site-wide network and energy centre, CHP and layout of the photo voltaic panels (paragraphs 30-32).</p> <p>Transport: The trip generation should be revised following the TfL guidance. Cycle parking and electric vehicle charging points should be provided in line with London Plan and draft London Plan policy, and conditions or legal obligations secured relating to safeguarding Crossrail 2, changing rooms and lockers for staff and a travel plan, construction and logistics plan and framework and delivery plan (paragraphs 33-42).</p> <p>Recommendation That Haringey Council be advised that the application does not yet comply with the London Plan and draft London Plan for the reasons set out in paragraph 46 of this report. However, the resolution of these issues could lead to the application becoming compliant with the London Plan and draft London</p> <p>Principle of development 13 The site is within Wood Green Town Centre, which forms part of the Haringey Heartlands/Wood Green Area of Intensification identified in the London Plan; in the draft London Plan, the Haringey Heartlands/Wood Green Area of Intensification is reclassified as an Opportunity Area having the potential for 4,500 new homes and 2,500 new jobs. London Plan Policy 2.15 and draft London Plan Policy SD6 seek to ensure that centres within the town centre network remain the focus for commercial development and intensification, including residential development and social infrastructure, outside the Central Activities Zone. Both the current London Plan and draft London Plan underscore the importance of Opportunity Areas to achieving growth in London through their capacity to accommodate large scale developments that provide jobs, housing and enhance placemaking. Locally, Wood Green is identified as a Growth Area in Haringey's Local Plan and the emerging Wood Green Area Action Plan sets objectives of 4,000 jobs and 7,700 new homes.</p> <p>14 The proposed scheme will deliver 169 new homes, 1,180 sq.m. of flexible and affordable</p>	

Stakeholder	Question/Comment	Response																								
	<p>commercial floorspace, and 1,027 sq.m. for use as a medical centre. The proposal is therefore strongly supported in strategic planning terms and optimises the use of the site in full accordance with Policy GG2 and Policy H1 of the draft London Plan. Notwithstanding the above, the applicant must demonstrate that the proposed affordable commercial space will be genuinely affordable in terms of rates, and would provide the necessary tenancy agreements that are known to support the businesses being targeted. A marketing strategy setting out how these businesses will be targeted should also be provided and secured through the section 106 agreement.</p> <p>Housing 15 London Plan Policy 3.3 in seeking to increase the supply of housing in London, sets borough housing targets, and in Table 3.1 puts the minimum annual monitoring target for the Borough of Haringey at 1,502 additional homes per year between 2015 and 2025. The draft London Plan sets a higher target of 1,958 per year for the period 2019 to 2028. The provision of 169 new homes at this site is therefore strongly supported. The table below sets out the proposed residential schedule:</p> <table border="1" data-bbox="457 850 1816 1089"> <thead> <tr> <th>tenure</th> <th>studio</th> <th>1-Bed</th> <th>2-Bed</th> <th>total no. units</th> <th>total no. hr by %</th> </tr> </thead> <tbody> <tr> <td>private</td> <td>15</td> <td>36</td> <td>84</td> <td>135</td> <td>79%</td> </tr> <tr> <td>shared ownership</td> <td>-</td> <td>13</td> <td>21</td> <td>34</td> <td>21%</td> </tr> <tr> <td>total</td> <td>15</td> <td>49</td> <td>105</td> <td>169</td> <td>100%</td> </tr> </tbody> </table> <p>Affordable housing 16 London Plan Policy 3.12 seeks the maximum reasonable amount of affordable housing and at the local level the Haringey Local Plan sets a borough-wide strategic target of 40% by habitable rooms, with a tenure mix of 60% social/affordable rent and 40% intermediate. Policy H5 of the draft London Plan sets a strategic target of 50%, and Policy H7 establishes a tenure mix of 30% social rent/London Affordable Rent; 30% intermediate products; and, 40% to be determined by the relevant borough based on identified need and consistency with the definition of affordable housing.</p>	tenure	studio	1-Bed	2-Bed	total no. units	total no. hr by %	private	15	36	84	135	79%	shared ownership	-	13	21	34	21%	total	15	49	105	169	100%	
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	<p>17 Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG introduce a 'threshold approach', whereby schemes, not on public land, meeting or exceeding 35% affordable housing by habitable room without public subsidy and that meet other criteria, including tenure, are not required to submit viability information to the GLA. Such applications are also exempted from a late stage review mechanism.</p> <p>18 The scheme will deliver 34 shared ownership units, which equates to 21% affordable housing by habitable rooms. This provision, on an underused town centre site within an emerging Opportunity Area, is wholly unacceptable and must be significantly increased. The provision of a solely intermediate scheme has also not been justified. The applicant has submitted a Financial Viability Assessment (FVA), which indicates that the proposed scheme is unviable by £1.16M. Haringey Council has commissioned an independent review of the applicant's FVA. GLA officers will robustly scrutinise both assessments and work with the Council to ensure that the maximum level of affordable housing is provided. The applicant must also diversify the proposed tenure in accordance with Policy H7 of the draft London Plan. The applicant will be required to engage with a Registered Provider to explore the use of grant, and proposed rent levels and eligibility criteria for all affordable housing must be submitted. The applicant should note that the Mayor's Affordable Housing and Viability SPG and the draft London Plan make clear that the default rents for social/affordable rent and intermediate products are the London Affordable Rent and London Living Rent respectively, and an appropriate range of affordability must be secured in discussion with the Council and GLA officers.</p> <p>19 If after interrogation the maximum level of affordable provision remains below 35%, both an early and a near end review mechanism will be required as set out in the Mayor's Affordable Housing and Viability SPG and draft London Plan. An early review mechanism will be required if the 35% threshold is met. The Council has confirmed that it will publish the financial viability assessment in accordance with the Mayor's Affordable Housing and Viability SPG and draft London Plan Policy H6.</p>	

Stakeholder	Question/Comment	Response
	<p>Children’s play space 20 In accordance with London Plan Policy 3.6 and draft London Plan Policy S4, development proposals that include housing should provide playspace for children based on the short and longterm needs of the expected child population generated by the scheme. Further detail in the Mayor’s supplementary planning guidance ‘Shaping Neighbourhoods: Play and Informal Recreation’ sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum. No details relating to children’s play space have been provided. The scheme should aim to deliver play space for Under 5s as a minimum, and details of the quantum and types of play elements should be clarified so that the proposals may be assessed against the requirements of the Mayor’s Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance SPG. If the needs of older children are being met off-site, details of this should be set out, as well as routes to the spaces and any requirements for contributions by the local planning authority.</p> <p>Urban and inclusive design Density 21 London Plan Policy 3.4 and draft London Plan Policy D6 seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the development design, as described in draft London Plan Policies D4 and D2.</p> <p>22 The residential density for the proposed development is 536 units rooms per hectare, which exceeds the guidance ranges in Table 3.2 of the London Plan and the thresholds for increased scrutiny of design quality set out in the draft London Plan. The proposal would deliver good design and residential standards generally, and is appropriate given the context of the emerging Wood Green Area Action Plan and current, and potential, local transport facilities, and the proposal ensures development is optimised on this currently under-utilised town centre site; however, this intensification must be accompanied by a higher level of affordable housing, with a policy compliant tenure mix as set out under paragraphs 16-19. In line with Policy D6, the</p>	

Stakeholder	Question/Comment	Response
	<p>applicant must submit a management plan detailing day-to-day servicing and delivery arrangements and longterm maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan. The agreed maintenance plan should be secured by condition as part of any permission.</p> <p>Site layout</p> <p>23 The scheme is generally well designed and implements a simple layout that makes effective use of the linear site. Both street facing edges are flanked with high levels of active frontage and residential cores are positioned to create welcoming lobby entrances and efficient core to unit ratios at upper levels. This is welcomed.</p> <p>24 Locating the car and cycle parking to the rear of the site and containing it underneath a shared amenity deck is supported in principle; however, consideration should be given to how the rear building line meets the southern site boundary, avoiding areas of under-utilised space that could create security issues. The edges of the under-croft parking should also be screened to provide a more sympathetic and integrated appearance in views from the neighbouring green space and residential properties to the south.</p> <p>Residential quality</p> <p>25 The residential quality is high with units clustered around cores, creating a mansion block typology and the inclusion of through units optimising the proportion of dual aspect overall. Provision to the amenity deck should be made to allow direct access from all cores. Options for including rooftop amenity to the western block above the health centre should also be considered to maximise opportunities for on-site communal amenity space. In accordance with draft London Plan Policy D4, all units should achieve a minimum of 2.5 metres floor to ceiling heights to optimise daylight penetration; and compliance with draft Policy D4 standards for private internal and external space standards should be demonstrated.</p> <p>Form and massing</p> <p>26 The form and massing approach is supported and is consistent with the predominant scale and character of the emerging context. Positioning the taller element at the eastern end of the site defines the Mayes Road corner and allows the scale to fall away towards the residential character of the emerging Gas Works site to the west.</p>	

Stakeholder	Question/Comment	Response
	<p>Architecture</p> <p>27 The simple articulation and use of high quality materials is welcomed; however, the commercial, heavily glazed plinth currently appears dominant at street level and the residential element appears to float above it. The applicant is encouraged to draw from the characteristics and proportions of traditional mansion blocks and bring the brick piers down to meet the ground to improve the definition of the four mansion blocks and help frame the residential entrances.</p> <p>28 In accordance with Policy D11 of the draft London Plan, the Council should include an informative prescribing the submission of a fire statement, produced by a third party suitable qualified assessor, in consultation with the London Fire Brigade.</p> <p>Inclusive design</p> <p>29 Compliance with London Plan Policy 3.8 and draft London Plan Policy D5, which require 90% of new housing to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% Building Regulation requirement M4(3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, should be demonstrated and secured by the Council.</p> <p>Climate change</p> <p>Energy strategy</p> <p>30 The energy strategy submitted with the application does not follow GLA guidance. GLA officers are therefore unable to confirm the on-site reductions in regulated emissions for the domestic and non-domestic elements. As such, the applicant must provide the carbon emissions as per the guidance, as well as DER/TER and BRUKL sheets and further information on cooling demand, the site-wide network, energy centre CHP and photo voltaic roof layout to allow for a full assessment against London Plan Policy 5.2 and draft London Plan Policy S12. Full details of the outstanding issues relating to energy have been provided directly to the applicant and Council.</p> <p>Flood risk and sustainable drainage</p> <p>31 The site is located within Environment Agency's (EA) Flood Zone 1 and has a low level of surface water flood risk. Whilst the site itself is at a low risk of surface water flooding, other</p>	

Stakeholder	Question/Comment	Response
	<p>areas in the local vicinity are at significant risk of surface water flooding. A Drainage Strategy has been prepared, which demonstrates that the development will be limited to a discharge rate of 4.9l/s using a basement level attenuation tank of 130 cubic metres. The tank will discharge by gravity to the Moselle Brook culvert, which is situated along or close to the southern boundary of the site. In addition, the proposal will include 600 sq.m. This proposed approach meets the requirements of London Plan Policy 5.13 and draft London Plan Policy SI13, and is supported.</p> <p>Blue Ribbon Network 32 London Plan Policy 7.28 and draft London Plan Policy SI17 require culverted rivers to be opened. The Moselle Brook runs in a culvert at or along the southern boundary of the site. The Drainage Strategy states that the brook cannot be opened due to its depth below ground level. However, the location, routing and depth of the culvert do not appear to have been determined precisely. The main justification for not opening the culvert appears to be that this proposal was, on balance, not considered viable in a planning application for the Haringey Heartlands site in 2011. The applicant must review the proposals to de-culvert the Moselle Brook, including a full assessment of its location and depth, and the projected costs of the works.</p> <p>Transport Trip generation 33 The trip generation should be revised following TfL guidance, so that the transport impact of the development may be assessed in line with London Plan Policy 6.3 and draft London Plan Policy T4. A bus capacity contribution may be required to mitigate development impact, depending on the results of the reassessment of the trip generation forecasts.</p> <p>Parking and walking 34 A total of 17 residential spaces, all Blue Badge, are proposed. This provision accords with the London Plan and draft London Plan, and is supported. The s106, however, must include a permit free obligation preventing residents from securing CPZ parking permits. For the GP surgery, four car parking spaces are proposed, which is adequate; however, the following</p>	

Stakeholder	Question/Comment	Response
	<p>arrangements need to be identified: accessible parking for staff and visitors and visitor drop off/pick up arrangements for those with less mobility.</p> <p>35 No electric vehicle charging points (EVCPs) have been proposed. In accordance with London Plan and draft London Plan transport policies, 20% of all residential car parking spaces must be fitted with EVCPs, with an additional 20% having passive provision so they can be easily adapted in the future. No general parking is proposed for the commercial element of the scheme, which is appropriate given the site's public transport accessibility level. However, the London Plan and draft London Plan require non-residential developments to provide at least one accessible parking space, on or off street; opportunities for this provision should therefore be explored.</p> <p>36 There is an under provision of cycle parking spaces against London Plan and draft London Plan standards. A total of 192 cycle parking spaces are proposed; a minimum of 311 are required for London Plan compliance. Residential cycle parking should be increased to at least 268 long term spaces and 4 for visitors. There is currently no provision of either type proposed for the health centre and retail units, which should be rectified to accord with London Plan and draft London Plan policy.</p> <p>37 The proposals for long-stay cycle parking in internal storage facilities at ground floor level are welcomed, as are the proposals for visitor cycle parking in the public realm at the front of the site. In line with the London Cycle Design Standards, the access points to the cycle storage facilities should be clarified. In addition, changing facilities, showers and lockers should be secured for staff who cycle to the non-residential parts of the development.</p> <p>38 A Cycling Level of Service assessment has been submitted with the transport assessment, which is welcomed. However, there are concerns regarding the assessment's conclusion that no improvements are required to the cycle network. In line with London Plan Policy 6.9 and draft London Plan Policy T5, possible improvements to the local cycling environment should be identified. Cycle access points to the site should also be clarified.</p> <p>39 A Pedestrian Environment Review System (PERS) audit has been submitted as part of the application, which gives a good overall assessment of local walking conditions. The Council is encouraged to use this audit to inform enhancements to the local walking environment; and, given the nature of the uses, should consider pedestrian wayfinding such as Legible London signage in the site vicinity.</p>	

Stakeholder	Question/Comment	Response
	<p>Crossrail 2 40 The site is above the Crossrail 2 safeguarded alignment to Alexandra Palace, and as such a Crossrail 2 safeguarding condition will be required. The applicant is encouraged to engage with Crossrail 2 throughout the design process.</p> <p>Travel planning 41 A framework delivery and servicing plan (DSP) and an outline construction logistics plan (CLP) should be submitted in accordance with London Plan Policy 6.14 and draft London Plan Policy T7. The Travel Plan targets should be amended to reflect an ambition for more sustainable and active travel. A full travel plan with updated targets and measures should be secured and monitored through the Section 106 agreement.</p> <p>Mayoral Community Infrastructure Levy 42 In accordance with London Plan Policy 8.3 and draft London Plan Policy T9, Mayoral Community Infrastructure Levy (CIL) must be secured.</p> <p>Local planning authority's position 43 Haringey Council planning officers have engaged in pre-application discussions with the applicant. It is understood that officers support the principle of development, but have raised concerns regarding the level of affordable housing.</p> <p>Legal considerations 44 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.</p>	

Stakeholder	Question/Comment	Response
	<p>Financial considerations 45 There are no financial considerations at this stage.</p> <p>Conclusion 46 London Plan and draft London Plan policies on town centres, housing, affordable housing, urban and inclusive design, climate change and transport are relevant to this application. The application does not comply with the London Plan and draft London Plan. The following changes might, however, lead to the application becoming compliant with the London Plan and draft London Plan:</p> <ul style="list-style-type: none"> ○ Principle of development: Residential-led mixed use redevelopment of the site within the town centre and an emerging Opportunity Area, providing 169 residential units, medical centre, and flexible and affordable commercial floorspace is strongly supported. ○ Affordable housing: 21% by habitable rooms is wholly unacceptable. GLA officers will work with the Council to robustly scrutinise the viability to ensure that the maximum level of affordable housing is provided. The tenure must also be diversified in accordance with Policy H7 of the draft London Plan. If after interrogation affordable provision remains below 35%, both an early and a near end review mechanism will be required in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. An early review mechanism will be required if the 35% threshold is met. ○ Climate change: A revised energy strategy prepared in accordance with GLA guidance must be submitted in accordance with Policy 5.2 of the London Plan and Policy S12 of the draft London Plan, to include further information on DER/TER and BRUKL, cooling demand, the site-wide network and energy centre, CHP and layout of the photo voltaic panels. ○ Transport: The trip generation should be revised following the TfL guidance. Cycle parking and electric vehicle charging points should be provided in line with London Plan and draft London Plan policy, and conditions or legal obligations secured relating to safeguarding Crossrail 2, changing rooms and lockers for staff and a travel plan, construction and logistics plan and framework and delivery plan. 	

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>‘We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:“ A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.”</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands</p>	<p>Noted – conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>Thames Water recommend the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p>	

Neighbour consultation	Height – not been amended since the exhibition; General design concerns;	The design has since been amended.
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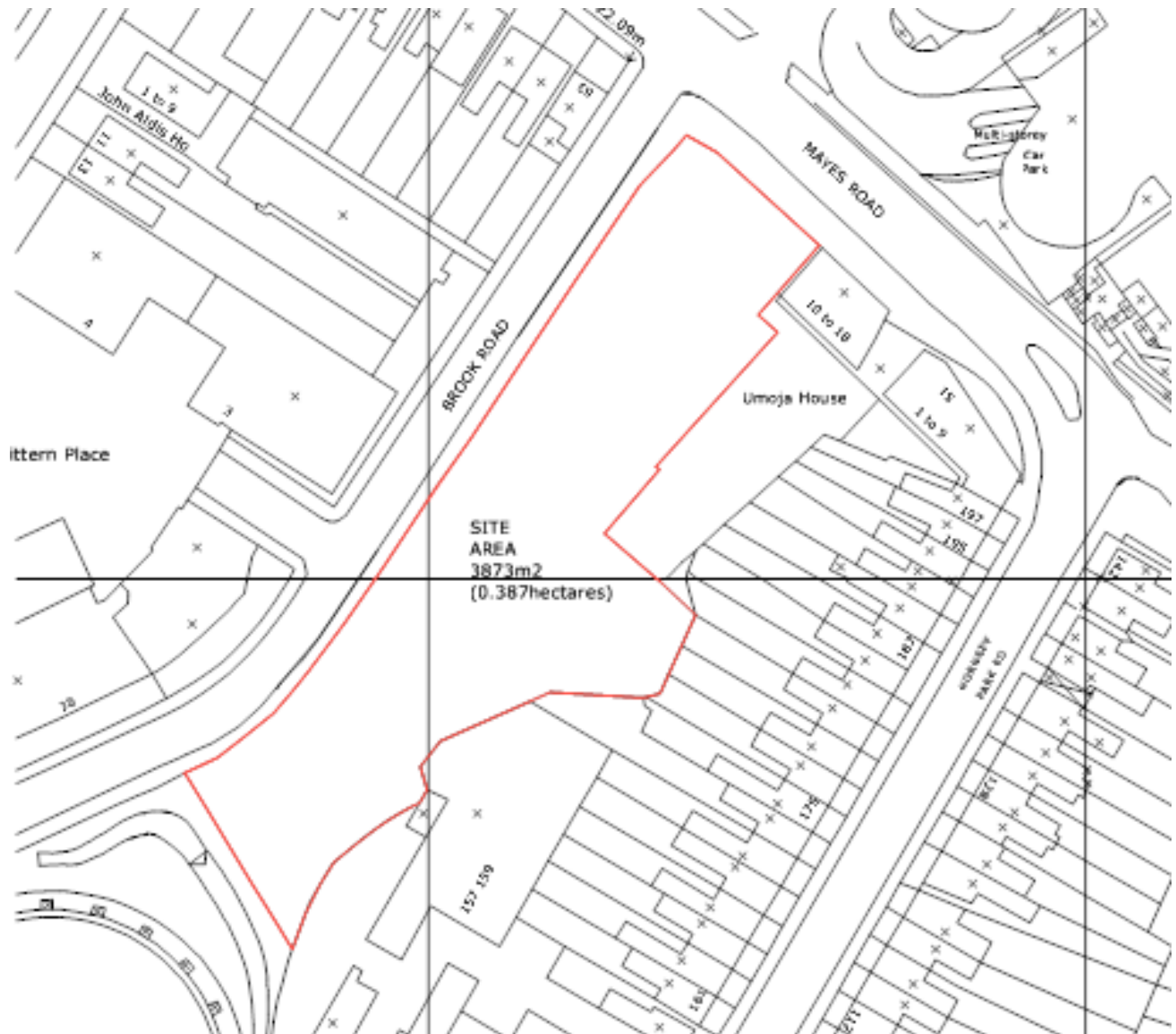
	<p>Out of character;</p> <p>No culverting / futureproofing of Moselle Brook;</p> <p>Lack of consideration for public open space / Master Plan commitment;</p> <p>Stymying effect on other parts of the site allocation, especially given the single aspect units proposed;</p> <p>Should be clear plan for pedestrian / cycle route;</p> <p>Loss of amenity – light, privacy, etc;</p> <p>Impact on infrastructure;</p> <p>Traffic / parking impact;</p> <p>Lack of waste / servicing management plan;</p> <p>No amenity / open space provided;</p> <p>Podium – poor use as residential amenity;</p>	<p>This is a Growth Area and changing character, as detailed in adopted and emerging policy.</p> <p>A survey has been undertaken and application will only be approved subject to EA approval.</p> <p>Residential gardens are provided. There are two other parts of the site allocation, where public space may be more appropriate.</p> <p>Masterplan has been submitted and internal daylight levels for the proposed development are sufficient.</p> <p>Walking improvements would include safer cycle routes and a financial contribution for this has been agreed.</p> <p>Amenity tests show an acceptable relationship with neighbouring residential properties</p> <p>Medical centre will form part of an improved service. S106 and CIL contributions will also aid infrastructure improvements.</p> <p>The traffic impact assessment indicates an improved traffic condition.</p> <p>This has been conditioned</p> <p>Private and communal amenity space provided</p>
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	<p>Pressure on Alexandra Park / general open space – open space deficiency;</p> <p>Impact on trees;</p> <p>Loss of employment;</p> <p>Unacceptable housing mix;</p> <p>Density provision is higher than that of the WGAAP;</p> <p>Lack of affordable housing;</p> <p>“Affordable housing” should be legitimately affordable;</p> <p>Refuse / waste storage;</p> <p>Air quality assessment shortcomings;</p> <p>Lack of drainage;</p> <p>Tunnelling effect from height;</p>	<p>Details of this will be provided. Other communal spaces also provided. As above.</p> <p>The loss of some trees is regrettable but suitable native species are proposed to replace any trees removed and on balance is acceptable.</p> <p>Employment will rise as a result of the increase and diversification of employment offered on the site.</p> <p>The area is less suitable for housing as detailed in DPD SA21 and emerging WGSA11 policy. Some family units have been provided.</p> <p>The density and quantum are higher than those given for certain uses, but overall are considered to be acceptable.</p> <p>Officers have pushed for greater affordable housing and improved tenure. The affordable housing provision is maximum achievable as per the viability.</p> <p>The improved tenure and 2 year time limit will ensure swift affordable housing.</p> <p>Conditioned.</p> <p>Further Air Quality is required and conditioned.</p> <p>Drainage is conditioned and acceptable.</p>
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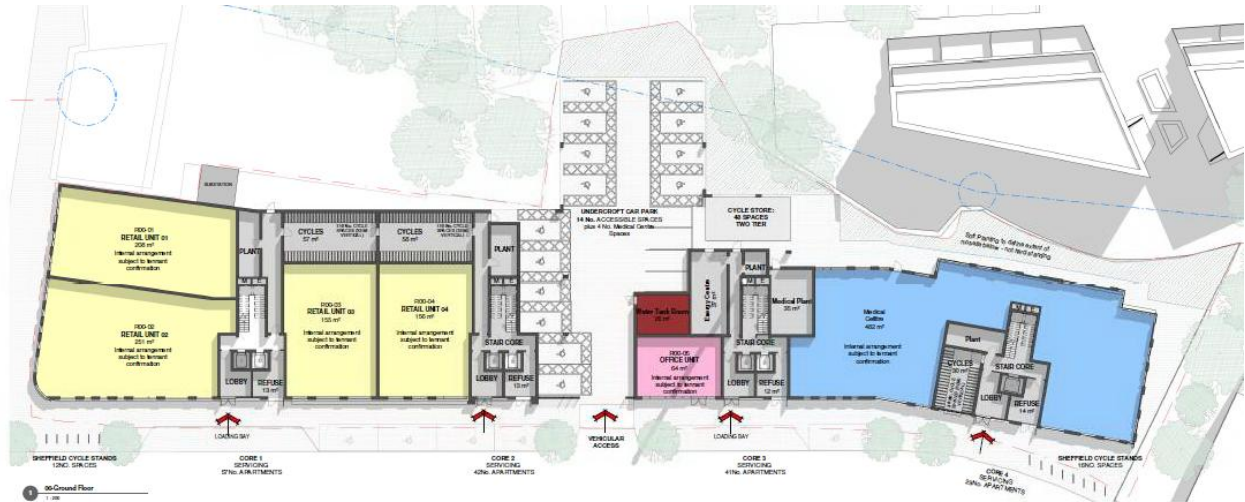
	<p>Issues with NHS requirement for the site / funding of the medical centre / number of GPs;</p> <p>Historic issue of New River Village – issue with S106 obligation to provide NHS Health Care Centre.</p> <p>Welcome the improved route through to Alexandra Palace.</p> <p>Site is within protected viewing corridor.</p> <p>EA requirement for 8m buffer for the Moselle.</p> <p>S106 / S278 requirements to improve area.</p> <p>Height in relationship to Hornsey Park Road.</p> <p>Applicant should be able to daylight the river when it is cleaned.</p> <p>S.278 / S106 to improve highway</p>	<p>This is considered to be acceptable and no specific wind studies are required.</p> <p>CCG are satisfied with the provision and siting of medical floorspace provided.</p> <p>S106 ensures this will be a medical use or re-assessed in the unlikely event that it is not used as such.</p> <p>Noted.</p> <p>The height and siting is acceptable within these viewing corridors.</p> <p>The survey has been undertaken and EA will make further comment on the acceptability of the modest development or form with that buffer.</p> <p>Noted and attached to the recommendation.</p> <p>The height is considered to be acceptable in the context of the relative sites.</p> <p>The recommendation is subject to EA approval and any relevant conditions would be applied.</p> <p>Contributions are outlined in S106.</p>
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Appendix 2 Plans and Images

Location Plan



Proposed site plan



Proposed first floor plan



Proposed front elevation



Proposed rear elevation



Site in context





Masterplan sketch



Proposed site plan in Masterplan context



Appendix 3 QRP Note

- **Appendix 3A: QRP Meeting 8 March 2017:**

Panel

Peter Studdert (chair)

Stephen Davy

Andrew Matthews

Hugo Nowell

Chris Twinn

Attendees

John McRory London Borough of Haringey

Adam Flynn London Borough of Haringey

Richard Truscott London Borough of Haringey

Deborah Denner Frame Projects

Adrian Harvey Frame Projects

1. Project name and site address

Land off Brook Road, Wood Green, N22 6TR

Part of Site Allocation SA21 (Clarendon Square Gateway)

2. Presenting team

Neil Dermott Cassidy and Ashton

Abigail Owen Cassidy and Ashton

Bryony Jennings Austringer Capital Limited

David Morris DP9

Louise Overton DP9

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 redevelopment of a site currently occupied by an Iceland store and its carpark, to create a mixed use development comprising 166 private rental residential units, together with a health centre and commercial floor space at ground floor level. The site is bordered by Brook Road, Mayes Road, and the Clarendon Gas Works site, and a mixture of residential properties and a light industrial unit to the south east. The development is expected to create a new link between Wood Green and Clarendon Square. The site is not located within a conservation area, and no buildings are listed.

The applicant has engaged in pre-application discussions with Haringey Council and the redevelopment is acceptable in principle, and in accordance with the site

allocation for the site. While the general principle of the layout of the development and the block position is considered acceptable, however the overall bulk, massing and height is still being developed. Careful treatment of the elevational design is essential.

5. Quality Review Panel's views

Summary

The panel are generally content with the overall massing of the proposal, while there is some divergence of view about height and stepping. Prior to planning submission, however, the design will need considerable refinement: there is still some way to go in addressing points of detail raised in the discussion. In addition, the panel want to see far greater consideration given to how the building will be composed as a piece of streetscape, as well as further development of the treatment of the roof-scape.

Massing and development density

- Overall the panel feel that the 6 to 8 storey development is broadly appropriate, although there is some divergence of view about the maximum building height that would be appropriate.
- Some panel members felt that a consistent building height of 6 or 7 storeys, would be more successful than the current stepped massing.
- However, other panel members felt a case could be made for a taller element on Mayes Road.
- Other aspects of the massing are more clearly problematic: for example, the panel feel that the transition to the building's neighbour on Mayes Road is currently very abrupt.
- Continuing design development should be informed by testing the townscape quality in views from around the site, including both existing and proposed buildings.
- As part of this process the panel would encourage further exploration of the roof-scape, and suggests that single storey set back elements, delinked to relate to pavilion elements of the façade below, could be successful.

Place-making, character and quality

- The panel feel that, given the proposed building runs along a long narrow site, it risks taking on a wall-like appearance. In its current treatment, is too undifferentiated, with no indication of the different uses of the development, from retail to residential and especially the health centre.
- The panel are also concerned by the lack of warmth and domesticity of the current proposal, which produces quite an aggressively commercial façade.
- In terms of the overall form, they feel that there is an opportunity to reference the architectural language of the traditional mansion blocks that are a distinctive feature of the borough. These often successfully combine commercial uses at street level with residential above.

Relationship to surroundings: access and integration

- There are a number of mature trees to the rear of the site and the panel were pleased that the applicant intended to retain these and they would provide some screening for the houses on Hornsey Park Road.
- However, these trees only extend along half the length of the proposed

building so do not offer sufficient solution to overlooking and visual intrusion to the backs of houses on Hornsey Park Road.

- In addition, the panel feel that, while a welcome element, the proposed amenity space, sitting on a raised platform, risks overlooking private gardens on Hornsey Park Road.

Scheme layout

- The heavy glazing of the facade constrains the opportunities for more effective internal layouts. The current layout of the apartments creates spaces that are more cramped than their total floor space would suggest, and the panel would like to see these revisited.
- In particular, the attempt to control the amount of corridor space in the lift lobby has simply transferred dead space into the apartments.
- There are a number of technical omissions in the proposal, not least in relation to the absence of service risers into the apartments and means of ventilation in the glazing, and the panel feel these need to be addressed before internal layouts can be properly resolved.
- The panel welcomes the inclusion of an element of communal amenity space, in addition to the private balconies, but feel more thinking is required about how to make it truly functional and therefore well-used.
- Not least, access to the amenity space is currently limited to only one of the four building cores, and poses significant overlooking issues for the flats at first floor level.
- There is no provision indicated for children's play, which the panel feel should be included in a residential development of this scale.

Architectural expression

- The panel feel that the starkly commercial appearance of the proposed building, emphasised in the heavy glazing and undifferentiated façade, is a cause for concern.
 - Greater differentiation in the façade would help to soften the look of the building, as well as signalling different uses, such as the health centre, which are currently lost in the proposed exterior, and to distinguish between the commercial and residential uses.
 - In particular, designing the façade so that first floor apartments appear to be part of the podium is unsuccessful. The panel feel that the applicant should reconsider the opportunities to extending commercial use to the first floor, at least at the corner of Mayes Road, where this commercial appearance is most appropriate.

Inclusive and sustainable design

- The building's wall-like form risks creating a wind tunnel effect along Brook Road. The panel recommends that the team explore the potential of a new articulation of the façade to address the likelihood of downdrafts and other wind effects.
- The panel also have concerns about the very real likelihood of over-heating, given the east-west orientation, the heavily glazed façade, and the effectively single-aspect nature of the apartments.
- Considering whether the building can be designed to provide exposed thermal

mass could be one means of moderating internal temperatures. This would mean avoiding the use of drop-ceilings and light-weight construction.

Next Steps

- The panel feel that the proposal is still at an early stage of development, with a significant number of technical and design issues still to be resolved.
- Collectively these issues will require considerable work and the panel therefore look forward to seeing a further iteration of the design in due course, before a planning application is submitted.

Appendix 3B: QRP Meeting 30 January 2018:

Panel

Peter Studdert (chair)
Andrew Matthews
Chris Twinn
Esther Everett
Esther Kurland

Attendees

John McRory London Borough of Haringey
Richard Truscott London Borough of Haringey
Sam Uff London Borough of Haringey
Dean Hermitage London Borough of Haringey
Tessa Kordeczka Frame Projects
Rebecca Ferguson Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Nairita Chakraborty London Borough of Haringey

1. Project name and site address

Land off Brook Road, Wood Green, London N22 6TR
Planning application reference: HGY/2017/2886

2. Presenting team

Bryony Jennings Austringer Capital Limited
Alban Cassidy Cassidy + Ashton
Neil Dermott Cassidy + Ashton
Matthew Atkinson Cassidy + Ashton
Louise Overton DP9

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

This is a significant site, located on the southern corner of Brook Road and Mayes Road, which forms part of SA21 in the Site Allocations DPD and the Wood Green AAP. The Site Allocation states: 'creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment led mixed use development with residential.'

The planning authority stresses the importance of creating a strong route between Wood Green Metropolitan Town Centre and the Haringey Heartlands.

A planning application was submitted in October 2017.

5. Quality Review Panel's views

Summary

The Quality Review Panel is unable to support approval of the current planning application for development of the Iceland site. Concerns raised at its previous review have yet to be effectively addressed. The panel recommends a fundamental rethinking of the scheme. The quantum of development proposed for this site is excessive and the panel is not convinced that the number of apartments proposed could in practice be achieved. The panel thinks that a height of six to seven storeys is more appropriate than the seven to nine proposed. The building's lengthy wall like elevation along Brook Road will do little to contribute to a successful streetscape along what is intended to become a key route. The panel recommends reconsidering the massing of the building and also accentuating its different uses – commercial / retail, residential and medical centre – through its architectural expression. A less corporate, more domestic architectural language should be sought. Further thought should also be given to the quality of residential accommodation, including entrances, floor space, dual aspect, and amenity space. Further information on the energy strategy and microclimatic conditions would be helpful.

These comments are expanded below and those made at the previous review that remain relevant are repeated for clarity.

Review process

- At its previous review, the panel had highlighted a significant number of design and technical issues that remained to be resolved. It suggested a further review of the proposal before submission of a planning application. The panel therefore regrets that it did not have an opportunity to comment on a revised proposal before the application was submitted.

Scale and massing

- At its previous review the panel had broadly supported the scheme's scale and massing – proposed at six to eight storeys. This is now increased to seven to nine storeys. The panel thinks that it is difficult to justify this increase and recommends

reverting to the original proposal by reducing heights by one storey. Six to seven storeys – including the roof – would seem to be more appropriate for this location.

- The current design appears to be driven by maximising the amount of accommodation to be included on the site – which has resulted in a lengthy, unrelieved elevation along Brook Road.

- Earlier sketches exploring elevational options show a pavilion like arrangement – with separate blocks linked by a podium level. The panel thinks that this, or two / three distinct buildings, could be more successful options. • In this context, the panel had previously referred to the precedent of the traditional mansion block – a distinctive feature of the London Borough of Haringey – where commercial uses at street level are often successfully combined with residential accommodation above. • At its previous review, the panel had suggested further exploration of options for the roofscape – including, for example, single storey set back elements, not linked to each other but corresponding to a pavilion arrangement of the building. The continuous sloping roof shown in the current proposal merely serves to accentuate the overbearing scale of the development.

Placemaking

- The panel feels strongly that the design of the building as presented is unlikely to result in a successful streetscape – which is a priority for establishing and reinforcing what will be a crucial link between Wood Green town centre and the approved Clarendon Square development.

- Both the Iceland site and the proposed development – combining commercial / retail, residential and a medical centre – offer huge potential to create a strong, engaging streetscape. Opportunities to give the street a distinctive character have yet to be exploited.

Plan and layout

- The panel considers that the proposed number of residential units could not in practice be achieved.

- Among other issues, insufficient space for servicing, including, for example service risers, and a tank room with pumps for sprinklers, has been allowed. Not enough evidence that the scheme as shown could in fact be built has been presented.

- The panel would have expected the integration of more technical details with a detailed planning application. Technical omissions such as these need to be adequately addressed before internal layouts can be successfully resolved.

- • A minimum size is already proposed for apartments. Incorporating necessary services would reduce this still further and result in even more cramped living spaces.
- • The panel strongly recommends that, in developing further iterations of the scheme, the 'liveability' of the development be constantly interrogated.
- • The panel remains to be convinced about the arrangement of the undercroft car park – exclusively for disabled parking and for medical centre staff – at the rear of the development. Further clarity of the use of the land to either side of the car park would be helpful in better understanding the proposed plan and layout of the scheme.
- The entrance to the car park from Brook Road appears rather narrow and the panel recommends that this be reconsidered.
 - Questions also remain about the functionality of the residents' amenity space above the undercroft car park, both from the point of view of its usefulness for residents and its potential impact on neighbouring properties.

Architectural expression

The panel had previously expressed concern about the starkly commercial appearance of the proposed building. The Brook Road elevation as currently shown is unduly monolithic and would benefit significantly from greater articulation.

- The panel had previously suggested greater differentiation in the elevation to better express the building's different uses: commercial / retail, residential and medical centre. This could also help to soften its appearance. Differentiation should also apply to the entrances to the building's different components.
- While differentiation in the architectural treatment of the commercial / retail and residential accommodation is appropriate, the current double height expression of the ground floor commercial / retail units could exacerbate the more corporate – rather than domestic – perception of the building.
- The panel recommends rethinking the approach to the building's architecture to bring a warmer, more humane quality to the scheme. This might be achieved with adopting a lighter touch – where the elevation is interrupted and more varied, with possibly less heavy masonry.

Residential accommodation

- The panel repeats its concerns about the amount of floor space allocated to individual apartments – already constrained and likely to be reduced still further with incorporation of services, including dry risers (see above).
- The panel recommends that a rethinking of the scheme start with considering the internal layouts of apartments to ensure that they provide liveable spaces.

- It also recommends further interrogation of the definition of dual aspect as applied to the apartments. Although all apartments are described as being dual aspect, the panel questions whether this is an accurate interpretation.

It recommends that dual aspect be tested not only against light levels but also natural cross ventilation, capacity to address overheating, access to a quiet side of the building, greater flexibility in the use of rooms, and future adaptability – all benefits of a dual aspect dwelling that are identified in the draft London Plan.

- Entrances to residential accommodation appear restricted – with narrow corridors leading to lifts, stairs and cycle storage.
- Since this is to be a car free scheme – other than disabled parking and provision for medical centre staff – cycle use is to be encouraged. The cycle stores should be more conveniently located, and materials and finishes to residential lobbies sufficiently robust and durable to withstand scuffs and scratches.

Sustainable design

- The panel would have welcomed a detailed energy strategy in order to assess anticipated energy performance. It points in particular to a risk of overheating, given an east / west orientation, and the extensively glazed elevation.

Public realm and landscape design strategy

- The panel suggests that additional tree planting at the corner of Brook Road and Mayes Road would improve the quality of the public realm.

Microclimatic conditions

- The wall like form of the building risks creating a wind funnel along Brook Road. The panel therefore recommends wind modelling – and, if necessary, mitigating features incorporated into the building's architecture.

Next Steps

- The Quality Review Panel is unable to support approval of the planning application for development at the Iceland site, on land off Brook Road, for the reasons set out in the comments above.
- It recommends a fundamental rethinking of the scheme, reducing its mass and being more realistic and generous in its internal planning.
- It would welcome the opportunity to review a revised proposal, before a planning application is resubmitted.

Appendix 3C QRP 28 February 2018

Panel

Peter Studdert (chair)
David Ubaka
Dieter Kleiner
Wen Quek
Craig Robertson

Attendees

Dean Hermitage London Borough of Haringey
Richard Truscott London Borough of Haringey
Samuel Uff London Borough of Haringey
Deborah Denner Frame Projects
Sarah Carmona Frame Projects
Rebecca Ferguson Frame Projects

1. Site address

Iceland, Mayes Road, Wood Green, London N22 6TN
HGY/2017/2886

2. Presenting team

Bryony Jennings Austringer Capital
Matt Atkinson Cassidy & Ashton
Neil Dermott Cassidy & Ashton
Louise Overton DP9
Andrew Keeling Project 23

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

This is a yet undetermined planning application, which was submitted in October 2017. The proposal is similar to that considered in the QRP meeting of 30 January 2018, however design amendments have been made and the level of detail improved in this submission.

The site is located on the southern corner of Brook Road and Mayes Road and is occupied by an existing 'Iceland Foods' supermarket and an associated car parking area. The site is not located within a conservation area, and no buildings on or around the site are statutorily or locally listed.

The site forms part of Site SA21 in the Site Allocations DPD and forms part of the Wood Green AAP. The proposed Site Allocation states: 'Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential'.

The applicant has engaged in discussions with officers prior to submission and throughout this process and the general principle of development and the massing has broadly responded to these discussions. In general, officers find that the level of submission has been improved through the additional information.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the detailed and helpful presentation, and feels that the design team has responded very well to the comments from the previous review. It supports the scale and form of the proposals; however, it considers that the development density of the scheme is at the absolute limit of what can be reasonably achieved in this location.

Scope remains to refine the scheme layout (both internal and external), in addition to the architectural expression of the scheme. Subject to a final iteration of the design as outlined below, the panel offers its support for the planning application.

Massing and development density

- The panel welcomes the amendments to the roofline and form of the proposals, and feels that these successfully introduce variety into the bulk and skyline of the scheme.
- Whilst it feels that the development density of the current proposals is at the limit of what is acceptable in this location, the panel considers that its previous concerns in this regard have been successfully addressed.

Scheme layout and landscape design

- The panel feels that some refinement of the internal and external layout of the scheme is necessary, before it can fully support the application.
- It would encourage the design team to review (and refine) the internal layout and circulation from the perspective of what it will be like to live at the development.
- It notes that the internal arrangement of some of the residential accommodation has scope for improvement. For example, some of the units have access to external balconies from bedroom areas, which is not ideal.
- Potential also exists to 'flip' the configuration of some of the single aspect units, in order to increase the level of daylight within the living areas. Bathrooms should be located within the 'darkest' areas.
- The panel would also like to see adjustments to the layout in order to achieve natural light and ventilation within the circulation cores.
- Scope remains to improve access to the cycle storage areas. The panel would encourage the design team to provide access directly from the external space to the rear of the building.
- The panel notes that there are some smaller areas of rather 'left over' space to the rear of the development, and it would encourage the design team to consider how the amenity value of these open areas could be optimised for the residents.
- The external space is currently poorly utilised, and requires improvement in order to deliver high quality amenity space that is appropriate for the scale and location of the development, especially as there may be a significant number of families with children that will live there.

- This may involve a re-think of the layout of this external area, in order to pull together the smaller pieces of space into something more meaningful and useable, that maximises the amenity space available.
- In addition, the potential for providing additional amenity space at roof level should also be explored.
- The landscape strategy for the external areas should be informed by reference to the micro-climate. The amenity space would benefit from good levels of sunlight; the panel notes that the current layout shows the south-facing external area is dominated by parking.
- The landscape strategy should also ensure that there is adequate privacy and defensible space for those residents of the accommodation immediately adjacent to any amenity space likely to be used by children.

Architectural expression and sustainable design

- The move to visually break up the primary façade onto Brook Road using 'mansion block' scaled bays seems to work well.
- The panel would encourage the design team to further reinforce the different elements of the primary façade, for example the protruding bays and the curved corner, to ensure that the different parts read as visually distinct.
- The use of high quality materials alongside construction details that enhance the perception of depth within the façade will help to reinforce the variety, texture and distinctiveness of the building's elevation.
- The panel would also encourage further thought about the southern facade, to achieve a more domestic architectural expression, with character different from the north elevation towards the street. Responding to the south facing orientation, to avoid overheating of accommodation should be considered as part of this process. Reducing glazing would also help reduce light pollution issues for neighbouring houses.
- As a detailed comment, the panel suggests further consideration of the location of the service risers serving the front of the building.
- It would also encourage early involvement of a retail consultant, in order to provide a clear understanding of the nature of the retail provision that will thrive in this location, and the servicing requirements that this will have.

Next Steps

The panel supports the planning application, subject to their comments on refining the architectural expression, and internal and external layout of the scheme. These comments are expanded above, for consideration by the design team in consultation with Haringey officers.

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2017/3020**Ward:** Noel Park**Address:** Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ

Proposal: 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 18 storeys. Mixed use development comprising 10,657 sq.m (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access. This application is accompanied by an Environmental Impact Assessment.

Applicant: Mr Ian Dubber Workspace Group Plc**Ownership:** Private/Council**Case Officer Contact:** Wendy Robinson**Site Visit Date:** 23/11/17**Date received:** 20/10/2017 **Last amended date:** 08/03/2018**Drawing number of plans:**

Plans:

PL003, PL700, PL500 - PL508 inclusive, SK600A, SK601A, SK602A, SK604A, SK605A, SK605AA, SK605BA, SK605CA, SK606A, SK606AA, 0306 031, 0306 020, and PL5294-01 - PL5294-05 inclusive received 20/10/17, PL010B, PL011B, PL-BA-BF-100B - PL-BA-BF-106B inclusive, PL-BB-099B - PL-BB-114B inclusive, PL-BE-BD-101B - PL-BE-BD-109B inclusive, PL-BE-BD-110 - PL-BE-BD-113 inclusive, PL-BD-200B, PL-BD-201B, PL-BD-203B, PL-BE-200B, PL-BE-203B, PL-BF-200B, PL-BF-201B, PL-BF-203B, L33-01B - L 33-04B inclusive, and L33-06B received 21/02/18, PL-BA-201C, PL-BA-202C, PL-BA-203C, PL-BB-115C, PL-BB-116C, PL-BB-117B, PL-BB-200C - PL-BB-203C, PL-BD-202C, PL-BE-202C, PL-BF-202C received 02/03/18 and PL-BE-BD-100C and PL-BE-201D received 08/03/18

Supporting documents:

Planning Statement prepared by Barton Willmore and dated 10/17, Existing Floorspace Schedule, Aboricultural Impact Assessment Report prepared by Sharon Hosegood

Associates and dated 09/17, Flood Risk Assessment prepared by Furness Partnership and dated 10/17, Phase 1 Environmental Desk Study prepared by Furness Partnership and dated 10/17, Structural Engineer's Stage 2 Report made by Furness Partnership and dated 10/17, and Environmental Statement (Volume 1 - 4 inclusive) prepared by Barton Willmore and dated 10/17 received 20/10/17, Flood Risk Assessment prepared by Furness Partnership and dated 02/18, Block B Residential Acc. Schedule Rev J, Block E Residential Acc. Schedule Rev H, Summary Commercial Acc. Rev H, Energy Statement prepared by Etude and dated 02/18, Sustainability Statement prepared by Etude and dated 02/18, Utilities Statement prepared by Furness Green Partnership and dated 02/18, Statement of Community Involvement prepared by Meeting Place Communications and dated 02/18, and Environmental Statement Addendum prepared by Barton Willmore and dated 02/18 received 21/02/18, Wind Microclimate Statement of Conformity prepared by RWDI and dated 02/18 and letter correspondence from T Rogan-Lyons, GL Hearn to V Bullock, Barton Willmore and dated 16/02/18 re. Daylight and sunlight amenity Coburg notional scheme received 22/02/18, Evaluate Infographic CL13351 prepared by Lichfields and dated 02/18, Block D Residential Acc. Schedule Rev J, Non-Residential Floorspace Schedule Rev C Design and Access Statement Addendum 002.2 prepared by Barton Willmore and dated 02/18, Summary Residential Acc. Schedule Rev L, received 02/03/18, and Commercial Strategy prepared by Workspace and dated 01/18 received 08/03/18. This application is before at Planning Sub-Committee because it is a major development with some land under Council ownership thus is required to be reported to the Sub-Committee under the Council's constitution.

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle, as it meets the land use requirements of the Site Allocation DPD SA19 and emerging Wood Green AAP WGSA21;
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future;
- The minimum overall affordable housing proposal of 35% by habitable rooms is judged to be above the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable;
- The development would include two high quality tall buildings that respect the visual quality of the area, including key local views, and on balance have an acceptable impact on local heritage assets;
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use and vibrant neighbourhood;
- The scheme will make a contribution to the quality of the public realm;

- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, and privacy;
- The development would provide an adequate number of appropriately located car and cycle parking spaces;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability; and
- The application is acceptable for all other reasons as described below.

3. RECOMMENDATION

- 3.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for 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.
- 3.2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 3.3. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 9th May 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
- 3.4. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Minimum B1 Employment floorspace
- 4) Use class restrictions
- 5) Use hours
- 6) Materials to be approved
- 7) Site parking management plan
- 8) Cycle parking design

- 9) Electric charging facilities
- 10) Delivery and Servicing Plan and Waste Management Plan
- 11) Network Rail Glare Study
- 12) External lighting
- 13) Crossrail 2 operations protection
- 14) Piling method statement
- 15) Construction hours
- 16) Hard/soft landscaping
- 17) Sustainable drainage details
- 18) Drainage Management Maintenance Schedule
- 19) Revised air quality assessment
- 20) Chimneys
- 21) Combustion and energy plan
- 22) Contamination 1
- 23) Contamination 2
- 24) Management and control of dust
- 25) Non-road mobile machinery
- 26) Non-road mobile machinery inventory
- 27) Decommissioning of abstraction well(s)
- 28) Secured by Design accreditation/certification
- 29) Wind and micro-climate clarification strategy
- 30) Internal noise levels
- 31) Sound insulation – residential
- 32) Sound insulation – commercial
- 33) Plant noise restriction
- 34) Boiler facility
- 35) Construction standard of energy network
- 36) Confirmation of achieving energy efficiency standards and carbon reduction targets
- 37) BREEAM and home quality
- 38) Overheating
- 39) Accessible dwellings
- 40) Wheelchair unit provision
- 41) Central satellite dish
- 42) Broadband
- 43) Business and Community Liaison Construction Group

Informatives

- 1) Section 106 legal agreement
- 2) Positive and proactive
- 3) CIL liable
- 4) Street Numbering
- 5) Sprinklers
- 6) Surface water drainage
- 7) Thames water
- 8) Groundwater

- 9) Minimum pressure
- 10) Asbestos
- 11) Crossrail
- 12) Commercial waste collections

Section 106 Heads of Terms:

- 1) Affordable Housing
 - No less than 35% based on habitable rooms (72 affordable housing units; 32 London affordable rent and 40 London living rent);
 - Early and late stage viability reviews to be undertaken.
 - Any additional affordable housing uplift to be provided onsite;
- 2) Affordable Commercial Rent
 - Provision of 1,014m² of B1 Use Class in Block E let at 25% average market rent (£20);
 - Reasonable endeavour obligation to offer a first refusal period of six month post completion to Collage Arts to occupy this space;
- 3) Business Continuity Fund
 - £500,000 to be set aside and provided to existing customers support with reasonable relocation expenses
- 4) Considerate Contractors Scheme
- 5) Local Labour and Training
 - Employment skills plan to ensure local labour provisions and not less than 20% of those employed are residents of LB Haringey;
 - 25% of the LB Haringey residents employed shall be full-time apprenticeships;
 - End User Skills Training financial contribution of £231,432 towards LB Haringey's Employment and Recruitment Partnership's activities;
 - Designate a named contact to ensure efficient management and supply of local Council residents for employment and training opportunities.
 - Work with the Haringey Employment and Recruitment Partnership, who will provide and prepare the said Council residents for all employment and training opportunities.
- 6) Residential Travel Plan
 - Within six months of first occupation at Travel Plan for the approved residential uses shall be submitted to and approved in writing;
 - The developer must appointment 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 five years;

- Provide welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident;
- Establish or operate a car club scheme, which includes the provision of two car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds) in credit per year for the first two years. And enhanced car club membership for the family sized units (three plus bed units) including three years membership £100 (one hundred pounds) per year from membership for three years;
- Provision of Travel Information Terminals erected at strategic points within the development, which provides real time travel information;
- Include specific measurements to achieve the 8% cycle mode share by the 5th year;
- Financial contributions of £2,000 (two thousand pounds) per year for a period of five year for monitoring of the travel plan initiatives.

7) Commercial Travel Plan

- Submission of Travel Plans for the commercial aspect of development
- The developer must appoint 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 years;
- Provide 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;
- The developer will be required to provide, showers lockers and changing room facility for the work place element of the development;
- Establish or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, two years' free membership for all commercial units;
- Financial contributions of £2,000 (two thousand pounds) per year for a period of five year for monitoring of the travel plan initiatives.

8) Parking Control Measures

- Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land. The developer must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO;
- Financial contribution of £23,000 (twenty three thousand pounds) towards CPZ design and consultation for the roads to the north of the site which are not currently controlled and within walking distance.

9) Bus Route Diversion

- Financial contribution of £200,000 (two hundred thousand pounds) towards securing two bus routes to serve the development and enhance the connectivity to the existing bus network.

10) Public Realm Improvements

- Financial contribution of £150,000 (one hundred and fifty thousand pounds) towards works to the pedestrian realm in the locality, including:
 - Penstock Foot path
 - Haringey Park Road
 - Mayes Road
 - Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road

11) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)

- Submission of Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for approval three months prior to construction works commencing onsite

12) Car Parking Management Plan

- Submission of a document that demonstrates allocation and management of the onsite car parking spaces including wheel chair accessible car parking spaces to the front of the building and the five commercial car parking spaces;
- The residential car parking spaces must be allocated in order of the following priorities regardless of tenure:
 - Parking for the disable residential units 10% of the total number of units proposed – wheel chair accessible car parking spaces
 - A minimum of one wheel chair accessible car parking space for the commercial element of the development
 - Family sized units three+ bed units
 - Two bed four person units
 - Two bed units
 - One bed units and studios

13) Carbon Offsetting

- £274,720 toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.

14) Tree replacement

- £10,000 towards planting two street trees in the local area.

15) Public Art

- £50,000 to be set aside for the funding of public and artist designed public art with transparent processing for commissioning.

16) Retention of Architects

17) Monitoring fee

- Pay the monitoring fee contribution – 5% of the total contributions up to a maximum sum of £20,000.

Section 278 Heads of Terms:

- 1) A developer contribution of approximately £549,533 (five hundred and forty nine thousand, five hundred and thirty three pounds) for offsite highway works, not including any statutory utilities works, to be paid upon implementation of the planning permission
- 3.5. That, in the absence of the agreement referred to in resolution (3.1) above being completed within the time period provided for in resolution (3.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing the provision of onsite affordable housing the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
 2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, and Policy DM31 of the Development Management DPD.
 3. The proposed development, in the absence of a legal agreement securing confirmation of the service delivery standards contract and waste management to the proposed residents would have a detrimental impact on neighbouring amenity, character and appearance of the development and the local area, and local ecology and biodiversity. As such, the proposal would be contrary to London Plan policies 7.4, 7.5 and 7.19, Local Plan Policies SP11 and SP13 and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document
 4. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating

training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.

5. The proposed development, in the absence of a legal agreement securing public realm enhancements the proposal would give rise to an illegible public realm of poor townscape character, whilst the lack of involvement of the original architects in the detailed construction design of the development would have a negative impact on the design quality of the completed building, adversely affecting the character and appearance of the area. As such, the proposal would be contrary to London Plan policies 7.1, 7.2, 7.4 and 7.5, Local Plan 2017 Policy SP11, and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document.
 6. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.
- 3.6. In the event that the Planning Application is refused for the reasons set out in resolution (3.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (3) above to secure the obligations specified therein.

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4. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 4.1. This is an amended application for the 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 18 storeys. Mixed use development comprising 10,657 m² (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access.

Proposed residential	230 units
Proposed non-residential floorspace	10,657 m ²

Table 1: quantum of development proposed

- 4.2. The planning application comprises of five buildings:
- The Chocolate Factory which is to be retained with demolition of extensions. Extension of atrium. 8,343.8 m² non-residential floorspace is proposed.
 - Block B is located opposite the Chocolate Factory on Clarendon Road in position of Palma House which is to be demolished. This building is 18 storey residential with 64 units proposed.
 - Block D is part four storey and part 13 storey with ground floor non-residential floorspace, 570 m², and 57 units proposed on the upper levels. The 13 storey element fronts onto the junction of Western Road and new residential thoroughfare.
 - Block E is a seven storey courtyard building comprising an urban block in itself. Maisonette units fronting onto Western Road with private entrances. Residential core entrances are provided from 'Jelly Lane' and the residential thoroughfare. A total of 109 units proposed. Ground and first floor commercial units (1,014 m²) front onto 'Chocolate Square' and 'Jelly Lane'. Car parking is provided at ground floor underneath a raised podium which provides amenity space. The parking is accessed from the residential thoroughfare.
 - Block F is a three storey building located between the Chocolate Factory building and Western Road. 729 m² non-residential floorspace is proposed.
- 4.3. The proposal comprises of the following public realm:
- 'Chocolate Square' creates a focal point of the development site and creates an active area with commercial units fronting onto the space with provision of seating.

- ‘Jelly Lane’ leads from the above public realm providing a sunken terrace between the Chocolate Factory and Building E to provide an impromptu place to sit and space for activities.
- ‘Chocolate Yard’ is located behind Chocolate Factory and Block F to function as the loading zone, parking area, for circulation and for general activity for employment occupants.

4.4. The amended dwelling mix as follows:

Building	Studio	1 bed units	2 bed units	3 bed units	4 bed units	Total
Block B	4	30	30	0	0	64
Block D	25	26	3	3	0	57
Block E	0	49	39	26	2	109
	29 = 13%	98 = 43%	72 = 31%	29 = 13%	2 = 1%	

Table 2: Dwelling mix

4.5. The residential development will provide the following car parking spaces:

Building	Car parking	Cycle parking – Short stay	Cycle parking – Long stay
Block B		2 Sheffield stands	94 cycle spaces
Block D		2	63
Block E	27 spaces	4	176
Non-residential	2 accessible spaces	35	72

Table 3: Car and cycle parking

4.6. The amended non-residential floorspace is to be flexible in arrangement with the applicant proposing ceilings to the uses as follows:

Use Class	Floorspace
Total non-residential floorspace	10,657 m ²
Maximum A1/A3 Use Class floorspace	675 m ²
Maximum D1/D2 Use Class floorspace	570 m ²
Minimum B1 Use Class floorspace	9,414 m ²

Table 4: Non-residential floorspace quantum

- 4.7. Further design changes were submitted as amendments and are set out below:
- An increase in non-residential floorspace from 9,376m² to 10,657m² with additional floor provided in Block D ground floor and Block E ground and first floor.
 - An increase in height of Block B (16 storeys to 18 storeys) and removal of ‘tail’ projection.

- A part increase in height of Block D (element fronting Western Road seven storeys to 13 storeys) and alteration to design.
- Revision of residential layouts to remove kitchens with no windows and improve Block E maisonettes.

Environment Statement

- 4.8. The applicant submitted a screening opinion (reference HGY/2015/2028) and a scoping opinion (reference HGY/2015/3226) and the Council is satisfied that the submitted EIA covers all necessary matters. The physical form and impacts of the development have been assessed by way of an Environmental Impact Assessment.

Site and surroundings

- 4.9. The site is located to the west of Wood Green Metropolitan Town Centre. The surrounding area is intensively developed generally with buildings of 2-3 storeys in height in a mixture of uses; including Alexandra School to the north, and the Mountview Academy to the south. The site lies adjacent to the southern boundary of the Wood Green Conservation Area. South of Coburg Road is the disused gasholders which form part of the Clarendon Square St William's redevelopment site (HGY/2009/0503 and HGY/2017/3117). Western Road forms the western boundary of the site and to the west of that is a Council recycling depot and vacant railway land adjacent to East Coast Main Line.
- 4.10. The site covers 1.37 ha and comprises a cluster of buildings of differing size and scale which are generally occupied by creative businesses. The main Chocolate Factory building (Former Barratt's sweet factory) is up to five storeys in height and is to be retained. Parma House is to the east of the Chocolate Factory and eastern side of Clarendon Road. A bakery is to the west fronting Western Road. The remainder of buildings on the site, including later extensions of the Chocolate Factory, ranging in heights up to five storeys in height are to be demolished. There are also large areas of surface car parking. There is an existing floorspace of 18,324m².
- 4.11. The site has an average Public Transport Accessibility Rating (PTAL) of three and is within close proximity to Wood Green Underground station, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

Relevant Planning and Enforcement history

- 4.12. **HGY/2015/2028** - Request for a Screening Opinion in accordance with Regulation 5 of the EIA Regulations (as amended 2015). Opinion provided August 2015.

- 4.13. **HGY/2015/3226** - Request for Scoping Opinion under Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, As Amended by the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. Opinion provided May 2016.

5. CONSULTATION RESPONSE

- 5.1. Three pre-application meetings were held with planning officers prior to submission of this application. The applicant was advised as to principle of development, employment provision, the form and scale of the development design, public realm design, and neighbour amenity issues.
- 5.2. The scheme was presented to the Haringey Quality Review Panel (QRP) on three occasions; two pre-submission reviews dated 27 April 2016 and 6 July 2016, and one post-submission Chair's review on 30 January 2018. The minutes of each of these meetings are set out in Appendices One A, B and C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 5.3. A Development Management Forum was held on 19 January 2017.
- 5.4. The issues raised are summarised as follows (a note of the Forum will be provided as part of an addendum report):
- Future and ongoing consultation and communication with existing tenants
 - Timeframes
 - Maintenance of the Cultural Quarter and retaining the uniqueness, intrinsic uses and tenants
 - Provision of affordable housing
 - Locations of green/open space
 - Land ownership
 - Car parking
- 5.5. The scheme was presented to the Planning Sub-Committee as a Pre-Application Briefing on 2 February 2017.
- 5.6. The following were consulted regarding the application on two occasions (25 October 2017 and 22 February 2018), and the following responses were received, and are summarised as follows (the full responses are contained in Appendix Two):

Internal:

1) Design

A range of design issues are addressed in the Design Officer's comments including how the current proposal has responded to the Quality Review Panel's

comments. In summary, the Design Officer concludes that this is a very important site, the centre of a major regeneration area, containing the heart of the “Cultural Quarter”, a place where vibrant modern employment needs to be combined with much needed new housing. The masterplan and pattern of proposed development is one which in my view supports and encourages these ambitions. The block pattern and network of streets, leading to a central square, has the potential to making a well-integrated, permeable and pedestrian friendly neighbourhood. He is also content that the proposed tall buildings are justified and of elegant, high quality design, that will compliment not harm the other buildings and spaces around and contribute to wider placemaking objectives.

2) Carbon Management:

The measures set out are acceptable for energy efficiency measures and the overall approach is policy compliant. The full comments are addressed in the main body of the report. A number of planning conditions are requested to address issues relating to boiler facilities and energy centres, carbon savings, BREAAAM standards, and overheating. These are included in the list of proposed conditions.

3) Housing Enabling:

No objection. The level of affordable units, based on the 35% (HR), whilst just below Haringey’s Strategic Policies of 40% Borough wide target’ is acceptable. The proposed mix and tenure provides a larger proportion of 1bed units and does not meet the above strategy. The affordable housing units are to be transferred to a registered provider. However, negotiations for the transfer of the units must take place with the Council in the first instance where agreement cannot be reached then units to be transferred to a preferred partner agreed by both the developer and the Council.

4) Arboriculture:

No objection on the condition that a financial contribution is made to allow for the replacement of two street trees to be planted in the local area.

5) Economic Regeneration:

Strongly supports the proposed development because of its potential jobs, commercial space, business, and financial contribution to the Council and contribution to the physical and economic transformation of the Wood Green Cultural Quarter / employment area. Subject to provision of detailed data, rationale and assumption under-pinning the figures in the Lichfield’s Infographic. Sign-up to Haringey’s construction jobs and local labour scheme within the section 106 legal agreement and a condition is recommended regarding broadband and telecom infrastructure.

6) Waste Management:

Some detailed issues raised, but the application has been given a RAG traffic light status of AMBER for waste storage and collection. Clarity was requested to

ensure all waste collection vehicles would expect to enter and exit the development in a forward moving motion. Waste receptacles will need to be within 10m pulling distance from waste vehicles at time of collection.

7) Pollution:

Some further detailed issues raised regarding air quality. Acceptable in principle. Conditions are recommended for a revised air quality assessment, combustion and energy plant, contaminated land, and the management and control of dust. All the recommended conditions are included in this report.

8) Conservation:

It is considered that the proposal by virtue of its scale would cause 'less than substantial harm' to the setting of Wood Green Common, Hornsey High Street and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the harm caused.

The tallest tower of the proposal would partially block a key view of Alexandra Palace from Lordship Recreation Ground causing harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area). Despite the townscape benefits described above, this harm, acknowledged as 'less than substantial' is not considered to be outweighed and should be balanced against other planning and regeneration benefits.

9) Drainage:

Acceptable in principle and accept use of pumps and tank storage. Request conditions to adjust pro-forma and micro-drainage calculations, provide management maintenance schedule, and install deep green roof substrate.

10) Transportation:

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

11) Noise:

No objection with respect to noise and vibration subject to conditions for internal noise levels for residential units, fixed building services plant noise, sound insulation, construction impacts, vibration and ground-borne noise, balconies, operational hours, and delivery restrictions. All the recommended conditions are included in this report.

External:

12) Environment Agency:

No objection subject to a planning condition being imposed on the decommissioning of abstraction well(s).

13) Crossrail 2 Safeguarding:

No objection subject to a planning condition being imposed on design and construction method statements specific to Crossrail 2.

14) Designing Out Crime:

Object to the proposal as no reference to crime prevention or security included within documents available. Specific concern regarding: community/amenity space in regard to ASB, balcony design, perimeter treatments, access control, postal strategy, refuse store/s, bicycle stores, compartmentalisation, physical security, maisonettes, external lighting, vehicle delivery strategy, and CCTV (Public Realm). Recommend condition and informative to achieve 'Secured by Design' accreditation.

15) Transport for London:

Initial concern with the proposed cycle elements, pedestrian environment, construction freight, and deliveries. Officers have been advised that these issues have been addressed and TfL comments are expected to confirm – TfL comments will be included on an Addendum and will be reported to Members at the committee meeting

16) Greater London Authority:

Stage One response is expected following the publishing of this report and Officers have been verbally informed by the GLA. A summary of their comments will be included on an addendum and will be reported to Members at the committee meeting.

17) Network Rail:

No objection subject to a glare study to ensure no risk to driver operations with regards to the height of development and not impact on Network Rail operations.

18) Thames Water:

No objection subject to standard conditions on waste water, surface water, piling, ground water discharge, and water takes.

19) National Grid:

If minded for approval, then recommend an informative advising the developer they are required to contact Caden's Plant Protection Team (National Grid) for approval before carrying out any works onsite and ensuring requirements are adhered to.

6. LOCAL REPRESENTATIONS

- 6.1. The following were consulted on two occasions 25 October 2017 and 22 February 2018:

Neighbouring properties: 684
Residents Association: 2
Site notices were erected close to the site: 6

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

No of individual responses following 25 October 2017 consultation:
Objecting: 96
Supporting: 0
Others: 1

No of individual responses following 22 February 2018 consultation:
Objecting: 1
Supporting:
Others:

- 6.3. The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust

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

- Loss of Collage Arts
 - Loss of culture
 - Loss of affordable studio space
 - Loss of associated community and youth specific facilities
- No clarity regarding provision of affordable workspace rent
 - Existing tenants not likely to be able to afford to stay
- No indication workspace will be appropriate for light industrial businesses
- Objection to proposed building heights
 - Out of character
 - Impact on heritage assets and views
- Increased pressures on Wood Green resulting from housing eg schools, medical centres etc
- Transport
 - Parking pressures from more residents
 - No service parking for commercial users
- Construction
 - Construction vehicle disturbance
- Support improvements to the connection of Alexandra Palace and Wood Green
 - Encourage cycle and pedestrian route
 - Would like improved treatment at nodal points
- Would like contributions towards upgrading, maintaining and improving existing open spaces, including Alexandra Park
- Support east/west tree lining

- 6.5. The following issues raised are not material planning considerations:
- Construction disturbance (Officer Comment: conditions are recommended to ensure construction phase issues are controlled where appropriate and Control of Pollution Acts addresses all other concerns.)

7. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Masterplanning, tall buildings and conservation
3. Density and design
4. Affordable housing and viability
5. The impact on the amenity of adjoining occupiers
6. Living conditions for future occupants
7. Designing out Crime
8. Highway safety and parking
9. Energy and sustainability
10. Waste
11. Wind and micro-climate
12. Drainage
13. Air quality and land contamination
14. Trees
15. Environmental Impact Assessment
16. Planning obligations and CIL

7.2. Principle of the development

Strategic Context

- 7.2.1. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 7.2.2. The Chocolate Factory site plays a key role in the Wood Green Cultural Quarter. The site is designated within Haringey's Local Plan as a 'Local Employment Area' and 'Cultural Quarter'. The site forms part of SA19 (Wood Green Cultural Quarter (South)) in the Site Allocations DPD 2017. The site allocation states that the Councils land use planning vision is to 'enhance of the Wood Green Cultural Quarter through improvements to Chocolate Factory and creation of high quality

urban realm. Comprehensive redevelopment of the remaining sites for employment-led mixed use development with residential'. The site also forms part of site allocation (emerging) WG SA21 (Wood Green Cultural Quarter (South)) in the Wood Green Area Action Plan (Regulation 18 Preferred Option Consultation Draft February 2018). This emerging site allocation relates directly to this application site boundary and has removed property now defined as Coburg Road North.

- 7.2.3. The two site allocation documents are at different stages; the Site Allocations DPD has been adopted (July 2017); the Wood Green AAP is currently out for consultation for a second Preferred Options Consultation (February – March 2018). Therefore, the Site Allocations DPD is considered in planning policy terms, the prevalent policy document given the full weight of an adopted document. The emerging and draft Wood Green AAP is the most recently published site allocation and therefore has some weight in the assessment of the planning proposal, having been revised following an earlier preferred options consultation (February – March 2017). The principle of redeveloping the existing former industrial and utility lands, including the Chocolate Factory, to provide a mixture of housing, community, cultural and educational facilities and employment, has long been established.

Employment provision and land use mix

- 7.2.4. The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there is not strong economic reason why such development would be inappropriate.
- 7.2.5. This site is designated as a Local Employment Area within Local Plan Policy SP8. Policy DM38 of the Development Management, Development Plan Document (DPD) 2017 states that the Council will support proposals for mixed-use development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration of existing employment land and floorspace. In particular, proposals are expected to demonstrate that the maximum amount of employment floorspace is to be provided, demonstrate improvements in the site's suitability for continued employment and business use, make provision for affordable workspace (where viable), ensure appropriate standard of amenity within the mixed-use scheme, not conflict or inhibit continued employment function nearby and be designed to enable connection to ultra-fast broadband.
- 7.2.6. The proposal would reduce the total existing employment floorspace onsite from 18,324m² to 10,657m² and that this total introduces a provision of A1/A3 and D1/D2 use class floorspace within the site. Both site allocations, for which this

site forms a part, anticipate an overall reduction in the level of employment provision from the existing situation and expect that this is to ensure a higher quality of employment is enabled and so other policy ambitions, such as housing targets, can be achieved. Therefore, the principle of reducing the overall employment floorspace provision is considered acceptable and enshrined in the Site Allocations DPD and draft Wood Green AAP. This is discussed in further detail below.

- 7.2.7. Officers have worked with the applicant to maximise the amount of employment-generating floorspace and this provision of B1 use class has improved since first submission. This level of provision now meets the requirements of the Site Allocations DPD as shown in the table below:

Site Allocation SA19	2 hectare site		12,243m ² employment		355 units	
Proposal	1.36ha	68% of site	9,414m ² B1	77%	230 units	65%

Table 5: Proposal vs Site Allocation quantum

- 7.2.8. The proposal demonstrates flexibility in the provision of employment floorspace. Whilst subject to market demand and future detailed design, the proposal offers flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. The proposal is to cap uses at maximum ceilings to ensure the maximum level of B1 employment floorspace is achieved; as shown in the following table. The proposal is considered to meet the aspired role of this part of Wood Green, consistent with the Council's employment policies and site allocations.

Use class	Maximum floorspace proposed
A1/A3	673 m ²
B1	10,657 m ²
D1/D2	570m ²

Table 6: Non-residential floorspace schedule

- 7.2.9. Policy SP8, SA19 (Site Allocations DPD) and emerging WGAS21 (2018 AAP) provides flexibility for those uses appropriate in a mixed use employment-led development, such as small scale 'walk-to' retail, community and residential uses. However, regard must be had to London Plan town centre and retail policies, so not to encourage retail development outside of town centres.
- 7.2.10. Considered in the light of national, strategic, local planning policies; wider emerging proposals and subject to the recommended restrictions on retail use, the proposed land use and employment provision is welcomed and supported. The proposed employment, food and drink and community components would provide and create a significant number of new employment opportunities and would contribute towards creating safe and attractive places for living, working,

meeting and socialising, which is consistent with the wider ambition to create a vibrant new creative district.

Affordable workspace

- 7.2.11. Policy DM38 of the Development Management DPD stipulates that proposals must make provision for a proportion of affordable workspace. This is further supported by the Councils' Site Allocations DPD (2017) and emerging draft Wood Green AAP (2018) Preferred Option which state that affordable commercial rents may be sought having regard to the viability of the scheme as a whole. The London Plan (and the draft London Plan) seek to achieve the provision of low-cost business space and very specifically affordable workspace for dedicated sectors that have cultural value (draft Policies E1 and E2), especially where there is such workspace already being provided onsite.
- 7.2.12. The current occupation consists of Collage Arts who are an arts development, training and creative regeneration charity providing affordable studio spaces to artists and affordable workspace for designer-makers. The large number of representations received outline the community influence and level of benefits provided by this charity to the Cultural Quarter and wider Wood Green area.
- 7.2.13. Officers have worked with the developer to amend the application to ensure affordable workspace is included within the proposal (25% discount to the market rent, equating to no more than £20 per sq. ft.) and for there to be a reasonable endeavour obligation to offer a first refusal period of six month post completion to Collage Art at the stated rent on Workspace standard lease terms. If this workspace in Block E (1014m², 11,000 sq. ft.) is not taken up then endeavours will be made to ensure this workspace is taken up by similar occupants to ensure the cultural value is retained.
- 7.2.14. It is considered that this amended proposal to include an element of affordable workspace, with intention for this to be utilised by a specific sector which re-provides cultural value for this area and the wider Wood Green Metropolitan Centre is supported by the above policies and Council's general aspirations.
- 7.2.15. The developer has also proposed to set aside a sum of money (£500,000) to establish a Business Continuity Support Fund to support the relocation and re-establishment of businesses. This will cover the reasonable cost associated with a customer's relocation within Workspace's portfolio or to like for like accommodation within Wood Green. It is expected that this fund will work to ensure existing occupants, where possible, are able to be retained or relocated within Wood Green. This, and all the affordable workspace as set out in the above paragraphs would be secured as part of the section 106 legal agreement

Housing provision

- 7.2.16. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 230 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Councils' Site Allocations DPD (July 2017) and emerging draft Wood Green AAP (2018) Preferred Option.

Culture

- 7.2.17. The site falls within the designated Wood Green Cultural Quarter, as per Local Plan Policy SP15. The London Plan and Site Allocation DPD defines Cultural Quarters as areas "where a critical mass of cultural activities and related uses are emerging". Culture is described as being "a way of life including, but not limited to, language, arts and science, thought, spiritual activity, social activity and interaction" (the Roshan Cultural Heritage Institute).
- 7.2.18. The Wood Green Cultural Quarter identifies that the Chocolate Factory being the dominant feature as it is described as being London's largest creative enterprise centre with potential for growth. The site allocations (SA19 Site Allocations DPD and emerging WG SA 21 Wood Green AAP) each aspire to the enhancement of the Wood Green Cultural Quarter through improvements to the Chocolate Factory and creation of high quality urban realm.
- 7.2.19. As detailed above, the presence of Collage Arts and other creative industry businesses within the Chocolate Factory and surrounding buildings has played a key role in establishing and supporting the cultural values which are existing and supported. It is acknowledged that the amended development proposal is likely to result in the reduction of floorspace occupied by existing artists and creative industry businesses which feed into the existing character. However, the creation of a high quality workspace that enables businesses to grow still retains the ability to enable sharing of ideas and synergy between businesses which is crucial to the culture and character of the area. Further to this, the likely initial impacts on the Wood Green Cultural Quarter are considered acceptable as the development enables other policy priorities to be achieved with a significant improvement in public realm and provision of housing. With time the Cultural Quarter will be a vibrant urban area which helps sustain Wood Green Metropolitan Centre.

The draft London Plan

- 7.2.20. The draft London Plan was launched for consultation on 1 December for 12 weeks. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight in planning decisions until at least

next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area, an upgrade from its current designation as an Intensification Area, and therefore identified for significant growth at a strategic level. This supports Haringey's Local Plan SP1 which already designates this area as a Growth Area.

7.3. Masterplanning, tall buildings and conservation

- 7.3.1. The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.3.2. A masterplan-led approach is required as part of a wider set of urban design and regeneration principles (proposed submitted masterplan and considerations dealt with below). The Quality Review Panel (QRP) has reviewed the proposals on a number of occasions (at both pre-application and submission stage) and is supportive of the wider masterplan, subject to a number of specific issues being addressed. The design, scale and massing of this application has evolved as part of a comprehensive and planned approach, which is welcomed. The specific design issues pertinent to this application are dealt with elsewhere in this report.

Masterplan

- 7.3.3. In accordance with the requirement of the Site Allocations DPD, the applicant has submitted a wider masterplan illustrating how the whole of the rest of the block bounded by Wood Green Common, Mayes Road, Coburg Road and Western Road could be developed as per the site allocations aspirations. Two alternative plans have been presented; one with Safe Store and other buildings to the east of their site retained and the other where most sites are comprehensively

redeveloped. They also include massing proposals showing approximate height of neighbouring development sites. The wider masterplan is deemed to be broadly acceptable.

- 7.3.4. Crucially the wider masterplan shows that the north-south route extending Clarendon Road through to Wood Green Common could be secured. It is noted that the north south route cannot be secured without the redevelopment of Guillemot Place but that this site has many site constraints, which could mean highly dense development would be difficult to achieve. In particular, height would be constrained by its proximity to the Wood Green Conservation Area and its visibility from historic Wood Green Common. The amended proposal shows this thoroughfare to be a broad street suitable for vehicular traffic and that the new build shown on Guillemot Place is constrained by this. . It is considered likely that a more viable development would be able to be “squeezed onto this site” with the north-south route narrowing to as little as 5m width and with built form on both sides of the route.
- 7.3.5. The proposal includes a coherent network of streets and blocks, that integrate well with existing surrounding streets and the vital proposal to extend the line of Clarendon Road north, through to Mayes Road / Wood Green Common. It is noted that site allocation policy requires this thoroughfare to be for pedestrians and cyclists, but not for vehicles in its entirety. The proposal to link Clarendon Road to Western Road with two new streets through their site is supported as these will improve connections to their development whilst the north-south link is incomplete and improve connectivity and permeability generally. These links will also help to humanise Western Road and create attractive, developable and suitably sized city blocks that promote a walkable neighbourhood.
- 7.3.6. To the south, the wider masterplan shows a sensible, coherent, complete city block on Coburg Road between Clarendon Road and Western Road, completing Block D. Block D is designed with blank flank walls and “sacrificial windows”, to allow buildings to build up to these, treating them as a party wall. This approach is acceptable and supported. The courtyard in the heart of this block would be 20 metres wide across its narrower width, which with the heights they suggest, including a tall building on the corner of Coburg and Western, would be acceptable. Although the daylight, sunlight and privacy implications are discussed in detail in paragraph 7.4.30 onwards, it is considered that to fit in better with, and offset from, the tall element in Block D and the locations of taller buildings in the Clarendon Square development, a tall building might be more likely on the Coburg/Clarendon corner.
- 7.3.7. The sensitivity testing proposals include assessment of the impact of developments on the sites on the western side of Western Road and the more detailed wider masterplan always included sketch proposals for development on the depot and Quicksilver sites (in the latest draft Wood Green AAP, SA24). These will have some impact, forming the opposite side of the street to Blocks D,

E and F, and potentially overshadowing (dealt with below), but the street provides some separation.

- 7.3.8. However, the wider masterplan proposals are less successful at integrating the site and the network of streets to land to the east of the site. The way those sites will be developed, their form, uses and what public and private spaces will be around them, and in particular whether their existing buildings will be retained, has not yet been determined. This leads to the presentation of two alternative wider masterplans, one with and one without a new northwest-southeast street connecting Clarendon Road back to Coburg Road at its eastern end, partially through the subject site and partially through the Safe Store and neighbouring existing 4-5 storey buildings.
- 7.3.9. In accommodating the possible retention of existing buildings on neighbouring sites, the proposal is unable to demonstrate how to develop the thin “tail” of land on the site of Parma House, behind their proposed tower Block B. This is constrained by both the existing Safe Store building and potential development on Kingfisher Place to its south. Ground floor residential would be difficult to achieve in residential amenity terms, therefore the entire “tail” initially shown has now been removed. A proposal with ground floor commercial for this “tail” does not work within the developer’s business model. This part of their site is therefore not proposed to be developed until firm proposals for the neighbouring sites have come forward. A condition is recommended to ensure acceptable landscaping for the interim and meanwhile uses should be considered.

Tall buildings, views, townscape and heritage

- 7.3.10. London Plan Policy 7.7 is the key London-wide policy for determining tall building applications. The policy requires that tall buildings ‘should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport’.
- 7.3.11. Strategic Policy SP11 requires all new development to ‘enhance and enrich Haringey’s built environment and create places and buildings of high quality’. Development Management DPD Policy DM6 allocates the site (as per Figure 2.2 ‘Potential Locations Appropriate for Tall Buildings) as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.
- 7.3.12. The Local Plan notes at paragraph 6.1.16 that there is potential for tall buildings in Wood Green because it is close to a major transport interchange, has been designated as an area for intensification and has existing adopted masterplan frameworks.

7.3.13. In accordance with Policy DM6 of the Development Management Plan DPD, Council expect building heights to be of an appropriate scale which respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design. Policy DM6 states that tall buildings should also represent a landmark building which by its distinctiveness must:

- i. Be a way finder or marker, drawing attention to locations of civic importance, major public transport interchanges, and areas of high visitation;
 - ii. Be elegant and well proportioned, and visually interesting when viewed from any distance or direction; and
 - iii. Positively engage with the street environment.
- Consider the impact on ecology and microclimate; and
 - Be consistent with the Council's Tall Buildings and Views Supplementary Planning Document.

7.3.14. An assessment has been carried out on the effect of the development on existing townscape character and on views towards the site. A total of 17 representative views were selected and agreed with LBH officers. These include those of Haringey's Local Views (as defined in the Development Management DPD) within which the proposals would be visible, sensitive locations such as public open space from which it could be visible and local streets approaching the site. These views were agreed in consultation with officers and are Verified Views prepared in accordance with the Landscape Institute "Guide for Landscape and Visual Impact Assessment" (GLVIA). The assessments comprise two separate but interrelated assessments: an assessment of the likely significant effects on the character and quality of the townscape, together with an assessment of the effect of development on views (including protected views), viewers and their visual amenity.

Assessment of significance

7.3.15. There are no designated built heritage assets on the site, which currently contains a cluster of buildings of various sizes and scale. There are several small businesses, offices, creative industry uses and some light industry. The original Chocolate factory dates back to early 1900s and is locally listed (non-designated heritage asset). Built in the Modernist style, the building is rendered in white with large crittal type windows. At five storeys, the building forms an important landmark and was the original Barratt's Confectionary Factory. The building's later additions and development was shaped by the growth of the company. Historically, this association is of high value in the industrial and manufacturing history of Wood Green. More recently, the factory has been used as artist's workshops and studios, adding another dimension to its significance. Overall its architectural and historical value along with community associations as a creative hub adds to the building's significance within Wood Green.

7.3.16. Whilst the site itself is not within a conservation area and does not contain any listed structures, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.

Development proposal

7.3.17. The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor's London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area; that of a 'town centre' and 'civic hub' typology with key 'marker' buildings located close to transport nodes.

7.3.18. Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. It retains the Chocolate Factory and gives it a new context with new uses and public realm improvements. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).

7.3.19. Part of the significance of Alexandra Palace is derived from its 'hill top' location. The development will partly block some long distance views of the Palace, for example from the entrance of Lordship Recreation Ground on Adams Road (View 16). However, crucially, the development does not obscure the Rose Window or transmitter. The development would also be visible from the Palace and the Park when looking towards Wood Green.

7.3.20. Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area, Hornsey High Street and New River Conservation Areas. These areas are primarily domestic and residential areas, characterised by two to three storey Victorian or later terraces with some new development up to seven storeys along the New River. As such, the proposed development, by virtue of its scale, would be at odds with the adjacent area and is considered to

cause some harm to these heritage assets, qualified as less than substantial under the NPPF.

- 7.3.21. It is important to note that the view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16) would be partially blocked and would not be considered appropriate from a heritage point of view. This is considered to cause a higher level of harm than those caused by others. However, this harm would be less than substantial.

Assessment of harm against mitigation and benefits

- 7.3.22. Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm.
- 7.3.23. In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.
- 7.3.24. The proposed development would partially block a key view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16. However, crucially, the development does not obscure the Rose Window or transmitter). This is assessed as 'less than substantial' and the harm is not considered to be outweighed by other design and heritage benefits. Therefore, the harm should be balanced against other planning and regeneration benefits in accordance with the NPPF.
- 7.3.25. From a conservation point of view, it is considered that the proposal by virtue of its scale would cause harm to the setting of Wood Green Common, Hornsey High Street and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the harm caused in most cases.
- 7.3.26. Proposed Block B, at 18 storeys, would partially block a key view of Alexandra Palace causing harm to the significance of Alexandra Palace (II), Alexandra

Palace Park (Historic Park and Conservation Area). Despite the townscape benefits described above, this harm is not considered to be outweighed and should be balanced against other planning and regeneration benefits.

- 7.3.27. The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "*Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise.*"
- 7.3.28. The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 7.3.29. 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 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.
- 7.3.30. Paragraph 132 of the NPPF states that, '*When considering the impact of a proposed development on the significance of a designated heritage asset, great*

weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.'

- 7.3.31. Paragraph 134 of the NPPF goes on to say, '*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'.
- 7.3.32. London Plan Policy 7.8 and Development Management Policy DM8 require that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets.
- 7.3.33. There is policy support for taller buildings in this location at the local and regional. The tall buildings proposed represent an appropriate and positive addition to Wood Green and are supported in this location. Conditions and a legal agreement are recommended to ensure that the development remains of high quality and delivers on the townscape benefits that would be essential to outweigh the less than substantial harm. The proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in further positive townscape benefits. It is also a proposal that seeks to create a vibrant, urban environment, with an acceptable amount of employment, within high quality and affordable facilities, and town centre uses to create a sustainable community. To further mitigate the adverse impact on the heritage asset is the further development of the site's culture and its benefit to the Cultural Quarter and wider community. Officers are confident that this proposal responds to the difficult challenges of this development, in a distinctive, appealing and successful manner. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused.

Overall comments

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

7.4. Density and design

Density

- 7.4.1. Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 7.4.2. London Plan 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 locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure.
- 7.4.3. Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within a ‘central’ setting where the density matrix sets a guideline of 650 -1100 habitable rooms per hectare with a PTAL of 4. The density is 675 habitable rooms per hectare which sits comfortably within the indicative range proposed by the London Plan.
- 7.4.4. It should be noted that density is only one consideration of the acceptability of a proposal. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

Design:

Streetscape character

- 7.4.5. The pattern of streets, with blocks between, creates a generally coherent form of development. The retained Chocolate Factory is positioned in the centre of the development, as a “retained jewel” and centrepiece of the new emerging neighbourhood. The surrounding blocks would have a coherent street facing language, and where the block form can be completed, good private interior courtyards. In the absence of completion of the other “wider masterplan” sites, outside of the developer’s ownership, the proposals within the subject site would

have acceptable relationships to the neighbouring properties in their existing form and uses.

- 7.4.6. The public realm 'Chocolate Square' is proposed at the crossroads of the two new proposed east-west streets within the development meeting the existing Clarendon Road. It is also where Clarendon Road curves, where the main entrance to the existing Chocolate Factory building is located and the entrance to the proposed tower, Block B. The enlarged space will be the centre of activity and interaction of the new neighbourhood. However, there is concern that this space does not have a sufficient sense of enclosure as a result of it being a residual space between the development proposal and also space outside of the applicant's site ownership. For the success of the square as an urban space with a strong sense of enclosure to be fulfilled, it will be essential that neighbouring developments follow this aspect of this masterplan.
- 7.4.7. How this public realm will be impacted as a pedestrian friendly space when considering the vehicular traffic, including heavy goods vehicles (at first at least) servicing the Guillemot Place Industrial Estate just north of the site, can be addressed via controlled the use of surface materials and phased development. Neighbouring sites will need to need to ensure that their future development supports the success of this space in the long term.
- 7.4.8. The two east-west streets within the scheme, between Block D and E, and between Block E, the Chocolate Factory building and F, are also traffic calmed and restricted, and have contrasting characters.
- 7.4.9. The street between Blocks D and E is intended to be a quiet, residential street. It adds to the general permeability of the neighbourhood and provides access to the proposed buildings along it. There are entrances to residential cores, the employment space on the ground floor of Block D, and two ground and first floor maisonettes in Block E. It is not considered a crucial part of the wider circulation network.
- 7.4.10. The street between Block E, the Chocolate Factory building and F, 'Jelly Lane', is more important in character being the main route from the development to Western Road heading north, providing the main route to Alexandra Palace Station, and initially to Wood Green Common and Wood Green Station. At its western end it provides vehicular access to the 'Chocolate Yard' between Blocks A and F, but otherwise it is restricted to pedestrians and servicing. It is lined with commercial units on both sides and is intended to become a vibrant, lively space with café tables for seating out and an area of steps and ramps suitable for seating. The change in level of this street resolves the change in level to the existing floor levels of the Chocolate Factory building.
- 7.4.11. The other street frontage in the proposal is onto Western Road, which is a busier road and likely to become even busier as it handles most of the vehicular traffic

accessing this and many of the other Heartlands developments. Albeit these developments are all designed to be much less car intensive than most traditional developments. Block E has the ground floor of two storey maisonettes facing onto this road. These units all have front doors and front gardens and generally also have the proposed bedrooms and a balcony onto the street. There is also additional private amenity space on their first floors. The narrow ends of Blocks B and F have ground floor commercial frontage to Western Road and architecturally bookend the whole development's frontage to Western Road. This is done in contrasting manners; Block D as a medium-high rise tower whilst Block F as a contrasting, object-type, pavilion building.

- 7.4.12. Overall, the proposed network of streets along with the central square, will contribute to integrating this proposal into its context and improving that context, by making it more permeable and more pedestrian friendly. The proposed streets and square are designed with good active frontage and sense of enclosure, and their proposed surfacing, landscaping and street furniture will provide robust, durable and appropriate support to the proposed street layout.

Form, bulk and massing

- 7.4.13. The Chocolate Factory building is proposed to be converted in to business units, with the light well between its northern and southern wing roofed over and converted into an atrium. The main entrance would be into this atrium from the proposed 'Chocolate Square'. The later extension to the south would be demolished and this side would become a major, active and public elevation to the building with frontage of retail / café uses at ground floor facing onto a new east-west street. Levels are a problem as internal ground floor is below intended street ground level, necessitating a convoluted stepped area, but as this street is intended to be pedestrian only the level of incident and the presence of steps is made the best of to create an interesting, vibrant street for sitting out and public use.
- 7.4.14. A single storey rooftop extension is proposed, set-back from all sides, which is considered acceptable and in proportion to the existing building that has numerous existing rooftop protrusions.
- 7.4.15. To the west and north-west, between Block A, Block F and the wall to the school, is a yard space. The atrium will open out onto this yard, which will have gated vehicular access off 'Jelly Lane' to permit deliveries and the minimum required parking. It will also contain a formal grove of trees and an informal buffer landscaping against the school edge. 'Chocolate Yard' will act as an informal activity / outdoor working / break-out space for the employment functions in Chocolate Factory (both Blocks A and F). Finally, to the north is a narrow, gated, alley space providing refuse and cycle parking and spacing the existing building, with its many windows, from the existing Guillemot Place industrial units (and whatever eventually replaces them).

- 7.4.16. Block B consists just of an 18 storey tower. It faces and is entered from 'Chocolate Square', via a lofty, double height entrance foyer giving it a very clear and visible entrance. The amended proportions, with reduced footprint and increased height, result in a pleasing slender tower. Elevational treatment that create a distinct base, middle, and top reinforce these proportions.
- 7.4.17. The matter of how Block B relates to its neighbours is more problematic as those neighbours are not part of this development. To its right (south), it adjoins Kingfisher Place, a likely development site that should ideally join onto Block B to create a continuous, active, built street frontage and help the sense of enclosure of 'Chocolate Square'. Instead, the amended proposal creates an alleyway for service access to the block's refuse store, with a free standing two storey wall providing an edge for the future development on the Kingfisher Place site to build up to. This is an interim solution and could be considered acceptable if the alleyway is secured with a gate at, or close to, the building frontage line. Residential accommodation does not start in Block B until the 2nd floor which helps this development permit a close neighbour, but there will still be a discernible gap between it and whatever its southern neighbour eventually is.
- 7.4.18. To its north is a wider alleyway gap to the existing Safe Store building. This alleyway provides access to Block B's cycle store and to the area of land within the applicant's ownership that is currently undecided, where the "tail" to Block B was formerly located. This could still eventually become a street frontage, if the applicant's full wider masterplan can be implemented, and then the relationship of the tower to its northern boundary would all fall into place. However, in the absence of that street, it is preferred for this to also be gated close to the frontage. A condition is recommended to ensure these gates are positioned as such. The cycle store forms a 2 storey projection off the rear of the tower, and the intention is that whatever is built where the tail was to be, this should join on here.
- 7.4.19. Block D includes the 13 storey block in the southernmost part of this application and only makes up one corner (north-western) of an urban block. The whole urban block will be bounded by the southern of the two new east-west streets to its north, Clarendon Road to its east, Coburg Road to its south and Western Road to its west. The amended form and height along with the more understood surrounding development has led to the acceptance of this design.
- 7.4.20. The neighbouring developable sites have been identified as sites suitable for tall buildings and the developer has factored that into their daylight, sunlight and privacy expectations and shown them to be acceptable. The developer has shown the Coburg Road proposed sites are shown to have non-residential uses on at least their ground and first floors, potentially on up to five floors, as part of the sensitivity testing. Non-residential floorspace now occupies the ground floor of Block D, creating a 1st floor level podium garden space to the lowest flats,

helping day and sunlight access to these private amenity spaces, and providing a high degree of separation for these flats from disturbance from the employment uses below them and on the adjoining sites. Refuse and cycle storage are housed in the linking elements at either party wall, which will be blank to enable building right up to them.

7.4.21. There is proposed to be a medium-high, 13 storey tower at western end of their proposed Block D, the corner of Western Road and the east-west residential street. This is of a smaller footprint to Block B and therefore achieves the same satisfying proportions, albeit at a smaller scale. It also joins directly onto the four storey "tail" forming the northern edge of this proto-block, the southern side of the east-west residential street. The height, bulk, mass, composition, fenestration, detailing, materials and internal layout (excepting the lack of party walls) are supported.

7.4.22. Block E would sit to the west of the 'Chocolate Square', south the Chocolate Factory building and Block F, north of Block D and east of Western Road. It is of 7 storeys, in the same architectural treatment to Block D, but forming a whole coherent urban block. It has a raised podium private communal garden over the residents' carpark in the centre of the block. There are no concerns with the design, form, mass, height, bulk, composition, fenestration, detailing, materials or internal layout of this block.

7.4.23. It is noted, however, that ground floor residential on the Western Road frontage may not be particularly ideal given that this road looks like it will take most of the vehicular traffic to this and the other major neighbouring development sites. It also has the Council's Waste Transfer Station opposite its northern end and has another potential development site opposite the rest of its Western Road length. The units are all two storey maisonettes. They have their own front doors which gives sense of ownership and animates the street, but they do not have access to cores and, therefore, do not have access to the communal podium or rooftop gardens. However, on balance this provision is acceptable as they provide economic family housing in a much needed category.

7.4.24. Block F is the small employment use block proposed to the west of the original Chocolate Factory building, north of the northern proposed east-west street, east of Western Road and south of Alexandra Park School. The school boundary also forms the Conservation Area boundary. There are no concerns with this block.

Elevational treatment and fenestration

7.4.25. The Chocolate Factory building and Block F are in a bright, clean, white palette of white painted brickwork, concrete and render (much of it as existing), with most of the new construction in glass panelling or "glass planks". In contrast, the residential blocks are in a more restrained, warmer, less ostentatious, brick based palette of orderly, composed, regular and rhythmic elevations. The

proposal achieves a distinct and contrasting treatment and materials palette to the workspace and residential buildings.

- 7.4.26. The elevational treatment, fenestration and materials to the Chocolate Factory and Block F are innovative and unabashedly modern, which will make clear their place within the hierarchy of the wider development as distinct from existing buildings and from newly built residential context. The proposed materials will be robust, durable and retain their clean, modern, contrasting appearance.
- 7.4.27. The sense of composition in the elevational treatment, particularly evident in the courtyard block designs of Block E are supported. The elevations are divided up into a two storey “base” made up of two storey commercial units on the north and east, two storey maisonettes on the south and west and a four storey “middle” section formed by use of a formal repeating brick based facade; and a single storey, lightweight, recessed “attic” or top floor. This latter has a distinctive “saw-tooth” roof profile that gives the elevations an added unusual visual identity and references the industrial heritage of the location.
- 7.4.28. The proportion, fenestration, detailing and layout for the two towers (Block B & part of Block D) are supported. They create good quality flats with good, well designed recessed balconies (although with open balustrades). It is good that the ground and first floor of Block B (ground only to Block D) are devoted to ancillary uses including a generous entrance lobby and glazed brick to otherwise blank bays in the facade, and that the top two floors are recessed behind deep two storey reveals creating a special “attic”.
- 7.4.29. The palette of materials proposed is supported but recommend a condition to review the materials. The condition is essential to ensure quality of construction by having approval of key details prior to construction to prevent these being watered down by “value engineering”. Of particular importance to the residential elements of this development would be parapet details and depth of window reveals (which should be at least one brick, probably more on the two towers). The top floors of the lower rise blocks, with their set-back, lighter weight materials and saw-tooth roof profile, should also be subject to approval of materials and details to ensure it is both distinctive and a design of integrity. It is preferable for these elements to be more generously glazed and for the fenestration to relate more logically to the roof profile.

Daylight, sunlight and privacy / overlooking within the development

- 7.4.30. The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals as part of their Environmental Statement addendum. These assessments have been prepared broadly in accordance with 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”.

- 7.4.31. The daylight and sunlight levels achieved to habitable rooms and external amenity areas within the proposed development are considered good. 82.3% of 554 habitable rooms within the proposed development are reported as receiving the BRE Standard of daylight, which is a high proportion of a higher density development in an area of central urban character. 67% of south facing rooms tested receive the BRE standard for sunlight is not such an impressive performance but acceptable in this context.
- 7.4.32. The sunlight assessment for amenity space unusually includes a number of road spaces such as the street between Blocks D & E, yet omits obvious private amenity spaces such as the private and communal podium and rooftop amenity spaces to Block D. It is apparent that the rooftop amenity space to Block D would receive much more than sufficient sunlight, as the rooftop amenity space to Block E that has been tested achieves 96% on 21st March (the BRE standard is at least 2 hours on 50% on this date). However, the podium to Block E receives only 33%, and other podium amenity spaces, including balconies, are also likely to be less than adequately sunlit. The applicants' data does show that the podium of Block E would receive excellent sunlight on the summer solstice, and if some parts would not receive as much sunlight, they would receive some and have a sunny view. The mix of private and communal spaces available for these occupants means that there is likely to be satisfactory amenity space ensuring the quality standard of accommodation.
- 7.4.33. The 'Chocolate yard' space behind the Chocolate Factory building also does not quite receive the BRE standard, but this is not considered to be a public or residents' private amenity space. The main public spaces, 'Chocolate Square' and the pedestrianised section of 'Jelly Lane', would receive good amounts of sunlight.
- 7.4.34. 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 such as in London; the Mayor of London's Housing SPG acknowledges this. 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 Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 7.4.35. Overall it is considered that the daylight, sunlight and overshadowing of the proposals would be acceptable in what is an urban location.

Quality Review Panel

- 7.4.36. The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first two presentations to the QRP and further pre-application meetings, the scheme was altered and amended. The summary of the latest chair's review on 30 January 2018 are shown below:
- 7.4.37. *“Overall, the Quality Review Panel is impressed by the way in which the proposal for the Chocolate Factory has developed and, in principle, would support approval of the planning application. It thinks that there is some scope for revisiting some of the decisions on distribution of massing across the scheme – but a definitive position has to take into account other developments coming forward on adjacent sites. The panel thinks that the architecture proposed for the various blocks within the scheme has developed well, including Block B which will become a marker for the cultural quarter. It will be essential, however, to ensure that the quality promised by the proposals is followed through to detailed design and construction. The panel would encourage environmental analysis and testing of the proposal, especially in relation to the impact of tall buildings. It also suggests development of a public art strategy for the public realm of what will become a cultural quarter.”*
- 7.4.38. Provided below is a summary of the relevant comments from the most recent review, with officer comments following:

Panel Comments	Officer Response
Scale and massing	
A number of the issues previously raised about scale and massing have since been addressed and the panel supports many of the decisions reached	Comments noted
Assessing the appropriateness of the proposed distribution of massing requires a clearer understanding of how this might relate to that of the future development of adjoining sites.	Further work has been done on masterplanning
A more detailed scheme for the entire urban block of which Block D forms a part is required in order to take a more definitive view on the massing of Block D. The panel thinks, however, that an argument could be made for increasing its height, currently proposed as nine storeys, dropping down to four storeys. The panel also suggests that a particularly distinctive tall building could be appropriate at the northern corner of this urban block	Revised Block D masterplan provided with better review of urban block. Please note the panel reviewed a scheme which was not formally submitted as it was not acceptable – hence Block D is 9 storeys in height.
Reverting to a lower height for Block E could be compensated by an increase in the height of Block D, as suggested above, or Block B. The panel appreciates, however, that the planning authority may have reservations about further increases in heights, including in the context of the adjoining conservation area.	Increased height allowed
The panel considers the height of Block B – at 16 storeys – to	Comments noted

be the least contentious element of the scheme. The building is well proportioned and it serves as a significant marker for the proposed cultural quarter.	
Consideration of long views when approaching the site is important. While the prominence of Block B in long views is appropriate, the panel suggests that it might be preferable for Block E not to be visible.	Block B on balance acceptable and Block E reduced so not visible from views
Mix of uses	
The panel welcomes the increase in commercial space that results from revisions to the proposal.	Comments noted
Architectural expression	
The architecture proposed for the different blocks making up the scheme has developed well. This includes the choice of materials.	Comments noted
The design of Block B shows considerable potential. The panel supports an approach where the top of the building is more distinctive, for example by incorporating a giant order, in order to emphasise its role as a marker for the cultural quarter.	Block B amended and improved
It will be essential that the high quality sought for this scheme is assured through to detailed design and construction and not diminished through value engineering. The panel recommends retention of the design team throughout.	Conditions sought to ensure quality
Environmental conditions	
The panel again encourages environmental analysis and testing of the proposal. For example, while supporting the proposed height of 16 storeys for Block B, a study of environmental conditions will be important to assess potential down draughts and wind funnels.	Sensitivity testing undertaken and further requested
Public realm	
Given that the Chocolate Factory will form part of a cultural quarter, the panel suggests that a public art strategy be developed to enliven, animate and add an element of fun to the public realm.	Public art strategy encouraged

Table 7: Analysis of QRP comments

Overall comments

7.4.39. It is considered that the daylight, sunlight and overshadowing effects of the proposal on the development itself are acceptable. The detailed design of the proposed housing and workspaces is considered likely to produce high quality accommodation, within an innovative, architectural proposal. The proposed tall buildings are justified and of elegant, high quality design, that will compliment not harm the other buildings and spaces around and contribute to wider placemaking objectives.

7.5. Affordable housing and viability

7.5.1. The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site

provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).

- 7.5.2. Similarly, London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability.
- 7.5.3. Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%.

Viability

- 7.5.4. The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.
- 7.5.5. As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council’s independent advisers, Carter Jonas, and confirms that the amended scheme can viably support 7% affordable housing (expressed as a percentage of habitable rooms).
- 7.5.6. Further to the viability reports and following negotiations, the developer is willing to provide an increased contribution of 35% affordable housing (32 London affordable rent units (2 x 4 bed / 6 person duplex, 1 x 3 bed / 5 person duplex, 7 x 2 bed / 4 person duplex, 14 x 3 bed / 5 person flats, and 8 x 2 bed / 4 person flats), 40 London living rent units (5 x 2 bed / 3 person flats and 35 x 1 bed / 2 person flats), and a total of 206 habitable rooms). This is a total of 72 units with a split of 45% social rented housing and 55% intermediate housing. This is welcomed by officers.
- 7.5.7. An early stage review mechanism is recommended to be included in the planning obligations agreement to allow for a review of viability matters in the event the consent is not implemented 24 months following the issue of decision. A late stage review mechanism is also recommended to allow for a review of viability matters when 75% of the units are sold in order to capture potential future growth in sales values. This approach is in line with the Mayor’s Housing SPD 2017.

- 7.5.8. The Affordable rented element of the proposed affordable housing will be London Affordable Rent. This is one of the new affordable products that are being promoted by the Mayor of London. The rents of these units are broadly equivalent to social rents and sit at around 55% of market for one beds and lower than 55% for larger units.
- 7.5.9. The intermediate element of the proposed affordable housing will be London Living Rent. London Living Rent is one of the new affordable products that are being promoted by the Mayor of London. A part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle-income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within ten years.
- 7.5.10. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy their home on a shared ownership basis during their tenancy. They will also be given extra priority for other shared ownership homes across London.
- 7.5.11. Across London as a whole, the average monthly rent for a two-bedroom London Living Rent home is around two-thirds of the median market rent.
- 7.5.12. To be eligible for a London Living Rent home, you must:
- be renting in London
 - have a maximum household income of £60,000
 - be unable to currently buy a home (including through shared ownership) in your local area
- 7.5.13. On this basis, the affordable housing offered by the applicant is above what may be viability delivered on the site. The offer of affordable housing is acceptable in this case given the viability constraints identified. Given the findings of the third party consultant, which have been shared with the applicant, and the developer's further proposal, Officers consider the affordable housing provision of 35% (expressed by habitable rooms) to be acceptable and policy compliant.

7.6. Impact on the amenity of adjoining occupiers

- 7.6.1. London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views. This is reflected in Policy DM1 of the Development Management DPD.

- 7.6.2. The application does not assess the impact on non-residential buildings. Many employment uses have a reasonable expectation of daylight, as is mentioned in the supporting text to our Development Management DPD Policy DM1. However, the location is accepted as a Growth area and Area of Intensification in adopted Local Plan documents, so those existing employment uses cannot have a reasonable expectation to be insulated from change and intensification. Existing residents, on the other hand, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.
- 7.6.3. The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 7.6.4. The applicants provided Daylight, Sunlight and Overshadowing assessment of the effect of their proposals on neighbouring dwellings as part of their Environmental Statement addendum. These assessments have been prepared broadly in accordance with 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".
- 7.6.5. The assessment results show that the impact of the development on existing neighbouring residential and relevant non-residential uses (particularly the school) is favourable, with virtually no noticeable detrimental effects on windows or external amenity areas. The amended report says the only reductions would be small, just noticeable reduction of winter sunshine to some windows to houses on Mayes Road, east of the development and that these houses would continue to receive the BRE standard for annual sunlight. The development is helped by being separated from more sensitive neighbours with intervening industrial sites. The results are also further testament to the generally modest height of the proposals and that the isolated, slender taller building (Block B) will have much reduced impact as that impact will be transient.
- 7.6.6. The Council's Noise Officer has reviewed the material submitted on the noise and vibration impacts of this development and has indicated there is no objection in principle. Conditions are recommended to ensure that the enjoyment of neighbouring properties by their occupiers is not prejudiced.

- 7.6.7. The results from the Vibration Assessment undertaken in accordance with BS6472:2008 indicates that "Adverse Comments are unlikely" on the end users when the development is completed. However, during demolition and construction stage, the nearest noise sensitive premises (Alexandra School) will be affected on a short term basis. To mitigate against noise and vibration, a Construction Environmental Management Plan (CEMP) will be produced and submitted for approval. The Council Enforcement Response (Noise Team) will encourage that an application for prior consent under s.61 of the Control of Pollution Act 1974 is made to the Council's Enforcement Response (Noise Team) to ensure that noise and vibration from the demolition and construction process are directly and effectively regulated on site.
- 7.6.8. The proposal would not harm the amenities of neighbours as the daylight sunlight results are actually very good for such an intensive, urban development, in an area of significant intensification and is in general accordance with Development Management DPD Policy DM1 and London Plan Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

7.7. Living conditions for future occupants

- 7.7.1. 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. Local Plan SP2 and Policy DM12 of the 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.

Unit layout

- 7.7.2. Each of the proposed 230 self-contained flats, ranging from studio unit through to four bed six person duplex, meet the required floor areas set out by the Mayor's Housing SPG. In many cases the identified thresholds have been comfortably exceeded.
- 7.7.3. Private amenity space would be provided for each unit in the form of front garden space, balconies or terraces. Communal amenity space is provided by way of rooftop play space at Block D and Block E and a courtyard play space at first floor.
- 7.7.4. The scheme has been amended to ensure each unit will be dual aspect providing high quality outlook as well as allowing maximum levels of sun and daylight to permeate into habitable rooms including kitchens.

Inclusive access

- 7.7.5. 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
- 7.7.6. The proposed development provides 10% wheelchair units as required in planning policy. The layouts of most units are judged to be capable of future adaptation in line with design considerations outlined in the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Noise and vibration impacts to future occupants

- 7.7.7. London Plan Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This policy also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and Development Management Policies DM1 and DM23.
- 7.7.8. The applicant has submitted a noise and vibration assessment within Chapter 14 of the Environment Statement (reference 21650/A5/ES2017 and dated October 2017). This report have been reviewed by Council's Noise Officer who considers that there is no objection in principle to this application subject to the following conditions being recommended.
- 7.7.9. The noise report states that with specified glazing and ventilators installed within the proposed residential units (with the windows closed) will achieve internal noise levels in accordance with BS8233:2014. The report illustrates the preliminary assessment results for the worst affected residential facades (Blocks B, D & E) using typical glazing configurations with all windows closed. Whilst additional attenuation will be required in the form of acoustically rated passive ventilation, the report doesn't confirm the acoustic performance of these vents. A condition is recommended requiring a scheme of sound insulation (glazing and ventilators) and for a test to be undertaken to verify internal noise levels being met.
- 7.7.10. Although the noise levels on some of the balconies on the western façades are predicted to exceed the WHO Guidelines upper daytime outdoor sound level from steady, continuous noise of 55dB LeqT, the noise experienced is considered not to be of such a level as to prohibit the use of these spaces. The decision as to whether the balconies are utilised should be at the discretion of the future occupants, with most favouring the option of private external space than no private external space at all. This can be seen as an additional benefit considering that there is shared amenity place available. The applicant has

incorporated attenuation measures in the design to reduce noise in the most exposed facades of Block E.

- 7.7.11. The developer will be required to submit and install a scheme of sound insulation between the commercial (flexible Use Classes A1, A3, B1, D1 and D2) properties and the proposed residential units. The details of this scheme shall be submitted for approval by the Local Authority before the commencement of any works. A condition is recommended to impose a restriction on the operation hours of use which will not be dissimilar to the existing A1, A3, B1, D1, and D2 use premises in the local area. Deliveries to the site should be restricted between the hours 07.00hrs - 19.00 Monday to Saturday with No deliveries on Sundays or Bank Holidays. This is to facilitate the beneficial use of the premises whilst ensuring that the amenities of residential properties are not diminished.

Open space/child play space

- 7.7.12. 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 Mayor's Play and Informal Recreation SPG 2012, 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.

- 7.7.13. Based on the Mayor's playspace calculator 75 children are predicted to live in the development, of which approximately 54% would be under the age of 5. It is appreciated that this is subject to the exact breakdown of affordable housing unit sizes which is yet to be determined so a 'worst case scenario' based on 50% affordable housing with a split of 70:30 affordable rent: intermediate. Implementation Point 1 of the 'Shaping Neighbourhood: Play and Informal Recreation SPG (2012)' indicates that new housing developments that will accommodate 10 children or more are expected to make provision for play and informal recreation onsite. This proposal includes the provision of three formal play spaces; two on the roof tops of Block D and Block E and the third as a courtyard play space on the first floor podium. These spaces are to be designed specifically for children aged up to 11 years of age. Each space is to have its own theme and types of play. The surrounding parks and open spaces, including Wood Green Common, Alexandra Park and Duckett's Common, provide a number of play opportunities within walking distance. These offsite play spaces are aimed mainly at older children (12 and over). It is considered that these play spaces meet the requirements of the above policies and meet the play needs of future occupants.

Summary

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

7.8. Designing out Crime

- 7.8.1. Policy 7.3 of the London Plan seeks to ensure that development proposals create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion. Local Plan Policy SP11 and Development Management DPD Policy DM2 require developments to apply the principles set out in 'Secured by Design'. It is noted that the information provided with this application does not specifically outline that it has been designed with regard to the requirements of Secured by Design.
- 7.8.2. The Secured by Design Officer has reviewed the information submitted with this application and has found no reference to crime prevention or security and, therefore, formally objects to the scheme. The officer has raised concerns with some aspects of the design and layout of the scheme with specific regard to community/amenity space in regard to ASB, balcony design, perimeter treatments, access control, postal strategy, refuse store/s, bicycle stores, compartmentalisation, physical security, maisonettes, external lighting, vehicle delivery strategy, and CCTV (Public Realm).
- 7.8.3. The developer has indicated that the scheme has been amended following discussions with the Secured by Design Officer subsequent to initial comments being received. Follow-up comments have not been received at the time of publish so the originally proposed condition is recommended requiring the developer to achieve full accreditation and to obtain full Secure by Design certification and to provide certification prior to occupation.

7.9. Parking and highway safety

- 7.9.1. The Public Transport Accessibility Level varies across the site from six in the north east closest to Wood Green station to four in the furthest south west corner. The site is 450 metres from Wood Green station, (12 minutes' walk), 570 metres from Alexandra Palace Rail Station, with 12 bus routes (29, 67, 121,123, 141, 184, 221, 243, 329, W3 and W4 within PTAL the (640 metres) walking distance of the site.
- 7.9.2. The existing condition surveys were conducted as part of the three planning applications submitted (Clarendon Square, Iceland site, and this application) as part of the various Transport Assessment (TA), a summary of the surveys is as follows:
- 1) Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station,

Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.

- 2) Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.
- 3) The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces (residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. It is therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.
- 4) The TA has reviewed the last five years' personal injury collision data, within the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be noted that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line or additional crossing points are required.

Trip generation and modal split

- 7.9.3. The applicant has conducted surveys of the existing site which has seven buildings comprising a total of 18,325 m² with a range of uses including B1, B2, and D1 with some 12,769 m² of B1 and some 4,715 m² of B1/D1 and D2 use including “Bakery” which is some 2,020 m² and of off street car parking spaces. The surveys concluded that the existing site generated a total of 403 in/out trips (322 in and 81 out) during the Am peak hour and a total of 372 in/out trips (78 in and 294 out) during the Pm peak hour, over a 12-hour period the existing site generated a total of 4,318 trips (2,159 in and 2,159 out). The majority of the trips generated by the site is by sustainable mode of transport with car drive and car passenger trips only accounting for 20.24% of the total amount of trips generated by the site, with 79.76% of by sustainable modes of transport.
- 7.9.4. The applicant used sites from the TRICS database to predict the trips that are likely to be generated by the development proposal based on 230 residential units. The residential aspect of the development proposal would generate 136 in/out trips (22in and 114 out) persons trips during the critical Am peak hour and a total of 110 in/out trips (70 in and 40 out) during the critical Pm peak hour with a total of 1,126 persons trip over the entire day.
- 7.9.5. The applicant’s transport consultant used sites from the TRICS database to forecast the number of trips that are likely to be generated by the retained/reproved B1 office element of the development proposal of 9,307 m² this is a reduction in the current B1 floor space. The applicant has not assessed the trip that are likely to be generated by D1-D2 element of the proposed development. It is to be noted that the B1 use will generate more trip when compared to the D1-D2 use, with the exception of D1 religious institution use which will generate trips outside the operational hours of the existing Wood Green outer control parking zone. A condition will, therefore, be required restricting the use by D1 religious institution use until these impacts have been assessed and appropriate mitigation has been provided. The proposed B1 space will generate a total of 166 in/out (160 in and 6 out) person tips during the am peak periods and 187 in/out (181 in and 6 out) persons trips during the Pm peak hour and 1,732 in/out person trips over the day.
- 7.9.6. It is to be noted that limited car parking will be provided as part of the development, and the applicant’s transport consultant has rebalance the 2011 census data modal split to reflect this, whilst we acknowledge that the car drive mode share will reduce. It is considered that although there will be limited car parking on site there is currently a high level of all day car parking available within the local area that is within easy walking distance of the site. Hence a reduction in the car drive mode share from 30% to 5% is not realistic. It is, therefore, considered that the car mode share should be revised or the applicant will need to accept a S.106 obligation to have a maximum of 5% car driver trips as part of the travel plan.

7.9.7. The applicant has not produced a trip generation information for the proposed A1-A3, it is concluded that the new retail space will service mainly local needs and given the combined quantum of retail proposed in the local area by this development and the neighbouring developments. The majority of the additional trips generated by the site will be linked-trips. It is also to be noted that as the applicant is not proposing to provide any off street car parking space for the proposed 1,350 m² of A1-A3 floor space, it is considered that the majority of the trips generated by these uses will be by sustainable modes of transport.

Parking

7.9.8. The applicant is proposing to provide a total of 27 off street car parking spaces to support the residential aspect of the development which equates to 0.12 car parking spaces per unit, which will allow for 10% (23) wheel chair accessible car parking and a further four car parking spaces which will be allocated to the four bed and three bed family size units.

7.9.9. As a result of the site's good public transport accessibility level an enhanced car club membership should be provided for the three plus bed units. Provided this is secured as part of the S.106 agreement, it is considered that the car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. It is also considered that the site has good public transport accessibility level. This is in line with the Council's Local Plan Policy SP7 which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development

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

7.9.11. It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control-parking zone and are in within easy walking distance of the site. A financial contribution will be required towards the design and consultation of parking control measure to restrict parking in these areas, the

contribution has been estimated at £25,000 (twenty five thousand pounds). This will have to be secured by-way of the S.106 agreement. The applicant is also required to submit a parking management plan for approval before the development is occupied; this must be secured by way of condition.

- 7.9.12. The applicant is proposing to provide two off street car parking space for the commercial aspect of the development, this is much less than the number of car parking spaces which currently exist on site. The applicant has not provided details on what elements of the existing commercial use will be retained and the associated car parking requirements associated with this use. It is therefore very difficult to assess if the car parking provision is sufficient to serve the needs of the future occupants of the commercial element of the development. However, it is to be noted that the Council's Local Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport. In addition, the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development, including the provision of commercial car-club, this will be secured by the S.106 legal agreement.
- 7.9.13. The applicant is proposing to provide cycle parking from the development in line with the 2016 London plan which require, one secure sheltered cycle parking spaces per studio and one bed unit and two cycle parking spaces per two or more bed unit, and six short stay cycle parking spaces for short stay. The applicant is proposing to provide a total of 341 secure sheltered cycle parking spaces for the residential aspect of the development and a total of 107 cycle parking spaces for the business and commercial elements the development. The cycle parking provision is in line with the London Plan, we will require the design and layout and implementation of the cycle parking spaces to comply with the 2016 London Cycle Design Standard (LCDS).

Impact on public transport

- 7.9.14. When considering the impact of the development on public transport we need to consider the cumulative impact of this development and the other developments (Clarendon Square and the Island site) and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network). In relation to this development proposal given the significant reduction in B1 floor area and C3 residential having a lower trip rate this development proposal would only result in a slight increase in the number of underground trips by some 22 additional trips and result in a reduction in the number of train and bus trips.
- 7.9.15. There is a need to improve the accessibility to the local bus network for future residents of the development in particular those residents who have a disability or those residents who are not able to walk long distances. TfL is seeking a financial contribution of £1,250,000 to divert two bus routes to service this site

and the neighbouring development sites. Given the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport a financial contribution of £200,000 (two hundred thousand pounds) will be required towards securing two bus routes to serve the development.

- 7.9.16. Based on our assessment of cumulative impact of the three development proposal on the underground network, it is concluded that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater for the demands of this development. A contribution will be required from the developer to improve the walking routes to and from the station including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road. The primary pedestrian access to the development will be via Mayes Road and Brook Road. The PERS audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that all the routes require clear legible signage. In addition, the majority of the accidents were recoded as slight accidents totalling 16, with a number of cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road. It is to be noted that there are two existing crossing point one signalised and one un-signalised at this location however it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate location. The cost of the highways contribution has been estimated at £150,000 towards improvements to these links.

Impact on local highways network

- 7.9.17. The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of serving trips will be inconsequential when compared to the reduction in vehicular trips.

Access and servicing arrangements

- 7.9.18. The site currently doesn't have a Delivery and Servicing Plan. The applicant has forecast the number of servicing trips that will be generated by the development proposal, we have considered that as the servicing of the residential and commercial aspect of the development can be completed via Western Road and Clarendon Road. The number and times of the deliveries can be managed by-way of Delivery and Servicing Plan. A Delivery and Servicing Plan is to be secured by-way of S.106 agreement the plan must be monitored annually in line with the frame work travel plan for a minimum period of five years.

Highways layout

- 7.9.19. The proposed development will require changes to the highway network including changes to Clarendon Road and Western Road including the removal of the existing crossovers and providing new vehicular crossovers to access the development. The applicant's proposed highways scheme includes a new public realm scheme on Clarendon Road which includes raised shared surface with new trees and shared surface footway parking. The cost of the highways works has been estimated at £549,000 (five hundred and forty nine thousand pounds) not including any statutory utilities works.

Travel Plan

- 7.9.20. The applicant's transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using ATTRIBUTE. The travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £2,000 (two thousand pounds) per travel plan for travel plan monitoring for a minimum of five years.

Construction Management Plan

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

Overall comments

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

7.10. Energy and sustainability

- 7.10.1. Chapter 5 of the London Plan 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 residential units to achieve a zero carbon target beyond Part L 2013 of the Building Regulations. A lesser 35% reduction is required for commercial properties.

- 7.10.2. Policies DM1, DM21 and DM22 of the Development Management DPD expect proposals to incorporate sustainable design and construction principles and

implement appropriate techniques, whilst also contributing to and making use of decentralised energy infrastructure where possible.

Energy

- 7.10.3. The amended planning application was submitted with an accompanying Energy Plan which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 7.10.4. The scheme delivers a 37.7%, and 41% improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.3% to achieve zero carbon in the residential element. The overall approach is policy compliant.
- 7.10.5. The applicant has proposed an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant as energy 'lean'.
- 7.10.6. The scheme proposes single energy centres for each block for heating and hot water. In total 14 boilers will be installed in the five energy centres that are located in Blocks A (Chocolate Factory), B, D, E, and F. This is not the single energy centre that is required in policy but the Council has agreed this principle in this circumstance as a result of site context. A condition is recommended to ensure the boiler facility and associated infrastructure are energy 'clean' acceptable and that the site will be able to connect to the Wood Green DEN.
- 7.10.7. The application has reviewed the installation of various renewable technologies. The development is proposing to install 140 kWp (circa 900m²) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in onsite CO₂ emissions and is therefore energy 'green'.
- 7.10.8. A Carbon Offset Contribution is required for the residential element of the development to the sum of £274,720 (171.7*£1,600), where zero carbon has not been achieved. This will be secured by way of section 106 legal agreement.
- 7.10.9. Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

Sustainability

7.10.10. The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the various blocks as follows - BREEAM refurbishment pre-assessment of Block A (Chocolate Factory), very good, BREEAM new construction pre-assessment of Block F, excellent, and Indicative Code for Sustainable Homes pre-assessment for Blocks B, D1 and E (Code Level 4). This approach is policy compliant and a condition is recommended to ensure this is achieved.

Overheating

7.10.11. Policy 5.9 of the London Plan states that development shall minimise overheating risk and active cooling demand. It is expected that a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable it is advised that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. A condition is recommended to ensure this is achieved and provided.

Overall comments

7.10.12. The Council's Carbon Management team has commented on the application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, requiring the provision of more detailed information, or requiring financial contributions, as appropriate.

7.11. Waste

7.11.1. London Plan Policy 5.17, Local Plan Policy SP6 and Development Management DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

7.11.2. In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

7.11.3. A planning condition requiring details of the arrangements for collection of refuse and recyclable materials is recommended to ensure servicing of this site meets the Council's operational requirements. Particular regard is to be paid to the ability of waste collection vehicles to enter and exit the development in forward moving motion and that the receptacles will need to be within 10m pulling distance from waste vehicles at the time of collection.

7.12. Wind and micro-climate

- 7.12.1. London Plan Policies 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. Development Management, DPD Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.
- 7.12.2. The addendum Environment Statement provided by the applicant includes a chapter (Chapter 10) with a desk-based assessment prepared by RWDI; the purpose of which is to determine the effect of the proposed development on the local pedestrian wind environment and on the surrounding areas as compared to the baseline conditions. The assessment provides a qualitative review of expected pedestrian level wind conditions based on consideration of the massing and exposure of the development in conjunction long-term wind statistics applicable to the site and the industry standard Lawson criteria for pedestrian comfort and safety. The assessment has been reviewed by third party consultancy Urban Micro-Climate to consider the approach, assessment and any mitigation proposed.
- 7.12.3. The desk-top approach to the wind assessment is a relatively widely applied approach for mid-rise developments. It is acknowledged that the inclusion of the 18 storey tall building is at the upper end of the height range for which this desk-top method may be considered appropriate. The pedestrian comfort criteria, and their seasonal application in generating target conditions, are considered appropriate. The independent review concluded that this is at least as robust, and could be assigned equivalent weighting, to an assessment based on Computational Fluid Dynamics. In addition to this RWDI (the applicant's specialist) are a leading wind consultancy and have the necessary experience and expertise to apply this approach to this site.
- 7.12.4. The baseline conditions at the existing site with the existing surrounding buildings are expected to be suitable for standing use at ground floor level during the windiest season and thus suitable for existing activities. The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario with pedestrian level wind conditions being safe for all users and the effects on pedestrian safety from the development would be negligible. The results at the completed development with inherent landscaping in place can be summarised as follows:
- The ground level wind micro-climate would be expected to be suitable for the intended pedestrian use;
 - Thoroughfares around and through the completed development are expected to be suitable for leisure walking use, or calmer, and acceptable for the intended pedestrian use during the windiest season;

- Conditions at entrances are expected to be suitable for standing use, or calmer, and therefore suitable for pedestrian use;
- Roof terraces on Block D and Block E are expected to be suitable for a mixture of sitting and standing use during the summer season;
- Corner balconies on the north-western corner of Block D and the south-western corners of Block E are expected to be one category windier than suitable for sitting use during the summer season. Façade balcony locations are expected to be suitable for private amenity use during the summer season.

7.12.5. The independent review has concluded that the approach is acceptable and that the assessed minor significance of adverse effects is appropriate. However, that where minor beneficial effects are reported for the thoroughfares within the site, these are actually considered to be of negligible significance. Further to these conclusions, certain points have been raised which require clarification or further information. A condition is recommended to ensure the developer provides clarity and/or further information on:

- Provide further justification for the assessed effects of Block B;
- Confirm that the landscaping considered is in line with that proposed, represents the initial landscaping upon planting, and if it is accounted for in Figures 10.2A to 10.4A of the wind assessment;
- Clarify the surrounding context considered in the wind assessment;
- Clarify suitability of conditions:
 - Upon initial occupation of Block B (during construction phase);
 - At Block E's south entrance;
 - Within the public amenity spaces, particularly at café and picnic seating areas within 'Chocolate Square', 'Jelly Lane' and 'Chocolate Yard'; and,
 - At corner balconies on Block B.
- Clarify expected baseline and proposed site conditions at sensitive surrounding receptors, including building entrances and the Alexandra Primary School playgrounds.

7.13. Drainage

7.13.1. 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.

7.13.2. 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 London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.

7.13.3. The Council's Sustainable Drainage Officer has assessed the scheme and requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise objections.

7.13.4. Comments were received from Environment Agency identifying that there are likely to be two deep abstraction wells on site TQ39/023 and TQ39/023B into the chalk and these are potential portals or pathways for connecting the surface contamination with the deep Chalk Aquifer. Whilst the Environmental Statement submitted states that they will be decommissioned it does not say at what stage in the development or include an assessment of the risk if contamination is mobilised in the vicinity of these wells. A condition is recommended for these wells to be decommissioned before any remediation or enabling works commence.

7.13.5. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

7.14. Air quality and land contamination

Air quality

7.14.1. 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. 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 Development Management DPD 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.

7.14.2. The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough of Haringey is road traffic and the site itself is surrounded by highly trafficked roads. The Borough is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents.

7.14.3. An amended Air Quality assessment has been as part of Chapter 13A within the Environment Statement addendum submitted in support of this application. The

Air Quality assessment does not include an assessment of the development alone but only in conjunction with the consented Haringey Heartlands and proposed (now resolved to approve) Haringey Heartlands schemes.

- 7.14.4. The main likely effects on local air quality during construction relates to dust. A range of measures to minimise or prevent dust generated from construction activities would be set out in the Construction Management Plan and implemented throughout the works. It is anticipated that the effect of construction vehicles entering and egressing the Site during the construction period would be negligible, in the context of local background pollutant concentrations and existing local road traffic emissions. Any emissions from plant operating on the Site would be very small in comparison to the emissions from traffic movements on the roads adjacent to the Site. It is, therefore, reported that the effect on local air quality from the construction phase of this development would be not significant.
- 7.14.5. Computer modelling has been carried out to predict the effect of future traffic related exhaust emissions and heating plant emissions on local air quality following the completion of the development. The effect of the development, as amended, on local air quality has been predicted for sensitive receptors surrounding the site and for future users of the development. Following completion of the development, and considering uncertainty in future NO_x and NO₂ reductions, the proposal is predicted to have a negligible effect on NO₂, PM₁₀ and PM_{2.5} concentrations. The overall effect of the development on air quality is, therefore, reported to be negligible.
- 7.14.6. Council's Pollution Officer has reviewed the Environment Statement and addendum report submitted in support of this application and has advised that there are some reservations regarding the Air Quality assessment. Further information has been requested from the developer regarding the methodology, assumptions, and contradictions of this assessment and shall be secured by way of conditions.

Land contamination

- 7.14.7. Development Management DPD 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.
- 7.14.8. The applicant has submitted a Phase 1 Environmental Desk Study by Albury S.I. Limited (reference 16/10755/GO/Rev 2 Issued July 2016) with the application. The Study notes that the onsite sources, identified within Table 3, Preliminary Conceptual Site Model, include made ground, infilled ponds, tanks, former incinerator, electrical sub-stations, former Generator House and backup generators. Offsite sources include a gas works 120m to the south. Other

sources not referred to in the Conceptual Site Model include the railway sidings 20m to the west, screw factory to the south, works, and a Car Breakers Yard on north-west boundary of site. The Study identified potential contaminants including PAH, heavy metals, ground gases and vapours, PCB's, hydrocarbons, kerosene or diesel and asbestos (ACM) within buildings. The Council's Pollution Officer recommends that these matters can be effectively mitigated by conditions in respect of further ground gas monitoring and on-site remediation.

7.14.9. The Study recommends undertaking Phase 2 site investigation of all potential sources through:

- An exploratory ground investigation to assess the identified risks and identified potential sources of contamination;
- A detailed UXO assessment is undertaken to assess whether an UXO engineer is in attendance depending upon the outcome of the assessment;
- The redundant water supply borehole present on site should be surveyed and decommissioned in accordance with EA guidance.

This Phase 2 investigation and remediation, as appropriate, is to be secured by conditions.

Overall comments

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

7.15. Trees

7.15.1. The Council's Tree and Nature Conservation Officer has reviewed the application material and judges the scheme to be of good quality and raises no objection subject to replacement of public highway trees.

7.15.2. The trees specified for removal to facilitate this scheme are of low quality and value and should not be an impediment to development. This includes 13 Lawson cypress trees within the site and two field maples which are growing in the public highway. The two field maples were planted 7-8 years ago and although they are in good condition, their removal would be approved on the condition a financial contribution is made to allow for replacement trees to be planted in the local area. This contribution will be secured via the section 106 legal agreement.

7.15.3. A Tree Protection Plan and Method Statement has been provided within the Arboricultural Impact Assessment and provides adequate tree protection measures to ensure the development construction does not harm the retention of two silver birch trees.

7.15.4. A large number of new trees are proposed to be planted and these will help to mitigate the loss of existing trees, specified for removal, and greatly increase the

local canopy cover. The specification for 'Street Trees' in the design guide is to industry best practice. There must also be a five-year aftercare plan for all newly planted trees to ensure they become independent in the landscape and this will be secured via planning condition.

7.16. Environmental Impact Assessment

7.16.1. As the proposed development is of a size and scale with the potential to have significant effects on the environment, it is required to be subject to an Environmental Impact Assessment (EIA). The proposed development is considered to be 'EIA development' as it falls within the category of developments specified at Section 10(b), Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, due to including the erection of more than 150 dwellings.

7.16.2. Regulation 3 of the EIA Regulations 2017 prohibits the grant of planning permission for EIA development unless prior to doing so an EIA has been carried out in respect of that development.

7.16.3. The environmental information submitted comprises the Environmental Statement and representations made by consultation bodies and others about the environmental effects of the proposed development. The Planning Casework Unit responded on behalf of the Department for Communities and Local Government to state they had received a copy of the Environmental Statement and have no comments to make in respect of its contents.

7.16.4. It is considered that the environmental information submitted demonstrates that subject to mitigations and controls, the development does not give rise to environmental impacts that cannot be satisfactorily addressed so that the principle of the development is not acceptable. The findings of the ES are referred to throughout this report, where appropriate.

7.17. Planning obligations and CIL

7.17.1. The development is a 'Phased Development' for CIL purposes. This means that the planning permission (when granted) will explicitly allow the development to be implemented in phases (consistent with the definition in Regulation 2 of the CIL regulations) and that consequently each phase of the development is a separate Chargeable Development (CIL Regulation 9). It is anticipated that such phases may comprise: demolition and site preparation works and developments of buildings/plots. In order to address this a planning condition is proposed requiring the applicant to submit for each phase the relevant accompanying information prior to commencement so that the CIL amount can be calculated.

7.18. Conclusion

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

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Wood Green Cultural Quarter South SA19. This site allocation is also incorporated into the emerging 2018 Wood Green Area Action Plan Site Allocation WG SA21 (Wood Green Cultural Quarter South).
- The development will provide new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within an area of Intensification identified in the London Plan and the Wood Green Area Action Plan all of which envisage the introduction of residential use into this area.
- The minimum overall affordable housing proposal of 35% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable.
- The height of two tall buildings is appropriate within the context of the planning policy framework and in the context of the step change in the urban context envisaged in the Area Action Plan.
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to be acceptable.
- The transport and highways impacts are judged to be acceptable in the context of the planning conditions and proposed legal agreement.
- The scheme will make a contribution to the quality of the public realm which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.

7.18.2. 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. RECOMMENDATIONS

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

Conditions:

1) Standard timeframe 3 years

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

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

2) Approved drawings and supporting documents

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

Plans:

PL003, PL700, PL500 - PL508 inclusive, SK600A, SK601A, SK602A, SK604A, SK605A, SK605AA, SK605BA, SK605CA, SK606A, SK606AA, 0306 031, 0306 020, and PL5294-01 - PL5294-05 inclusive received 20/10/17, PL010B, PL011B, PL-BA-BF-100B - PL-BA-BF-106B inclusive, PL-BB-099B - PL-BB-114B inclusive, PL-BE-BD-101B - PL-BE-BD-109B inclusive, PL-BE-BD-110 - PL-BE-BD-113 inclusive, PL-BD-200B, PL-BD-201B, PL-BD-203B, PL-BE-200B, PL-BE-203B, PL-BF-200B, PL-BF-201B, PL-BF-203B, L33-01B - L 33-04B inclusive, and L33-06B received 21/02/18, PL-BA-201C, PL-BA-202C, PL-BA-203C, PL-BB-115C, PL-BB-116C, PL-BB-117B, PL-BB-200C - PL-BB-203C, PL-BD-202C, PL-BE-202C, PL-BF-202C received 02/03/18 and PL-BE-BD-100C and PL-BE-201D received 08/03/18

Supporting documents:

Planning Statement prepared by Barton Willmore and dated 10/17, Existing Floorspace Schedule, Aboricultural Impact Assessment Report prepared by Sharon Hosegood Associates and dated 09/17, Flood Risk Assessment prepared by Furness Partnership and dated 10/17, Phase 1 Environmental Desk Study prepared by Furness Partnership and dated 10/17, Structural Engineer's Stage 2 Report made by Furness Partnership and dated 10/17, and Environmental Statement (Volume 1 - 4 inclusive) prepared by Barton Willmore and dated 10/17 received 20/10/17, Flood Risk Assessment prepared by Furness Partnership and dated 02/18, Block B Residential Acc. Schedule Rev J, Block E Residential Acc. Schedule Rev H, Summary Commercial Acc. Rev H, Energy Statement prepared by Etude and dated 02/18, Sustainability Statement prepared by Etude and dated 02/18, Utilities Statement prepared by Furness Green Partnership and dated 02/18, Statement of Community Involvement prepared by Meeting Place Communications and dated 02/18, and Environmental Statement Addendum

prepared by Barton Willmore and dated 02/18 received 21/02/18, Wind Microclimate Statement of Conformity prepared by RWDI and dated 02/18 and letter correspondence from T Rogan-Lyons, GL Hearn to V Bullock, Barton Willmore and dated 16/02/18 re. Daylight and sunlight amenity Coburg notional scheme received 22/02/18, Evaluate Infographic CL13351 prepared by Lichfields and dated 02/18, Block D Residential Acc. Schedule Rev J, Non-Residential Floorspace Schedule Rev C Design and Access Statement Addendum 002.2 prepared by Barton Willmore and dated 02/18, Summary Residential Acc. Schedule Rev L, received 02/03/18, and Commercial Strategy prepared by Workspace and dated 01/18 received 08/03/18

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

3) Minimum B1 Employment floorspace

The development hereby approved shall include no less than 9,414m² falling within the Use Class B1 (Employment) of the Town and Country Planning (Use Classes) Order 1987 (as amended) at any one time.

Reason: In order to ensure the maximum floorspace is to be used for employment purposes in accordance with Local Plan SP8 and Development Management DPD DM 38.

4) Use Class restrictions

No floor space hereby permitted as falling within the D1 Use Class (Non-residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be used as a place of worship.

Reason: To ensure that the traffic and parking demand generated by the development proposal will not adversely impact on the local highways network.

5) Use hours

The units hereby approved falling within the A1, A3, D1 or D2 Use Classes of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be open only between 0800h and 2400h on any day of the week, other than for uses within Use Class B1(a) which may operate over 24 hours.

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

6) Materials to be approved

Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority

before any development is commenced. Samples should include external wall samples, parapet details, depth of window reveals, balcony balustrades, and a roofing material sample combined with a schedule of the exact product references and large scale details of key building junctions.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

7) Site parking management plan

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

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

8) Cycle parking design

The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.

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

9) Electric charging facilities

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

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

10) Delivery and Servicing Plan and Waste Management Plan

The developer shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The DSP must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day and that the truck is able to enter and exit in forward moving motion. Deliveries to the site should also be restricted between the hours 07.00hrs - 19.00hrs Monday to Saturday with no deliveries on Sundays or Bank Holidays.

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

11) Network Rail

Prior to the commencement of the development hereby approved, a Glare Study shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail, to confirm that instances of glare / reflection from the glass of the tall buildings is suitably managed to ensure there is no risk to driver operations.

Reason: In order to ensure the safe operation of the railway.

12) External lighting

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

Reason: To ensure that any external lighting has regard to the visual amenity, biodiversity concerns of the area, Network Rail tack safety and amenities of surrounding properties.

13) Crossrail 2 operations protection

Prior to commencement of the hereby approved development shall permitted until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:

- Accommodate the proposed location of the Crossrail 2 structures including temporary works
- Accommodate ground movement arising from the construction thereof,
- Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.

No change there from shall take place without the prior written consent of the Local Planning Authority

Reason: In order to ensure the safe operation of the Crossrail 2 development and the protection of Crossrail 2's infrastructure.

14) Piling method statement

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

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

15) Construction hours

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

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM1 of the Development Management DPD 2017.

16) Hard/soft landscaping

Prior to the commencement of works to the relevant part of the development, full details of both hard and soft landscape works for the public realm areas, 'Chocolate Yard', vacant space behind Block B, courtyard amenity space of

Block E and roof top gardens of Block D and Block E shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

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

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

- m) Those existing trees to be retained;
- n) Those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- o) Those new trees and shrubs to be planted together with a schedule of species;
- p) Green/podium roof details including details on substrate depth;
- q) Use of deep green roof substrate rather than Sedum mat roof unless justification is provide; and
- r) Communal planting within courtyard and roof top gardens.

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

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

17) Sustainable drainage details

Prior to commencement of development hereby approved amended pro-forma (with resulting coefficient value (CV) value of 1) and micro-drainage calculations (accounting for the CV change and using FEH methodology) shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

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

18) Drainage Management Maintenance Schedule

Prior to occupation of the development hereby approved a Management Maintenance Schedule outlining who will be responsible for the maintenance of the pumps and tanks for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

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

19) Revised air quality assessment

Before development commences a revised air quality assessment including predicted concentrations incorporating combustion plant emissions and an air quality neutral assessment with a comparison of development emissions against London Plan emission benchmarks for buildings and transport (taking into account the council's comments) must be undertaken.

Reason: To comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

20) Chimneys

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

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

21) Combustion and Energy Plan

Prior to installation, details of the Ultra Low NO_x boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh.

Reason: To protect local air quality in accordance with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction

22) Contaminated land 1

Before development commences other than for investigative work:

- a. Utilising the information from the Phase 1 Environmental Desk Study (and Pollution Officer comments provided) a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable: -

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

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

- 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 in accordance with Policy 5.21 of the London Plan 2016 and Policy DM23 of The Development Management DPD 2017.

23) Contaminated land 2

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

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

24) Management and control of dust

No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG 'Control of Dust and Emissions during Construction and Demolition' and shall also include a Dust Risk Assessment.

Reason: To comply with Policy 7.14 of the London Plan

25) Non-road mobile machinery

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

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

26) Non-road mobile machinery inventory

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

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

27)Decommissioning of abstraction wells

Prior to commencement of the development hereby approved a scheme for decommissioning the abstraction well(s) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how these redundant boreholes are to be decommissioned.

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

28)Secured by Design certification

The development hereby approved shall be designed to Secured by Design compliance. Prior to occupation, confirmation of the final certification shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets Police standards for the physical protection of the building and its occupants, and to comply with Policy SP11 of the Local Plan 2017 and Policy DM2 of the Development Management DPD 2017.

29)Wind and micro-climate clarification strategy

Prior to commencement of the hereby approved development clarification and further information regarding the wind and micro-climate assessment review including:

- Provide further justification for the assessed effects of Block B;
- Confirm that the landscaping considered in in line with that proposed, represents the initial landscaping upon planting, and if it is accounted for in Figures 10.2A to 10.4A of the Environmental Statement Addendum;
- Clarify the surrounding context considered in the assessment;
- Clarify suitability of conditions:
 - Upon initial occupation of Block B (during construction phase);
 - At Block E's south entrance;
 - Within the public amenity spaces, particular at café and picnic seating areas within 'Chocolate Square', 'Jelly Lane' and 'Chocolate Yard'; and

- At corner balconies on Block B.
- Clarify expected baseline and proposed site conditions at sensitive surrounding receptors, including building entrances and the Alexandra Primary School playgrounds.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 7.6 and 7.7 of the London Plan 2016 and Policy DM1 of the Development Management DPD 2017.

30) Internal noise levels

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

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

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

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

31) Sound insulation – residential

Prior to commencement of the hereby approved development a scheme and results shall be submitted of sound insulation for glazing and ventilators verifying that the required internal noise levels have been met and approved by the Local Planning Authority.

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

32) Sound insulation – commercial

Prior to commencement of the hereby approved development a scheme shall be submitted of sound insulation between the commercial (flexible Use Classes A1, A3, B1, D1, and D2) properties and residential units and approved by the Local Planning Authority.

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

33) Plant noise restriction

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

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

34) Boiler facility

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

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

- a) Location of the energy centres in the buildings;
- b) Specification of equipment and operational standards of the site wide network (advice and expected standards can be provided by the Council);
- c) Flue arrangement and air quality mitigation measures;
- d) Operation/management strategy;
- e) The method of how the facility and infrastructure shall be designed and funded to connect to the Wood Green heating network (including the proposed connectivity locations, punch points through structure and route of the link) ; and
- f) Agreement to connect to the Wood Green DEN within a 5 year period of competition on site.

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

No change there from shall take place without the prior written consent of the Local Planning Authority

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district

system in line with Policy 5.7 of the London Plan 2016, SP4 of the Local Plan 2017, and Policy DM22 of the Development Management DPD 2017.

35) Construction standard of energy network

Details of the construction standard of the 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 in accordance with Policy 5.7 of the London Plan 2016, Policy SP4 of the Local Plan 2017, and Policy DM22 of the Development Management DPD 2017.

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

The development must deliver the carbon reduction measure and standards as set out in the Energy Strategy, by Etude, Revision G, dated February 2018.

The development shall then be constructed and the deliver the carbon savings set out in this document. Achieving the agreed carbon reduction of 40% reduction beyond BR 2013 across the site (37.7%, for residential and 41%, for commercial spaces). Confirmation that these energy efficiency measures and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval.

The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). No change there from shall take place without the prior written consent of the Local Planning Authority.

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

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

37)BREEAM and Home Quality

The developer must deliver the sustainability assessment as set out in the Sustainability Statement, by Etude, Revision G, dated February 2018. The development shall then be constructed in strict accordance of the details so approved, and shall achieve:

- BLOCK A - BREEAM Refurbishment 2014 'Very Good'
- BLOCK F - BREEAM New Construction 2014 'Excellent'
- Blocks B, D1 and E - Code for Sustainability Homes Level 4

A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

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

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

38)Overheating

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

This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air conditioning will not be supported unless exceptional justification is given. The report will include the following:

- The standard and the impact of the solar control glazing;

- That the heating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment;
- Details on the passive design features have been included;
- Details on the mitigation strategies which are included to overcome any overheating risk currently and in the future.

Once approved the development shall be constructed in accordance with the details so approved, be operational prior to the first occupation and shall be maintained as such thereafter. No change there from shall take place without the prior written consent of the Local Planning Authority.

REASON: London Plan Policy 5.9 and local policy SP4 and in the interest of adapting to climate change and to secure sustainable development.

39) Accessible dwellings

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

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

40) Wheelchair unit provision

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

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

41) Central satellite dish

Notwithstanding the provisions of Class H or Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of

such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

42)Broadband

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

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

Informatives:

INFORMATIVE: This permission is governed by a section 106 legal agreement pertaining to the provision of affordable housing, affordable workspace, business continuity fund, membership with Considerate Contractors Scheme, commitment to partake in the Haringey Employment Delivery Partnership, preparation of a residential and commercial travel plan with associated financial contributions, financial contribution towards amendment of traffic management order, financial contribution towards creation of controlled parking zone, financial contribution towards diversion of local bus route, financial contribution towards public realm improvements, provision of CMP and CLP, provision of car parking management plan, payment of carbon off-setting contribution, financial contribution towards street tree replacement, public art, retention of architects, and the financial contribution towards monitoring.

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

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

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

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

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

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

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

INFORMATIVE: Thames Water will aim to provide customers with a 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: Cadent (National Grid) have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal

rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

Informative: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.

Appendix One A: QRP response 27 April 2016

Formal review

Summary

The Quality Review Panel recognises that the Chocolate Factory site represents a welcome opportunity to bring forward a high quality development that should set the standard for the area around the Haringey Heartlands. The panel broadly supports the emerging proposals, and feels that it has the potential to become a good scheme. They identify, however, a number of issues that need to be resolved, in particular the configuration and nature of the northwest section of the site adjacent to the school, and the clarity and role of the central space. They also remain to be convinced by the location and nature of both towers, and suggest that further thought is required.

The panel also identified that the public realm across the site requires further scrutiny in terms of scale, hierarchy and design. The courtyard block could be very successful; the panel drew a parallel with the Custard Factory in Birmingham as an example of how the special character of a place has been retained and expressed in a very successful development. The importance of early consideration and integration of public art was highlighted. Further details on the panel's views are provided below.

Massing and development density

- The panel notes that whilst the site plans for the Chocolate Factory set the scheme within the context of adjacent development proposals, it would also be helpful to see the scheme in the context of existing buildings, as those proposals may not be realised.
- The panel remains unconvinced by the two towers on site; they have concerns that the tower to the east of the site will detract from the Chocolate Factory rather than framing the view of the retained building.
- The panel also feels that the tower at the northwest of the site is too dominant relative to the adjacent school buildings.
- The panel recommends a rethink of this section of the site (see further details below), and suggests that adjustments to the massing should be considered, perhaps through redistributing some of the residential accommodation from the towers to the other residential buildings.

Place-making, character and quality

- Further thought about the configuration of the central square could strike a better balance between the requirements of the route passing through, and the aspiration to create an important public space within the development.
- At present the proposed central square seems like a space with a road passing through, not a square.
- The public realm elsewhere on the site requires further consideration; the network of spaces across the site is shown as having uniform width.
- Exploration of ways to differentiate the hierarchy of spaces and create a more intimate feel to side roads would be encouraged.
- One approach might be to 'pinch' the street width or reduce gaps between buildings at the ends of spaces/routes, to provide a sense of visual enclosure.
- Alongside an increasing emphasis on the hierarchy of the different spaces and routes, the panel would suggest that different approaches to the public realm design would be appropriate within different parts of the site.
- Activity and vibrancy are most appropriate within the main public areas, whilst the residential areas will require a quieter and more domestic approach to the public realm design.
- The Custard Factory in Birmingham is a fantastic example of how distinctiveness and character can be embedded in the redevelopment of industrial premises to create a diverse and vibrant mixed-use quarter.
- The panel would recommend the early engagement of a public artist for the scheme, highlighting that this can bring a scheme to life and reinforce distinctiveness and character.

Scheme layout, access and integration

- As noted above the panel has concerns about tall buildings proposed to the rear of the Chocolate Factory courtyard, and adjacent to the school.

- The proximity of the rear courtyard of the Chocolate Factory to the residential tower adjacent could cause conflict – residents may be disturbed by the noise of light industry and by activity in the courtyard's café's in the evening.
- The panel would welcome a re-think of this section of the scheme, perhaps involving relocation of the taller residential element southwards to the adjacent residential courtyard block.
- This would enable a more positive design solution at the northwestern entrance to the development, which could resolve frontage and access issues to the rear of the Chocolate Factory, whilst creating a more positive interface with the school.
- An employment use may be more appropriate than residential accommodation to the rear of the Chocolate Factory yard.
- The panel note that Quicksilver Place (to the northwest) is a difficult site with many challenges; they would welcome further information on the configuration and design of the proposed development on this section of the site and its relationship to the Conservation Area to the north.
- The panel would also welcome the opportunity to consider the detailed design of the accommodation across the whole site.

Architectural expression

- The panel feels that the success of the additional storey at roof level on the existing Chocolate Factory building will depend upon its design detail and its relationship to the existing double cornice.
- The architecture of the new build elements of the scheme was not discussed in detail at this review, as the panel's comments were at a more strategic level.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- It was highlighted that the standard of zero carbon homes remains a requirement of the London Plan, in contrast to the Building Regulations.
- The building typologies proposed on site include the classic mixed-use type of block; the panel would recommend careful detailed design of the living environments accommodated within the block to minimise environmental problems for the residents.
- Both north- and south-facing single aspect units can be problematic and should be avoided where possible.

Next steps

- The panel would welcome a further opportunity to comment on the proposals before a planning application is submitted.

Appendix One B: QRP response 06 July 2016

Formal review

Summary

The Quality Review Panel are generally supportive of the way that the scheme has developed following the previous QRP meeting on 27 April. They welcome the reduction in height of a storey from Block I (Metropolitan Police site), and removal of the tower to the north-west of the site, and the opportunities that this has enabled for the creation of some positive spatial relationships within the Chocolate Factory courtyard, and with the school to the north of the site. The tower located adjacent to the square remains an interesting proposition, but the panel feels that further justification and testing of the scale is needed, with regard to long views. The emerging sketch designs for the tower show promise; the panel further feels that the tower would need to have very special qualities to justify its scale.

The panel is broadly supportive of the distribution of uses and emerging architectural design, but suggest that there is scope for fine-tuning, especially with regard to over-shadowing. Further consideration (in discussion with officers) is also required concerning short-term boundary conditions of the first phase of development to mitigate or avoid negative impacts like overlooking. The panel also finds much to admire in the design of the public realm - but feels that there is scope to further refine the design of the square. More detailed comments are provided below.

Massing and development density

- The panel noted that the scope of the site was sufficient to potentially warrant individual reviews of different buildings. Whilst an outline / hybrid application is proposed, the current level of detail shown is indicative only – and the panel requests an opportunity to comment on more detailed designs.
- The panel welcomes the amendments to the massing of the proposals following the previous review.
- The removal of the tower at the northwest of the site is a very positive move in terms of the relationship to the school beyond the site, in addition to addressing the courtyard and rear of the Chocolate Factory more appropriately.
- Removal of the top level of accommodation on Block I (Metropolitan Police site) is also welcomed.
- The massing of the residential blocks fronting onto Western Road is acceptable at 6+1 storeys, and will provide good views to the west.
- The panel is not yet convinced that a strong enough argument has been made for the location and height of the tower.
- They would like to see analysis of what the impact of the tower will be on the square, on long views, and on the setting of the Chocolate Factory.
- Long views (including those from the park) approaching the site should help to inform decisions about where the tallest building should be, how many storeys it should comprise, and how it is visually terminated on the skyline.

Public realm and place-making

- The panel warmly welcomes the refinements to the public spaces; creating pinch points and tightening up the flow of space around the site.
- Critical to the success of the central square will be the extent to which vehicle access is integrated within the public realm design.
- The panel understands that details of the vehicle access route through the square will be subject to discussion with highways officers; they would support a design approach that prioritises the pedestrian within the public realm of the square.
- The panel notes that 'Jelly Lane' is likely to be very significant in the early phases of development; it will be a lively route with commercial uses either side, opening up to the square.
- The corner site at the junction of 'Jelly Lane' and the square also holds great potential.

Relationship to surroundings

- The panel notes that due to phasing and land ownership constraints, the boundary of the detailed application will deliver fragments of blocks, which creates some very difficult transition spaces/issues.
- This is particularly relevant with regard to the area south of the mews blocks, and the area to the north of the tower.
- Careful consideration of the short-term and long-term relationships across these transition spaces will be required in order to avoid awkward juxtaposition.

- For example, the outlook from the western end of the mews block in the short-term would be a two-storey blank wall at very close quarters.
- The panel feels that there is not enough information about these short-term spatial relationships and overlooking issues, and that this requires further detailed consideration, in close dialogue with planning officers.
- The detailed design for these peripheral parts of the development should also avoid prejudicing development on sites adjacent.

Scheme layout, access and servicing

- The panel would like to see more detailed drawings to demonstrate the quality and amenity of residential and commercial accommodation.
- The panel supports the evolution of the delivery yard and access arrangements to the north-west of the site.
- They also note that refuse handling requires very careful consideration within the design of large residential developments.

Architectural expression

- The architecture of the majority of the new build elements of the scheme were not presented or discussed in detail at this review – and the panel's comments were therefore at a strategic level.
- However, generally the panel feels further work is needed to ensure high quality architectural expression and choice of materials.
- For example, Block I occupies a prominent location on an awkward site, and the panel think it could be successful with a robustly detailed 'industrial' aesthetic that more closely responds to the character of the neighbouring conservation area.

Inclusive and sustainable design

- The panel would encourage early environmental analysis and testing of the proposals, to inform the overall design.
- For example it may be necessary to mitigate downdraughts at the ground level of the blocks fronting onto Western Road, due to their scale and exposure to prevailing winds.
- They note that plans rendered with standard shadows as a stylistic treatment can be very misleading of the actual environmental impact of the proposals.
- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- The panel would encourage the design team to consider natural ventilation for the Chocolate Factory; early consideration of these issues is crucial.
- It was highlighted that the standard of zero carbon homes will be a requirement of the new London Housing Supplementary Planning Guidance, in force from 1st October 2016.

Next Steps

- The panel are generally supportive of the way that the scheme has been refined following the previous QRP; however, they highlight a number of action points for consideration by the design team (outlined above).
- They would welcome a further opportunity for review of the proposals following submission of the outline / hybrid planning application – and subsequent reserved matters applications.

Appendix One C: QRP response 30 January 2018

Formal review

Summary

Overall, the Quality Review Panel is impressed by the way in which the proposal for the Chocolate Factory has developed and, in principle, would support approval of the planning application. It thinks that there is some scope for revisiting some of the decisions on distribution of massing across the scheme – but a definitive position has to take into account other developments coming forward on adjacent sites. The panel thinks that the architecture proposed for the various blocks within the scheme has developed well, including Block B which will become a marker for the cultural quarter. It will be essential, however, to ensure that the quality promised by the proposals is followed through to detailed design and construction. The panel would encourage environmental analysis and testing of the proposal, especially in relation to the impact of tall buildings. It also suggests development of a public art strategy for the public realm of what will become a cultural quarter. These comments are expanded below.

Scale and massing

- The panel finds the proposed scheme impressive – but also complex. Decisions on scale and massing for the various blocks making up the scheme have to correspond to the quantum of development proposed for the Chocolate Factory – with care taken to avoid overdevelopment.
- A number of the issues previously raised about scale and massing have since been addressed in consultation with planning officers – and the panel supports many of the decisions reached.
- Assessing the appropriateness of the proposed distribution of massing requires a clearer understanding of how this might relate to that of the future development of adjoining sites. At the moment, because of phasing and land ownership constraints, a number of factors remain unknown. The planning application will deliver fragments of blocks.
- This applies particularly to Block D which would become a periphery block as part of an eventual urban block. The scale and massing of Block D will to a large extent determine that of future development.
- A more detailed scheme for the entire urban block of which Block D forms a part is required in order to take a more definitive view on the massing of Block D. The panel thinks, however, that an argument could be made for increasing its height, currently proposed as nine storeys, dropping down to four storeys. The panel also suggests that a particularly distinctive tall building could be appropriate at the northern corner of this urban block.
- One storey of residential units has been added to Block E along Western Road. There is a view that the proportions of this block were more elegant, and that there was more differentiation across the scheme, before addition of another storey. An increase in the height of this block would, however, afford improved views from apartments over the railway embankment towards Alexandra Palace. The panel recommends continuing discussions between planning officers and the design team on this point.
- Reverting to a lower height for Block E could be compensated by an increase in the height of Block D, as suggested above, or Block B. The panel appreciates, however, that the planning authority may have reservations about further increases in heights, including in the context of the adjoining conservation area.
- The panel considers the height of Block B – at 16 storeys – to be the least contentious element of the scheme. The building is well proportioned and it serves as a significant marker for the proposed cultural quarter.
- Consideration of long views when approaching the site is important. While the prominence of Block B in long views is appropriate, the panel suggests that it might be preferable for Block E not to be visible.
- The panel repeats its view that a three dimensional model of proposed development, of both the Chocolate Factory and the wider context, would be invaluable.

Mix of uses

- The panel welcomes the increase in commercial space that results from revisions to the proposal.

Architectural expression

- The architecture proposed for the different blocks making up the scheme has developed well. This includes the choice of materials.

- The design of Block B shows considerable potential. The panel supports an approach where the top of the building is more distinctive, for example by incorporating a giant order, in order to emphasise its role as a marker for the cultural quarter.
- It will be essential that the high quality sought for this scheme is assured through to detailed design and construction and not diminished through value engineering. The panel recommends retention of the design team throughout.

Residential accommodation

- The panel is confident that the proposal will provide high quality residential accommodation – if the quality promised by the proposal is achieved.

Environmental conditions

- The panel again encourages environmental analysis and testing of the proposal.
- For example, while supporting the proposed height of 16 storeys for Block B, a study of environmental conditions will be important to assess potential down draughts and wind funnels.

Public realm

- Given that the Chocolate Factory will form part of a cultural quarter, the panel suggests that a public art strategy be developed to enliven, animate and add an element of fun to the public realm.

Next steps

- The Quality Review Panel offers some comments on the distribution of massing across the development to be pursued by the design team in consultation with planning officers. It notes, however, that much will depend on schemes coming forward on surrounding sites.
- In principle, the panel would support approval of the planning application. It stresses, however, the importance of ensuring that the quality of the development promised by the proposal is realised, including by retention of the design team through to detailed design and construction.

Appendix Two: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p><u>Principal of Development & Masterplan</u></p> <ol style="list-style-type: none"> 1. The principle of development with the uses proposed is established by the Site Allocations. 2. In accordance with those allocations, the applicants include a Wider Masterplan [section “3.0g” of their Design & Access Statement] of how the whole of the rest of the block bounded by Wood Green Common, Mayes Road, Coburg Road and Western Road could be developed in accordance with those site allocations. This shows two alternative plans, one with the Safe Store and other buildings to the east of their site retained, the other where most sites are comprehensively redeveloped. They also include (as part of their most recent revisions), massing proposals showing approximate height of those neighbouring development sites. I consider this wider masterplan to be broadly acceptable. 3. Crucially their wider masterplan shows that the north south route extending Clarendon Road through to Wood Green Common could be secured. Their proposals show it to be a broad street suitable for vehicular traffic, and that the new build shown on Guillemot Place rather too modest to justify its redevelopment (and the north south route cannot be secured without its redevelopment), and this is not an easy site to “pack a lot onto”. Its height would be constrained by its proximity to the Conservation Area and its visibility from historic Wood Green Common. However, I am confident a more viable development could be “squeezed onto this site” with the north-south route narrowing to as little as 5m width and with built form on both sides of the route. 4. Within their development, I would consider they propose a coherent network of streets and blocks, that integrate well with existing surrounding streets and the vital proposal to extend the line of Clarendon Road north, through to Mayes Road / Wood Green Common. Indeed, I would go as far as to say securing this through route, for pedestrians and cyclists, but not for vehicles. I also appreciate the proposal to link Clarendon Road to Western Road with two new streets through their site; these will improve connections to their development whilst the north-south link is incomplete and improve connectivity and permeability generally, as well as helping to humanise Western Road and creating attractive, developable and suitably sized city blocks that promote a walkable neighbourhood. 5. To the south, their wider masterplan shows a sensible, coherent, complete city block on Coburg Road between Clarendon Road and Western Road, completing their “Block D”. This is designed with blank flank walls and “sacrificial windows”, to allow buildings to build up to these, treating them as a party wall, which I consider the correct response. The courtyard in the heart of this block 	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

Stakeholder	Question/Comment	Response
	<p>would be 20m wide across its narrower with, which with the heights they suggest, including a tall building on the corner of Coburg and Western, would be acceptable, although I will discuss the daylight, sunlight and privacy implications in detail below in the appropriate section. I would consider that to fit in better with and offset from the tall element in their Block D, and the locations of taller buildings in the Clarendon Square development, a tall building might be more likely on the Coburg/Clarendon corner. The “Coburg corridor” is considered a suitable zone for height, they could have shown other locations, but the proposal is one of the valid alternatives.</p> <p>6. Their latest Sensitivity Testing proposals include assessment of the impact of developments on the sites on the western side of Western Road, and their more detailed wider masterplan always included sketch proposals for development on the depot and Quicksilver sites (in the latest draft Wood Green AAP, SA24). These will have some impact, forming the opposite side of the street to their Blocks D, E and F, and potentially overshadowing (dealt with below), but the street provides some separation.</p> <p>7. However, their wider masterplan proposals are less successful at integrating the site and the network of streets to land to the east of the site. The way those sites will be developed, their form, uses and what public and private spaces will be around them, and in particular whether their existing buildings will be retained, has not yet been determined. This leads to them showing two alternative wider masterplans, with and without a new northwest-southeast street connecting Clarendon Road back to Coburg Road at its eastern end, partially through their site and partially through the Safe Store and neighbouring existing 4-5 storey buildings.</p> <p>8. In accommodating the possible (and in my view likely) retention of existing buildings on neighbouring sites, they have become unable to demonstrate how they can develop the thin “tail” of land on the site of Parma House, behind their proposed tower “Block B”. This is constrained by both the existing Safe Store building and potential development on Kingfisher Place to its south. Ground floor residential would be unlikely to be acceptable, therefore they have removed that (which was their proposal in their original planning submission). They do not consider ground floor commercial works with their business model. This part of their site is therefore not proposed to be developed until firm proposals for the neighbouring sites have come forward. I have no objection to this, but would prefer a meanwhile use.</p> <p><u>Pattern of Development & Streetscape Character</u></p> <p>9. The pattern of streets, with blocks between, creates a generally coherent form of development in my view. This places the retained Chocolate Factory in the centre of the development, as a “retained jewel” and centrepiece of the new emerging neighbourhood. Surrounding blocks would have a coherent street facing language, and where the block form can be completed, good private interior courtyards. I am also content that in the absence of completion of the other “wider</p>	

Stakeholder	Question/Comment	Response
	<p>masterplan” sites outside of their ownership, the proposals within their site would have acceptable relationships to their neighbours in their existing form and uses.</p> <p>10. The Central Square (“Chocolate Square”) is proposed at the meeting point where the two new proposed east-west streets within the development meet the existing Clarendon Road. It is also where Clarendon Road curves, where the main entrance to the existing Chocolate Factory building and the proposed tower can both be found, the “knuckle” or centre of activity and interaction of the neighbourhood. Therefore this knuckle is proposed to be an enlarged space, an urban square. I have supported this as an idea from the start. However, I have always been concerned that it is potentially a “leaky” space without sufficient sense of enclosure, as it does not have a strong geometry of its own (rather being the residual left-over space), but this has been considerably improved during the design process by tightening up the entrances to the square in the masterplan. However, some of this, particularly the crucial southern entrance off Clarendon Road, is outside the applicants’ site ownership; so it is in the masterplan but outside the application site. For the success of the square as an urban space with a strong sense of enclosure to be fulfilled, it will be essential that neighbouring developments follow this aspect of this masterplan.</p> <p>11. There are also questions around how busy with vehicular traffic, including heavy goods vehicles (at first at least; servicing the Guillemot Place Industrial Estate just north of the site) to make it succeed as a pedestrian friendly space. To address this concern, it is proposed that vehicular traffic will be controlled. I am confident it could become a successful space in the long term, as neighbouring sites are redeveloped, provided the right sort of development takes place on them.</p> <p>12. The two east-west streets within the scheme, between Block D and E, and between Block E and Blocks A (the original Chocolate Factory building) and F, are also traffic calmed and restricted, and have contrasting characters. The street between Blocks D and E is intended to be a quiet, residential street. It adds to the general permeability of the neighbourhood and provides access to the proposed buildings along it, with entrances to residential cores, the employment space on the ground floor of Block D and two ground and first floor maisonnettes in Block E, but is not a crucial part of the wider circulation network.</p> <p>13. The street between Blocks E and A/F (“Jelly Lane”) is more important, being the main route from the development to Western Road heading north, providing the main route to Alexandra Palace Station and initially to Wood Green Common and Wood Green Station. Its western end provides vehicular access to the “yard” between Blocks A and F, but otherwise it is restricted to pedestrians and servicing. It is lined with commercial units on both sides and is intended to become a vibrant, lively space with café tables for seating out and an area of steps and ramps suitable for seating, that also resolve the change in level to the existing floor levels of the Chocolate Factory building (Block A).</p>	

Stakeholder	Question/Comment	Response
	<p>14. The other street frontage in the proposal is onto Western Road, which is a busier road and likely to become even busier, handling most of the vehicular traffic accessing this and many of the other Heartlands developments, albeit that they are all designed to be much less car intensive than most traditional developments. Block E has the ground floor of two storey maisonnettes facing onto this; they all have front doors and front gardens onto the street, generally have their bedrooms and a balcony, providing more private amenity space on their first floors. The narrow ends of Blocks B and F have ground floor commercial frontage to Western Road and architecturally bookend the whole development's frontage to Western Road. This is done in contrasting manners; Block D as a medium-high rise tower, Block F as a contrasting, object-type, pavilion building.</p> <p>15. Overall, the proposed network of streets, along with the central square, will in my view contribute to integrating this proposal into its context and improving that context, by making it more permeable and more pedestrian friendly. The proposed streets and square are designed with good active frontage and sense of enclosure, and their proposed surfacing, landscaping and street furniture look to me like they will provide robust, durable and appropriate support to the proposed street layout.</p> <p><u>Overall Height, Tall Buildings</u></p> <p>16. A variety of heights are proposed across the site, with a general datum of eight storeys but with elements rising up in places to mark them as key places. Two elements meet the Council's definition of tall buildings: an 18 storey block opposite the main Chocolate Factory entrance ("Block B"); and 13 storey block at the south-west corner of the site (part of "Block D"). Criteria for tall buildings are set out in our Strategic Policy SP11, Design (2013, revised, but in the case of this policy largely unchanged, 2017), and given more detail in our Development Management Policy DM6 "Building Height", which also shows, in Figure 2,2, "Potential Locations Appropriate for Tall Buildings", including this area.</p> <p>17. The Council's Urban Characterisation Study identifies sites along Coburg Road as suitable for "medium-tall" buildings (approx. 6-11 storeys). A site at the corner of Coburg Road and Western Road is identified as suitable for "tall buildings" (approx. 11 storeys). The rest of this site is identified for "mid-rise" buildings (approx. 3-6 storeys). The taller element in Block D is therefore acceptable in principle as a transition to a tall building; say on the corner of Western Road and Coburg, further up Coburg or on the Coronation Sidings site on the west side of Western. This could be as part of a small cluster of medium-tall buildings around the one tall building, which the taller elements approved for the northern end of the St Williams development would also form a part.</p> <p>18. The other location, where they want their tallest building, is not identified in our Characterisation Study and has always been in danger of falling within a local view corridor; dealt with below. However the applicants argue that it is suitable as a marker for the heart of their development,</p>	

Stakeholder	Question/Comment	Response
	<p>marking the public square. This is a valid argument for a tall building here. The immediate neighbours are also currently in industrial use, and therefore unlikely to be impacted upon by its height. Future developments on these sites could accommodate themselves to what had been built here.</p> <p>19. In the case of both tall / taller buildings, I show below that I consider they are distinctive and well-proportioned designs. The applicants have shown that they consider the microclimate effects of their proposed tall buildings, particularly of overshadowing and wind effects, have been assessed and found to be acceptable. It is especially notable that they find the Chocolate Square should achieve the highest Lawson Criteria required for comfortable sitting. Cumulative effects have also been considered, with their latest amendments including consideration of cumulative effects of both taller buildings in this application with other taller buildings not yet proposed, but on sites we would accept could be suitable.</p> <p><u>Impact on Views</u></p> <p>20. The application site is on the edge of the area identified as suitable for tall buildings, which covers the southern part of Heartlands, up to properties on the northern side of Coburg Road, which is on the southern edge of the application site. Much of the application site is outside this area; close to Wood Green Common and the Conservation Area and within the view corridors of Local Views 19, 21 & 22. However, the applicants have made a good case, with verified views, that a building of fairly but not excessively tall height, in the centre-east of their site could be acceptable.</p> <p>21. The taller tower, Block B, does appear in one local view, view 22 from Lordship Rec to Alexandra Palace. It does not obstruct the central view of the palace, but does “nudge” into the right hand side, the palm court, of the palace. However, this part of this particular view is partially obscured by a tree in Lordship Rec; the view was primarily chosen as it allowed an unobstructed and focussed view of the central rose window. The applicants also show that another popular view of Alexandra Palace from Lordship Rec, the view from the rising ground to the south-east of the Rec, retains a completely unobstructed view of the Palace with some setting.</p> <p>22. Other views of the entire proposal, particularly more local views from surrounding streets and spaces, especially the key approaches and the views from Wood Green Common are in my view acceptable. I would have preferred them to have shown their views in context both of the current state, with other current proposals, particularly the St William scheme for Clarendon Square, and with a necessarily sketchy impression of the potential other development sites, given the significant impact that the cumulative developments will have, of which this proposal is only likely to be a relatively small part.</p> <p><u>Form, Bulk & Massing</u></p>	

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	<p>23. Block A (the oldest part of the existing Chocolate Factory Building) is proposed to be converted in to business units, with the light well between its northern and southern wing roofed over and converted into an atrium. The main entrance would be into this atrium from the proposed square to the east (Chocolate Square). The later extension to the south would be demolished and this side would become a major, active public elevation to the building with active frontage of retail / café uses at ground floor facing onto a new east-west street. Levels are a problem as internal ground floor is below intended street ground level, necessitating a convoluted stepped area, but as this street is intended to be pedestrian only, the level of incident and the presence of steps is made the best of to create an interesting, vibrant street for sitting out and so-on.</p> <p>24. A single storey rooftop extension is proposed, set-back from all sides, which I consider is acceptable and in proportion to the existing building, which in any case has numerous existing rooftop protrusions.</p> <p>25. As noted under Streetscape above, the Chocolate Factory building addresses the proposed Chocolate Square to its east, with a main entrance leading into the central atrium, and addresses the important east-west street Jelly Lane to the south, with cafes and other spaces spilling out. To the west and north-west, between Block A, Block F and the wall to the school, is a yard space. The atrium will open out onto this yard, which will have gated vehicular access off Jelly Lane and permit deliveries and the minimum required parking. It will also contain a formal grove of trees and informal buffer landscaping against the school edge, and act as an informal activity / outdoor working / break-out space for the employment functions in Chocolate Factory (both Blocks A and F). Finally, to the north is a narrow, gated, alley space providing refuse and cycle parking and spacing the existing building, with its many windows, from the existing Guillemot Place industrial units (and whatever eventually replaces them).</p> <p>26. Block B consists just of a 18 storey tower. In place of the existing “Parma House” building, this block was to me the most problematic, when, as originally submitted, it contained a 7 storey “tail” projecting from the back of the tower. This has now been omitted and Block B can be considered as a tower alone. It faces and is entered from Chocolate Square, via a lofty, double height entrance foyer, giving it a very clear and visible entrance. I consider its proportions to now be pleasing; it is a slender tower, following revisions that have reduced its footprint and increased its height. Elevational treatment that create a distinct base, middle and top reinforce its pleasing proportions.</p> <p>27. The matter of how Block B relates to its neighbours is more problematic as those neighbours are not part of this development. To its right (south), it adjoins Kingfisher Place, a likely development site that I believe should ideally join onto Block B to create a continuous, active, built street frontage and help the sense of enclosure of Chocolate Square. Instead, the applicants propose an alleyway for service access to the block’s refuse store, with a free standing two storey wall providing an edge, to which the applicants promise, the future development on the Kingfisher Place site could be</p>	

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	<p>built up. This is an interim solution and could be considered acceptable as such, in my view the alleyway is secured with a gate at or close to the building frontage building line. Residential accommodation does not start in Block B until the 2nd floor, which helps this development permit a close neighbour, but there will still be a discernible gap between it and whatever its southern neighbour eventually is.</p> <p>28. To its north is a wider alleyway gap, to the existing Safe Store building. This alleyway provides access to Block B's cycle store and to the area of land within the applicants ownership that is currently undecided, where the "tail" to Block B formerly went. This could still eventually become a street frontage, if the applicants full wider masterplan can be implemented, and then the relationship of the tower to its northern boundary would all fall into place. However, in the absence of that street, I would prefer if this was also gated close to the frontage, but they propose a gate at the back of the tower, by its north-east corner. The cycle store forms a 2-storey projection off the rear of the tower, and the intention is whatever is built where the tail was to be, this should join on here.</p> <p>29. Block D; This 13 storey block is the southernmost part of this application and only makes up one corner (north-western) of a city block; this whole city block will be bounded by the southern of the two new east-west streets to its north, Clarendon Road to its east, Coburg Road to its south and Western Road to its west. I had concerns with the coherence of this block but following changes in the pre-app process and since the application has been submitted, relating to the only partial site ownership. I am no longer concerned with its form or height, nor to its proximity to whatever should eventually be developed to its immediate south, on the sites fronting Coburg Road.</p> <p>30. These neighbouring sites have been identified as sites suitable for tall buildings and the Chocolate Factory applicants have now factored that into their daylight, sunlight and privacy expectations and shown them to be acceptable. They also factor in that the Coburg Road sites should have non-residential uses on at least their ground and first floors, potentially on up to five floors. Non-residential, employment, use now occupies the ground floor of this block, creating a 1st floor level podium garden space to the lowest flats, helping day and sunlight access to these private amenity spaces and providing a high degree of separation for these flats from disturbance from the employment uses below the, and on the adjoining sites. Refuse and cycle storage are housed in the linking elements at either party wall, which will be blank to enable building right up to them.</p> <p>31. There is proposed to be a medium-high, 10-storey tower at western end of their proposed Block D (the north-western corner of the complete Block D according to the masterplan, the corner of Western Road and the east-west residential street. This is of a smaller footprint to Block B, and therefore achieves the same satisfying proportions, albeit at a smaller scale. It also joins directly onto the 4-storey "tail" forming the northern edge of this proto-block, the southern side of the east-west residential street. I am happy with its height, bulk, mass, composition, fenestration, detailing,</p>	

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	<p>materials and internal layout (excepting the lack of party walls).</p> <p>32. Block E would sit to the west of the “Chocolate Square”, south of the northern new east west street on the south side of the retained Chocolate Factory, north of the other new east-west street and east of Western Road. It is of 7-storeys, in the same architectural treatment to Block D, but forming a whole coherent city block; it has a raised podium private communal garden over the residents’ carpark in the centre of the block. I have no concerns over the design, form, mass, height, bulk, composition, fenestration, detailing, materials or internal layout of this block.</p> <p>33. The only concern might be that residential on the ground floor was not suitable on the Western Road frontage, given that this road looks like it will take most of the vehicular traffic to this and the other major neighbouring development sites, it has the council Waste Transfer Station opposite its northern end and has another potential development site opposite the rest of its Western Road length. All the residential units at ground floor on the Western Road frontage (and indeed on the residential east-west street) are two storey maisonnettes; in the Western Road cases, they all have just entrance, living, dining and kitchen on the ground floor, with two to four bedrooms on the 1st. They have their own front doors which gives sense of ownership and animates the street, but they do not have access to cores and therefore do not have access to the private communal podium or rooftop gardens. However, I am happy with this solution as they provide economic family housing in a much needed category.</p> <p>34. Block F is the small employment use block proposed to the west of the original Chocolate Factory building, north of the northern proposed east-west street, east of Western Road and south of Alexandra Park School. The school boundary also forms the Conservation Area boundary. I have no particular concerns with this block.</p> <p><u>Elevational Treatment, Fenestration, including balconies and Materials</u></p> <p>35. The most important elevational treatment decision is to use a distinct and contrasting treatment and materials palette to the workspace and residential buildings. Thus the original Chocolate Factory building, Block A, and the small additional workspace building to it’s west, Block F, are in a bright, clean, white palette of white painted brickwork, concrete and render (much of it as existing), with much of the new construction in glass panelling or “glass planks”. In contrast, the residential blocks are in a more restrained, warmer, less ostentatious, brick based palette of orderly, composed, regular and rhythmic elevations.</p> <p>36. The elevational treatment, fenestration and materials to the new workspace block and extension (Blocks A & F) are innovative and unabashedly modern, which will make clear their place within the hierarchy of the wider development as distinct from existing buildings and from newly built residential context. I am also confident the proposed materials will be robust, durable and retain</p>	

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	<p>their clean, modern, contrasting appearance.</p> <p>37. I am generally very impressed by the sense of composition in the elevational treatment, particularly evident in the courtyard block designs of Block E. Their elevations are divided up into a 2 storey “base”, made up of 2-storey commercial units on the north and east, 2-storey maisonnettes on the south and west; a 4 storey “middle”, of a formal, repeating brick based facade; and a single storey, lightweight, recessed “attic” or top floor. This latter has a distinctive “saw-tooth” roof profile, that gives the elevations an added unusual visual identity and references the industrial heritage of the location.</p> <p>38. As for the two towers (Block B & part of Block D), I am now very happy with its proportion, fenestration, detailing and layout. It creates good quality flats, mostly dual aspect, with good, well designed recessed balconies (although with open balustrades). I like that the ground and first floor of Block B (ground only to Block D) are devoted to ancillary uses including a generous entrance lobby and glazed brick to otherwise blank bays in the facade, and that the top two floors are recessed behind deep two storey reveals creating a special “attic”.</p> <p>39. I am happy with the palette of materials proposed but would like the final choice of materials to be subject to condition. It will also be essential to ensure quality of construction by having approval of key details prior to construction, to prevent these being watered down by “value engineering”. Of particular importance to the residential elements of this development would be parapet details and depth of window reveals (which in my view should be at least one brick, probably more on the two towers). The top floors of the lower rise blocks, with their set-back, lighter weight materials and saw-tooth roof profile, should also be subject to approval of materials and details to ensure it is both distinctive and a design of integrity. It would be preferable in my view if these elements were more generously glazed, and if the fenestration related more logically to the roof profile.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size and quality)</u></p> <p>40. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements.</p> <p>41. There are single aspect flats within the scheme but these are all east or west facing, they are generally not family sized (3 or more bedrooms) unit and none of them are at ground level, so this is not unacceptable. These flats should be provided with means of sun screening and assisted natural ventilation to overcome the effects of solar gain.</p> <p>42. There are a small number of inconsistencies in the plans; a few flats in the areas subject to the most recent amendments appear to have been “not fully worked out”; some flats seem not to have entrance doors off their core or a corridor giving access, and a flat on the 1st floor of Block E is</p>	

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	<p>completely convoluted! However, I would be confident these would be sorted out (and it would be in any developers' interests to sort them out) before construction.</p> <p>43. All flats on the north and south side are dual aspect, with single aspect east and west facing, with recessed balconies facing Western Road and projecting balconies elsewhere; all projecting balconies have solid balustrades. There are no projecting balconies to either of the towers or to any of the Western Road elevation; all these flats have amenity space form recessed balconies or roof terraces. It is notable that the ground and first floor maisonnettes in Block E facing Western Road, where ground floor front gardens alone would not provide very good quality, private, peaceful external amenity space, are also provided with generously sized, 1st floor recessed balconies, accessed off their master bedrooms, as an alternative, more private and more sunny external amenity space.</p> <p><u>Daylight, Sunlight and Privacy / Overlooking of Neighbours</u></p> <p>44. Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that:</p> <p style="padding-left: 40px;"><i>“...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"> <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> <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>45. The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals and of the effect of their proposals on neighbouring dwellings as part of their Environmental Statement. These have been prepared broadly 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”. Whilst their complete absorption into the Environmental Statement is in my experience unusual and unwieldy, leading to conclusions being couched in the highly formal, analytical, tabular form of such documents, the results appear sound and believable.</p> <p>46. The assessment finds that the impact of the development on existing neighbouring residential and relevant non-residential uses (particularly the school) is remarkably and impressively favourable, with virtually no noticeable detrimental effects on windows or external amenity areas. The</p>	

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	<p>applicants' amended report says the only reductions would be small, just noticeable reduction of winter sunshine to some windows to houses on Mayes Road, east of the development; these houses would continue to receive the BRE standard for annual sunlight. However, I cannot see any reduction in the figures for winter sunlight in their appendix 9.2A. In this, the development is helped by being separated from more sensitive neighbours with intervening industrial sites, but it is also in my view further testament to the generally modest height of the proposals; an isolated, slender taller building will have much reduced impact as that impact will be transient.</p> <p>47. The daylight and sunlight levels achieved to habitable rooms and external amenity areas within the proposed development are in my opinion good. 82.3% of 554 habitable rooms within the proposed development are reported as receiving the BRE Standard of daylight, which is a high proportion of a higher density development in an area of central urban character. 67% of south facing rooms tested receive the BRE standard for sunlight, not such an impressive performance but one I would be happy with.</p> <p>48. I am not completely happy with the spaces the applicants have chosen to assess for sunlight to amenity space within the development (in Appendix 9.4). They assess a number of road spaces such as the street between Blocks D & E, yet omit obvious private amenity spaces such as the private and private communal podium and rooftop amenity spaces to Block D. I am confident the rooftop amenity space to D would receive much more than sufficient sunlight, as the rooftop amenity space to E that has been tested achieves 96% on 21st March (the BRE standard is at least 2 hours on 50% on this date). However, the podium to E receives only 33%, and other podium amenity spaces, including balconies, are also likely to be less than adequately sunlit. The applicants' data does show that the podium of Block E would receive excellent sunlight on the summer solstice, and if some parts would not receive as much sunlight, they would receive some and have a sunny view.</p> <p>49. The "yard" space behind Block A also does not quite receive the BRE standard, but this is not considered to be a public or residents' private amenity space. The main public spaces, Chocolate Square and the pedestrianised section of Jelly Lane, would also usefully receive good amounts of sunlight. Here again the applicants' data fails to reveal, as it includes areas of road and other space that cannot be counted, including the alleyways along the side of Block B and the "to be developed" space behind it, but fails to include the best bit or the square, immediately in front of and to the side of Block A. They have also failed to show the effect of neighbouring likely developments south of the square. However as their tests show all of the area of the square they have tested receiving sunlight, I am confident that at least 50% would.</p> <p>50. 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%</p>	

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	<p>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.</p> <p>51. I am content that the daylight, sunlight and overshadowing quality of the proposals would be acceptable in what is an urban location. In addition, it has been shown that the effects of these proposals on neighbours would be acceptable.</p> <p><u>Conclusions</u></p> <p>52. I am generally happy with the designs of this proposal. This is a very important site, the centre of a major regeneration area, containing the heart of the “Cultural Quarter”, a place where vibrant modern employment needs to be combined with much needed new housing. The masterplan and pattern of proposed development is one which in my view supports and encourages these ambitions. The block pattern and network of streets, leading to a central square, has the potential to making a well integrated, permeable and pedestrian friendly neighbourhood.</p> <p>53. I am content that the daylight, sunlight and overshadowing effects of the proposal, on the development itself and on neighbours both existing and to come, are acceptable; indeed those on existing neighbours are very good for such an intensive, urban development, in an area of significant intensification. I am also confident that the detailed design of the proposed housing and workspaces will produce acceptable, rising to high quality accommodation, within a pleasant, rising to innovative, architectural proposal. I am also content that the proposed tall buildings are justified and of elegant, high quality design, that will compliment not harm the other buildings and spaces around and contribute to wider placemaking objectives.</p>	
Carbon Management	<p><i>Updated comments:</i></p> <p>Energy The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The scheme delivers a 37.7%, and 41% improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.3% to achieve zero carbon in the residential element. The overall approach is policy compliant.</p> <p>A Carbon Offset Contribution is required for the residential element of the development to the sum of £463,590 (171.7*£2,700), where zero carbon has not been achieved. This should be included within a S106 condition.</p>	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

Stakeholder	Question/Comment	Response
	<p>Energy – Lean The applicant has proposed an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.</p> <p>Energy – Clean The scheme proposes single energy centers for each block for heating and hot water. In total 14 boilers will be installed in the 5 energy centers that are located in Blocks A, B, D1, E, and F.</p> <p>This is not the single energy centre that is required in policy. But the Council has agreed this principle.</p> <p>We do need more detail on the schemes Energy Centres and its heating delivery, specifically:</p> <ol style="list-style-type: none"> 1. We need to see basement plans for each of the buildings showing the space of the energy centres - and to ensure that the energy centres are large enough to house the boilers now, and there is space for heat pumps / exchangers that will be required to connect to the Wood Green DEN, and that the centres are accessible for pipework and new equipment (punch points through the wall etc); 2. We need to know that the flue and air quality issues from the Energy Centre have be mitigated and do not emit pollutants into taller neighbouring buildings (the flue from Blocks E and D may blow into the taller block B); 3. We will need details on how the 5 energy centres will be connected to the Wood Green DEN. This will be demonstrated through a route map sized for the developments heating and hot water needs. And we require the developer to install pipework under their landscaping from each of the energy centres to the edge of the site (onto Coburg Road) or to fund this work at a later date. This could be approximately £1,400 per meter, but total cost will vary on the distance required. <p>This detail can be conditioned to ensure that the site will be able to connect to the Wood Green DEN.</p> <p>Energy – Green The application has reviewed the installation of various renewable technologies. They are proposing installing 140 kWp (circa 900m2) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in on-site CO2 emissions.</p> <p>These above details should be conditioned to be delivered:</p>	

Stakeholder	Question/Comment	Response
	<p>Suggest Condition: Details of the boiler facilities and associated infrastructure, serving the heat and hot water loads for all the units on the site shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centres in the buildings; b) specification of equipment and operational standards of the site wide network (advice and expected standards can be provided by the Council); c) flue arrangement and air quality mitigation measures; d) operation/management strategy; e) the method of how the facility and infrastructure shall be designed and funded to connect to the Wood Green heating network (including the proposed connectivity locations, punch points through structure and route of the link) ; and f) agreement to connect to the Wood Green DEN within a 5 year period of competition on site <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards. Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Theses boiler facilities and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p>	
	<p>Suggested Condition: Details of the construction standard of the 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> <ul style="list-style-type: none"> 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 	

Stakeholder	Question/Comment	Response
	<p data-bbox="474 231 1671 292">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 data-bbox="474 320 1671 381">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> <p data-bbox="474 416 1671 505">Suggested Condition: You must deliver the carbon reduction measure and standards as set out in the Energy Strategy, by Etude, Revision 001, dated September 2017</p> <p data-bbox="474 541 1671 691">The development shall then be constructed and the deliver the carbon savings set out in this document. Achieving the agreed carbon reduction of 40% reduction beyond BR 2013 across the site (37.7%, for residential and 41%, for commercial spaces). Confirmation that these energy efficiency measures and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p data-bbox="474 726 1671 812">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 any new proposals for approval by the Council.</p> <p data-bbox="474 847 1671 933">If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p data-bbox="474 968 1397 1000">Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p data-bbox="474 1067 1671 1189">Expected Legal Agreement: The applicant agrees to pay the Carbon Offset Contribution of £463,590.00 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 data-bbox="474 1256 1671 1366">Sustainability Assessment The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the various blocks as follows - BREEAM refurbishment pre-assessment of Block A, very good, BREEAM new construction pre-assessment of Block F, excellent, and Indicative Code for Sustainable</p>	

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	<p>Homes pre-assessment for Blocks B, D1 and E (Code Level 4).</p> <p>This approach is policy compliant, supported, and it should be conditioned, as follows:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>Suggested condition: You must deliver the sustainability assessment as set out in the Sustainability Statement, by Etude, Revision 001, dated September 2017</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve:</p> <ul style="list-style-type: none"> • BLOCK A - BREEAM Refurbishment 2014 'Very Good' • BLOCK F - BREEAM New Construction 2014 'Excellent' • Blocks B, D1 and E - Code for Sustainability Homes Level 4 <p>A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p> </div> <p>Overheating Risk We expect a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable. We would advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies.</p> <p>We recommend that these are addressed through the following condition:</p>	

Stakeholder	Question/Comment	Response
	<p>Suggested Condition</p> <p>To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modeling (under London’s future temperature projections) for all internal spaces must be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved.</p> <p>Details in this strategy will include measures that address the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that the heating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment - details on the passive design features have been included - details on the mitigation strategies which are included to overcome any overheating risk currently and in the future <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and Local Policy SP04 and in the interest of adapting to climate change and to secure sustainable development.</p>	
Housing	<p>Affordable Housing Provision</p> <p>This development proposes to deliver a mixed used scheme with 35% affordable housing comprising of 72 units of affordable housing. 32 London Affordable rent units and 40 London Living Rent intermediate tenure. This level of affordable units whilst just below Haringey’s Strategic Policies of 40% Borough wide target’ is acceptable.</p> <p>Further this complies with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p>Dwelling mix and tenure</p> <p>The Council will seek 60% affordable housing mix – 11% 1beds, 45% 2beds, 33% 3beds and 11%</p>	Noted. On balance the affordable housing provision is acceptable and will be recommended as a s106 heads of terms

Stakeholder	Question/Comment	Response
	<p>4beds. and 40% intermediate housing with a mix of 30% 1 beds, 60% 2 beds,10% 3 beds, (LBH Housing Strategy2017-22). The proposed mix and tenure provides a larger proportion of 1bed units and does not meet the above strategy.</p> <p>This site sits within the Wood Green AAP (emerging policy) this is a designated growth Area & potential Opportunity area with levels of increased density. policy requires a suitable mix of tenures and unit size to be provided that are genuinely affordable.</p> <p>A portfolio approach is to be adopted within the AAP to ensure that any reduction in the percentage of family size units in the Town Centre locations should be offset by increased family units in other specified site locations. This actively ensures overall dwelling mix targets are met.</p> <p>The council requires 10% of new residential developments to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>The applicant will need to have regards to the benchmark rent levels as set out in in the mayor's affordable homes programme 2016-2021 funding guidance. Active consideration should be given to including the London Affordable Rent (LAR) and London Living Rent (LLR) this will be based on 1/3 of the ward median.</p> <p>The applicant will need to give careful attention to the new Intermediate Housing Policy adopted February 2018.</p> <p>Consultation The affordable housing units are to be transferred to a registered provider. However, negotiations for the transfer of the units must take place with Council in the first instance where agreement cannot be reached then units to be transferred to a preferred partner agreed by both the developer and the Council.</p> <p>Conclusion It has been negotiated that the developer is willing to provide an increased contribution of 35% affordable housing (32 London affordable rent units (2 x 4 bed / 6 person duplex, 1 x 3 bed / 5 person duplex, 7 x 2 bed / 4 person duplex, 14 x 3 bed / 5 person flats, and 8 x 2 bed / 4 person flats), 40 London living rent units (5 x 2 bed / 3 person flats and 35 x 1 bed / 2 person flats), and a total of 206 habitable rooms). This is 72 units with a split of 45% social housing and 55% intermediate housing.</p>	
Arboriculture	This proposed development will result in the removal of 13 Lawson cypress trees within the site. These trees are of low quality and value, which have been poorly maintained previously. It is also proposed to	Comments noted and financial obligation

Stakeholder	Question/Comment	Response
	<p>remove 2 Field maples which are growing in the public highway. These two trees were planted 7-8 years ago and although they are in a good condition, their removal would be approved on the condition a financial contribution is made to allow for replacement trees to be planted in the local area. It is suggested in the Arboricultural report provided that the contribution should be over £10,000. The total amount of the financial contribution must be confirmed ASAP prior to agreement to remove the 2 Field maples.</p> <p>There are some minor changes to levels near 2 Silver birch trees, any impact can be mitigated by the recommendations in the method statement. All new buildings are outside of the root protection areas of the retained trees.</p> <p>The new landscaping includes the planting of 45 new trees which will more mitigate for the loss of the existing trees and greatly increase local canopy cover.</p> <p>All tree protection measures must be implemented as per the recommendations within the Tree Protection Plan and Method Statements contained within the Arboricultural Impact Assessment.</p>	<p>requested to replace public highway trees</p>
<p>Economic Regeneration</p>	<p>1. General comments Subject to WSG addressing the conditions/comments set out in the “Specific comments” section below, the EDT strongly supports the proposed development because of its potential jobs, commercial space, business, financial contribution to the Council and contribution to the physical and economic transformation of the Wood Green Cultural Quarter/ employment area. Based on the estimates of the WSG Planning & Development Consultants, Lichfield, the proposed development would have the following economic impacts:</p> <ul style="list-style-type: none"> • Provision of 10,657 sq. of mixed-use commercial floor space <ul style="list-style-type: none"> ○ Affordable Workspace: Of this space, subject to the completion of Section 106 Agreement, they WSG will offer the businesses space in Block E (1014m², 11,000 sq. ft.) at a 20% discount to the market rent for a minimum of 5 years post completion. WSG will accept a reasonable endeavour obligation to offer a first refusal period of six month post completion to Collage Art at the stated rent on Workspace standard lease terms. If Collage Arts do not take up the offer within the six months Workspace are free to market the space. As outlined previously Workspace’s experience of moving exiting tenants is that they only wish to move once. • Business Continuity support fund: Subject to the completion of a Section 106 Agreement, WSG will set aside the sum of £500,000 to support the relocation and re - establishment of businesses. This will cover the reasonable cost associated with a customer’s relocation with in 	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

Stakeholder	Question/Comment	Response
	<p>Workspace's portfolio or to like for like accommodation within Wood Green.</p> <p>The development is estimated to bring the following Local Authority benefits:</p> <ul style="list-style-type: none"> • £1.4m New Homes Bonus payment (over a 4 year period) • 344,000 Council Tax revenue per annum • £4.5m Planning contributions (S106 and SIL) • £537,000 Business rate revenues per annum <p>2. Specific comments</p> <p>(i) WSG's planning and development (Lichfield), should provide detailed data, rationale and assumption under-pinning the figures outline in 1 above</p> <p>(ii) Supply chain opportunities for Haringey businesses. As a key condition for the LBH's Economic Development support and of the S106 agreement, the WSG must set out or provide a strategy on how local businesses will benefit from the supply chain activities arising from this development</p> <p>(iii) Construction jobs and local labour policies : As per the Council's Planning obligation (S106) and Local labour policies, developers, contractors and sub-contractors are required use at least 20% of local suppliers and labour. This obligation should flow throughout the entire supply chain. The Council would be happy to supply a list of local builders/construction companies for the main contractor to consider for their tender list. In addition, at least 5% the main contractor and its supply chain workers and apprentice must be from the borough. The Council's Skills and Employment team and its construction training partners will work with the main and sub-contractors to agree local recruitment targets.</p> <p>(iv) Provision for broadband and telecom infrastructure Provision of broadband infrastructure: Planning Policy DM54 requires all new developments in regeneration areas including Wood Green, to provide ultrafast infrastructure and connections – in order to meet the Council priority of providing digital infrastructure which facilitates regeneration and economic development. Developers should therefore include appropriately designed ducts/risers/access points to their sites and across their sites. The Council can provide the developer with a list of specialist consultants that could provide advice new build/broadband infrastructure related matters</p>	
Waste Management	<p>The proposed application has made appropriate provision for waste receptacles required for residential units as outlined in the application.</p> <p>The managing agent will need to have a cleansing schedule in place to ensure waste does not end up on the public highway.</p>	<p>These comments are all noted and discussed further within the material planning considerations.</p>

Stakeholder	Question/Comment	Response
	<p>There needs to be a management plan in place to ensure receptacles are within the correct pulling distances at time of collection.</p> <p>Commercial waste must be stored and collected separately, arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</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 AMBER for waste storage and collection because it is unclear if arrangements have been made for the following:</p> <ul style="list-style-type: none"> • All waste collection vehicles would expect to enter and exit the development in a forward moving motion. (It has not been made clear if they will be able to achieve this) • Waste receptacles will need to be within 10meters pulling distance from waste vehicles at time of collection. (It has not been made clear if this is possible) 	<p>Conditions are recommended as applicable.</p>
Pollution	<p><i>Initial:</i> <u>AQ modelling</u></p> <p>I have now looked at the AQ assessment and have some reservations; there are discrepancies between some of the details and data used in the assessment. I would like be grateful for some clarification:</p> <p>The transport statement states that 32 parking spaces for residential use, 2 car club spaces, 2 commercial spaces and loading bays for servicing vehicles will be provided. However, paragraph 13.16 the EIA appendix 3.1-3.2 dealing with the AQ assessment states that the development would provide 18 car parking spaces (including 13 disabled spaces).</p> <p>Also it is not clear why the traffic data and therefore modelled concentrations are based on previous applications relating to the Gas works site Table A13.1'with application refs. HGY/2016/0026 and HGY/2016/1661) and A13.2 (HGY/2017/0403- this application is in fact a EIA scoping study for Clarendon Road Gasworks Site so no data would have been included in any case). Is this to represent cumulative development?</p> <p>It is not clear why one set of concentrations are presented for one set of receptors included in the main</p>	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

Stakeholder	Question/Comment	Response								
	<p>AQ section of the EIA and other data is presented in Appendix 13.2 covers receptors located at the blocks only (and which if any of the data combines the impact of the emissions from both the traffic and the heating plant.</p> <p>It does not appear that the modelled emissions from the chimney stacks has taken into account the proximity of having significantly taller buildings located near to blocks of lower height and therefore how this will impact on the dispersion of the flue gases from the chimneys.</p> <p>No information has been included on the NOx emissions for the boilers used in the model. This this should be provided as mg/kwh (dry NOx @0% O2) to ensure that the proposed boilers are capable of meeting the London Plan SPG standards for emissions and that assessments are based on the proposed boilers for the development.</p> <p>AQ neutral</p> <p>The AQ neutral assessment includes NOx emissions information as g/s but not as mg/kwh. The total area for the development is described as 9,376 m2 (GIA) in the planning application description yet the calculation of the Benchmarked NOx Building Emissions for each Land-Use Category has been based in the following figures:</p> <table data-bbox="465 810 1025 938"> <tr> <td>Land Use</td> <td>GIA (m2)</td> </tr> <tr> <td>Residential (C3)*</td> <td>21,815.7</td> </tr> <tr> <td>Commercial Uses (B1, D1 and D2)</td> <td>8,242</td> </tr> <tr> <td>Retail (A1, A3)</td> <td>1,134</td> </tr> </table> <p>This will make a significant difference to the assessment and must be corrected.</p> <p><i>Further comments:</i></p> <p>Air Quality</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans 	Land Use	GIA (m2)	Residential (C3)*	21,815.7	Commercial Uses (B1, D1 and D2)	8,242	Retail (A1, A3)	1,134	
Land Use	GIA (m2)									
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	<ul style="list-style-type: none"> • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>The site is also adjacent to a TFL identified hotspot focus area.</p> <p><u>Energy</u> The energy statement does not propose CHP for the development instead individual block boilers will provide heat to each building. The statement does not provide information on the size or number of boilers that will be required or their associated emissions.</p> <p><u>Transport</u> The transport assessment states the site will be provided with 32 parking spaces for residential parking. A further two accessible car parking spaces will be provided off-street to serve the commercial units and four loading bays are proposed to meet the demand for servicing and deliveries. Two car club spaces on site are also proposed. 20% of all car parking spaces (seven spaces) are to have Electric Vehicle Charging Points (EVCP), with a further 20% of spaces provided with a passive provision for EVCP. The development should be designated to be permit free. The proposals also include a Residential Travel Plan, Framework Travel Plan, and a Delivery & Servicing Plan. The latter should provide greater detail on how it proposes to identify deliveries that could be reduced, re-timed or consolidated. There are no proposals for promoting the use of low or zero emission vehicles; these must be developed.</p> <p><u>Air Quality Assessment</u> The Air Quality assessment does not include an assessment of the development alone but only in conjunction with the consented Haringey Heartlands and proposed Haringey Heartlands schemes.</p> <p>Data relating to the proposed heating plant for the Development has been provided in Table A13.3a in the amended Air Quality Assessment Detailed Methodology (Appendix 13.2A). The proposed heating plant includes 14 boilers. The emissions have been reduced significantly in the amended document therefore it is important that the plant in the operational development meets the emissions used in the assessment. However there is some inconsistency in the stack parameters (i.e. release rate) used in Table A13.3a in Detailed methodology compared to the information included in Table A13.4 (appendix</p>	

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	<p>13.3) of the Air Quality Neutral assessment.</p> <p><u>AQ neutral assessment</u> An air quality neutral assessment has been undertaken (Appendix 13.3).</p> <p><u>Demolition and Construction</u> The assessment of dust/PM10 effects from demolition and construction of the development site is considered to be a high-risk site in relation to nuisance dust.</p> <p><u>Contaminated Land</u> A Phase 1 Environmental Desk Study by Albury S.I. Limited (Report Ref 16/10755/GO/Rev 2 Issued July 2016) has been submitted. The on-site sources identified within Table 3, Preliminary Conceptual Site Model, includes made ground, infilled ponds, tanks, former incinerator, electrical sub-stations, former Generator House and backup generators. Offsite sources include a gas works 120m to the south. Other sources not referred to in the Conceptual Site Model include the railway sidings 20m to the west, screw factory to the south, works, and a Car Breakers Yard on north west boundary of site. These sources must be taken into account in the Phase II site investigation. The Preliminary Conceptual Site Model identified potential contaminants including PAH, Heavy Metals and ACM (Asbestos), Ground gases and vapours, PCB's, Hydrocarbons, Kerosene or Diesel and Asbestos (ACM) within buildings. It recommends:</p> <ul style="list-style-type: none"> • An exploratory ground investigation to assess the identified risks and identified potential sources of contamination. • A detailed UXO assessment is undertaken to assess whether an UXO engineer is in attendance depending upon the outcome of the assessment. • The redundant water supply borehole present on site should be surveyed and decommissioned in accordance with EA guidance (The location of this feature should also be borne in mind when designing the proposed building foundations) <p>In undertaking the Phase II site investigation all potential sources should be considered.</p> <p>I recommend the following conditions:</p> <p><u>Air Quality Assessment/AQ neutral</u></p> <p>Before development commences a revised AQ assessment including predicted concentrations incorporating combustion plant emissions and an AQ neutral assessment with a comparison of</p>	

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	<p>development emissions against London Plan emission benchmarks for buildings and transport. (taking into account the council's comments) must be undertaken.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <p><u>Combustion and Energy Plant</u></p> <p><u>Boilers</u></p> <ul style="list-style-type: none"> • Prior to commencement of the development details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction. • Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> a) Utilising the information from the Phase 1 Environmental Desk Study (and comments above) a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable: - <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation 	

Stakeholder	Question/Comment	Response
	<p style="text-align: center;">requirements.</p> <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> <p><u>And CON2:</u></p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><i><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p> <p><u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG ‘Control of Dust and Emissions During Construction and Demolition’ and shall also include a Dust Risk Assessment. <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • No works shall commence on the site until all plant and machinery to be used at the 	

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	<p>demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <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><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Conservation	<p>Background:</p> <ol style="list-style-type: none"> The site is part of the wider Haringey Heartlands, identified by the Council for regeneration as a high density employment and residential-led mixed-use development. The site is well located within Wood Green with access to the amenities along the High Road within a close distance and an extensive road and rail network. The applicant has submitted a detailed Design and Access Statement and Environmental Impact Assessment (including Townscape Visual Impact Assessment) along with other planning documents which I have read in detail to make the assessment below. I have also been involved in the pre-application discussions with the applicants and other colleagues from the Council. <p>Assessment of Significance:</p> <ol style="list-style-type: none"> There are no designated built heritage assets on the site, which currently contains a cluster of 	<p>These comments are all noted and discussed further within the material planning considerations.</p>

Stakeholder	Question/Comment	Response
	<p>buildings of various sizes and scale. There are several small businesses, offices, creative industry uses and some light industry. The original Chocolate factory dates back to early 1900s and is locally listed (non-designated heritage asset). Built in the Modernist style, the building is rendered in white with large crittal type windows. At five storeys, the building forms an important landmark and was the original Barratt's Confectionary Factory. The building's later additions and development was shaped by the growth of the company. Historically, this association is of high value in the industrial and manufacturing history of Wood Green. More recently, the factory has been used as artist's workshops and studios, adding another dimension to its significance. Overall its architectural and historical value along with community associations as a creative hub adds to the building's significance within Wood Green.</p> <p>4. Whilst the site itself in not within a conservation area and does not contain any listed structures, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.</p> <p>Development proposal:</p> <p>5. The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor's London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area, that of a 'town centre' and 'civic hub' typology with key 'marker' buildings located close to transport nodes.</p> <p>6. Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. It retains the Chocolate Factory and gives it a new context with new uses and public realm improvements. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).</p> <p>7. Part of the significance of the Alexandra Palace is derived from its 'hill top' location. The development will partly block some long distance views of the Palace, for example from the entrance of Lordship Rec on Adams Road (View 16). The development would also be visible from the Palace and the</p>	

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	<p>Park when looking towards Wood Green.</p> <p>8. Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area, Hornsey High Street and New River Conservation Areas. These areas are primarily domestic and residential areas, characterised by two to three storey Victorian or later terraces with some new development up to 7 storeys along the New River. As such, the proposed development, by virtue of its scale, would be at odds with the adjacent area and is considered to cause some harm to these heritage assets, qualified as less than substantial under the NPPF.</p> <p>9. It is important to note that the view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16) would be partially blocked and would not be considered appropriate from a heritage point of view. This is considered to cause a higher level of harm than those caused by others. However, this harm would be less than substantial.</p> <p>Assessment of harm against mitigation and benefits</p> <p>10. Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm.</p> <p>11. In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.</p> <p>12. However, the harm caused by the blocking of a key view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16) would not be considered appropriate from a heritage point of view. Whilst less than substantial, the harm is not considered to be outweighed by other design and heritage benefits. This should be balanced against other planning and regeneration benefits.</p> <p>Conclusion</p> <p>13. From a conservation point of view, it is considered that the proposal by virtue of its scale would cause harm to the setting of Wood Green Common, Hornsey High Street and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of</p>	

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	<p>the blocks is likely to result in positive townscape benefits that would outweigh the harm caused.</p> <p>14. The tallest tower of the proposal would block a key view of Alexandra Palace causing harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area). Despite the townscape benefits described above, this harm is not considered to be outweighed and should be balanced against other planning and regeneration benefits.</p>	
<p>Drainage</p>	<p><i>Initial:</i> I don't appear to have received a completed Haringey, Pro-forma, I understand our guidance was given to the applicant I need to see a completed form.</p> <p>With the limited opportunity on this site for above ground SuDS solutions I would prefer to see a deep green roof substrate rather than a Sedum mat roof unless this can be justified.</p> <p>Although we don't normally like the inclusions of pumps the site levels indicate that this is a reasonable method for the use of them and accept the reason for their inclusion.</p> <p>Were any soakage tests carried to confirm the level of any potential infiltration?</p> <p>I haven't seen a maintenance plan/schedule for the lifetime of the development or who will be responsible (management company) for the maintenance.</p> <p>Other than that, what is being proposed for the drainage is acceptable in principal at this stage.</p> <p><i>Follow on:</i> I've now had a look through this and would like to refer to my previous response, there has been a pro-forma submitted that is just about acceptable. The coefficient value (CV) on the pro-forma Haringey expect to see a value of 1, the consultant has acknowledged this & suggested they will adjust it as per our guidance. Can we ask for the pro-forma to be re-submitted to show the change and, I've also just noticed the Micro-drainage calculations show FSR calculations, this will need to be re-submitted to show the CV change using the FEH methodology which is now the preferred method rather than the FSR.</p> <p>I'm satisfied the site has low permeability so tank storage will be used to attenuate the water before being pumped to the sewer.</p> <p>There's no response to the question raised about having a deep substrate Green Roof over a Sedum Roof.</p> <p>Unless I've missed something (& it's possible I have) I cannot find anything suggesting who will be</p>	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

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	responsible for the maintenance of the pumps and the tanks, so I would like to see a management maintenance schedule including who will be responsible for the lifetime of the development	
Transportation	<p><u>Transport Context</u></p> <p>The site is located in to West of Wood Green underground station and has it main pedestrian access via Clarendon Road, Coburg Road and Mayes Road, the site consists of several building which are to the east and west of Clarendon Road, Clarendon Road is a dead end road and there is not direct pedestrian or vehicular access from Clarendon Road to Mayes Road.</p> <p>The Public Transport accessibility level varies across the site from 6 in the north east closest to Wood Green station to 4 in the furthest south west corner. The site is 450 metres from Wood Green station, (12 minutes' walk), 570 metres from Alexandra Palace Rail Station, with 12 bus routes (29, 67, 121,123, 141, 184, 221, 243, 329, W3 and W4 within PTAL the (640 metres) walking distance of the site.</p> <p><u>Description of Development</u></p> <p>The applicant is proposing the partial demolition, change of use and extension of the existing buildings and the redevelopment of the car parks to provide a mixed use development comprising: 230 dwelling (29x studios, 98 x1 bed, 72 x 2bed, 29x 3 bed and 4 x4 bed units), 1,350 sqm of A1-A3, 10,657 Sqm of B1 and 1,144 sqm and D1-D2 use with 29 car parking spaces for the development including 2-wheel chair accessible car parking spaces for the commercial aspect of the development. The applicant is also proposing to provide a total of (341) cycle parking spaces for the residential aspect of the development and (107) cycle parking space for the commercial aspect of the development.</p> <p>The existing condition surveys were conducted as part of the three planning applications submitted (Clarendon Square, Iceland site, and this application) as part of the various Transport Assessment (TA), a summary of the surveys is as follows:</p> <ol style="list-style-type: none"> 1) Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station, Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes. 2) Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: 	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

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	<p>Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.</p> <p>3) The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces (residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. We have therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.</p> <p>4) The TA has reviewed the last 5 years' personal injury collision data, within the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be note that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line or additional crossing points are required.</p> <p><u>Trip Generation</u></p> <p><u>Existing</u></p> <p>The applicant has conducted surveys of the existing site which has 7 Buildings comprising a total of 18,325 sqm with a range of uses including B1, B2, and D1 with some 12,769 sqm of B1 and some 4,715sqm of B1/D1 and D2 use including "Bakery" which is some 2020 sqm and of off street car parking spaces. The surveys concluded that the existing site generated a total of 403 In/out trips (322 in and 81 out) during the Am peak hour and a total of 372 in/out trips (78 in and 294 out) during the Pm peak hour, over a 12-hour period the existing site generated a total of 4318 trips (2159 in and 2159 out). The majority of the trips generated by the site is by sustainable mode of transport with car drive and car</p>	

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	<p>passenger trips only accounting for 20.24% of the total amount of trips generated by the site, with 79.76% of by sustainable modes of transport.</p> <p><u>Proposed Trip Generation</u></p> <p>The applicant used sites from the TRICS database to predict the trips that are likely to be generated by the development proposal based on 230 residential units. The residential aspect of the development proposal would generate 136 in/out trips (22in and 114 out) persons trips during the critical Am peak hour and a total of 110 in/out trips (70 in and 40 out) during the critical Pm peak hour with a total of 1,126 persons trip over the entire day.</p> <p>The applicant's transport consultant used sites from the TRICS database to forecast the number of trips that are likely to be generated by the retained/ reprovod B1 office element of the development proposal of 9,307 Sqm this is a reduction in the current B1 floor space. The applicant has not assessed the trip that are likely to be generated by D1-D2 element of the proposed development. It is to be noted that the B1 use will generate more trip when compared to the D1-D2 use, with the exception of D1 religious institution use which will generate trips outside the operational hours of the existing Wood Green outer control parking zone. We will therefore require a condition restricting the use by D1 religious institution use until these impacts have been assessed and appropriate mitigation has been provided. The proposed B1 space will generate a total of 166 in/out (160 in and 6 out) person tips during the am peak periods and 187 in/out (181 in and 6 out) persons trips during the Pm peak hour and 1,732 in/out person trips over the day.</p> <p>It is to be noted that limited car parking will be provide as part of the development, and the applicant's transport consultant has rebalance the 2011 census data modal split to reflect this, whilst we acknowledge that the car drive mode share will reduce. We have considered that although there will be limited car parking on site there is currently a high level of all day car parking available within the local area that is within easy walking distance of the site. Hence a reduction in the car drive mode share from 30% to 5% is not realistic. We have therefore considered that the car mode share should be revised or the applicant will need to accept a S.106 obligation to have a maximum of 5% car driver trips as part of the travel plan.</p> <p>The applicant has not produced a trip generation information for the proposed A1-A3, we have concluded that the new retail space will service mainly local needs and given the combined quantum of retail proposed in the local area by this development and the neighbouring developments. The majority of the additional trips generated by the site will be liked-trips. It is also to be noted that as the applicant is not proposing to provide any off street car parking space for the proposed 1,350sqm of A1-A3 floor space, we have considered that the majority of the trips generated by these uses will be by sustainable modes of transport.</p> <p><u>Parking Provision</u></p> <p>The applicant is proposing to provide a total of 27 off street car parking spaces to support the residential</p>	

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	<p>aspect of the development which equates to 0.12 car parking spaces per unit, which will allow for 10% (23) wheel chair accessible car parking and a further 4 car parking spaces which will allocated to the 4 bed and 3 bed family size units. The car parking provision for the family size units are below the car parking provision required to support the Councils Development Management DMPD which require all three plus bed units to have access to an off street car parking space. However we have considered that given that the site has a good public transport accessibility level an enhance car club membership should be provided for the three plus bed units. Provided this is secured as part of the S.106 agreement, we have considered that the car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. We have also considered that the sites has good public transport accessibility level. This is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:</p> <ul style="list-style-type: none"> a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development <p>This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.</p> <p>It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control-parking zone and are in within easy walking distance of the site. We will therefore be seeking a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas, the contribution has been estimated at £25,000 (twenty five thousand pounds). This will have to be secured byway of the S.106 agreement. We will also require the applicant to submit a parking management plan for approval before the development is occupied; this must be secured by way of condition.</p> <p>The applicant is proposing to provide two off street car parking space for the commercial aspect of the development, this is much less than the number of car parking spaces which currently exist on site. The applicant has not provided details on what elements of the existing commercial use will be retained and the associated car parking requirements associated with this use. It is therefore very difficult to assess if the car parking provision is sufficient to serve the needs of the future occupants of the commercial element of the development. However, it is to be noted that the Council's Local Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport. In addition the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development,</p>	

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	<p>including the provision of commercial car-club, this will be secured by the S.106 legal agreement.</p> <p>The applicant is proposing to provide cycle parking from the development in line with the 2016 London plan which require, 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit, and 6 short stay cycle parking spaces for short stay. The applicant is proposing to provide a total of 341 secure sheltered cycle parking spaces for the residential aspect of the development and a total of 107 cycle parking spaces for the business and commercial elements the development. The cycle parking provision is in line with the London Plan, we will require the design and layout and implementation of the cycle parking spaces to comply with the 2016 London Cycle Design Standard (LCDS).</p> <p><u>Impact on Public Transport</u></p> <p>When considering the impact of the development on public transport we need to consider the cumulative impact of this development and the other developments (Clarendon Square and the Island site) and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network). In relation to this development proposal given the significant reduction in B1 floor area and C3 residential having a lower trip rate this development proposal would only result in a slight increase in the number of underground trips by some 22 additional trips and result in a reduction in the number of train and bus trips.</p> <p>There is a need to improve the accessibility to the local bus network for future residents of the development in particular those residents who have a disability or those residents who are not able to walk long distances. TfL is seeking a financial contribution of £ 1,250,000 to divert two bus routes to service this site and the neighbouring development sites. We have considered that given the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport; we will require a financial contribution of £200,000 (two hundred thousand pounds) towards securing two bus routes to serve the development.</p> <p>Based on our assessment of cumulative impact of the three development proposal on the underground network; we have concluded that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater for the demands of this development. We will require a contribution from the developer to improve the walking routes to and from the station including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road. The primary pedestrian access to the development will be via Mayes Road and Brook Road. The PERS audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that all the routes requires clear legible signage. In addition, the</p>	

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	<p>majority of the accidents were recoded as slight accidents totalling 16, with a number of cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road. It is to be noted that there are two existing crossing point one signalised and one un-signalised at this location however it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate location. The cost of the highways contribution has been estimated at £150,000 towards improvements to these links.</p> <p><u>Impact on the Highways network</u></p> <p>The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of serving trips will be inconsequential when compared to the reduction in vehicular trips.</p> <p><u>Access and Servicing Arrangements</u></p> <p>The site currently doesn't have a delivery and servicing plan, the applicant has forecasted the number of servicing trips that will be generated by the development proposal, we have considered that as the servicing of the residential and commercial aspect of the development can be completed via Western Road and Clarendon Road. The number and times of the deliveries can be managed byway of Service and delivery Plan. We will therefore require a service and delivery plan to be secured byway of S.106 agreement the plan must be monitored annually in line with the frame work travel plan for a minimum period of 5 years.</p> <p><u>Highways Layout</u></p> <p>The proposed development will require changes to the highway network including changes to Clarendon Road and Western Road including the removal of the existing crossovers and providing new vehicular crossovers to access the development. The applicant's proposed highways scheme includes a new public realm scheme on Clarendon Road which includes raised shared surface with new trees and shared surface footway parking. The cost of the highways works has been estimated at £ 549,000 (five hundred and forty nine thousand pounds) not including any statutory utilities works.</p> <p><u>Travel Plan</u></p> <p>The applicant's transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using ATTRIBUTE. The travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £2k (two thousand pounds) per travel plan for travel pan monitoring for a minimum of 5 years.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="465 256 618 284"><u>Conclusions</u></p> <p data-bbox="465 320 1713 379">On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this application:</p> <ol data-bbox="465 411 1713 1391" style="list-style-type: none"> <li data-bbox="465 411 1713 687">1. <u>Car-free Development</u> The owner is required to enter into a Section 106 Agreement to 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. Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity. <li data-bbox="465 715 1713 1391">2. <u>Residential Travel Plan</u> 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: <ol data-bbox="562 995 1713 1391" style="list-style-type: none"> <li data-bbox="562 995 1713 1082">a) The developer must appoint 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. <li data-bbox="562 1086 1713 1145">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. <li data-bbox="562 1150 1713 1299">c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years’ free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units (3 plus bed units) including 3 years membership £100 (one hundred pounds) per year from membership for 3 years. <li data-bbox="562 1303 1713 1362">d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information <li data-bbox="562 1367 1713 1391">e) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th 	

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	<p>year. f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for a period of 5 year for monitoring of the travel plan initiatives. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. <u>A Work Place travel Plan</u> The Travel plan must be secured by the S.106 agreement. 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: a) 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, two years' free membership for all commercial units. d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. <u>Public realm</u> We will require the applicant to make a financial contribute of £150,000 (one hundred and fifty thousand pounds) by way of a S.106 agreement towards a package of measures to improve the walking condition on the following key walking routes: 1. Penstock Foot path 2. Haringey Park Road 3. Mayes Road 4. Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road. Reason: To promote travel by sustainable modes of transport (cycling) in line with the London Plan</p>	

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	<p>and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32..</p> <p>5. <u>Control Parking Zone consultation CPZ</u> The applicant developer will require to contribute byway of a Section 106 agreement a sum of £23,000 (Twenty three 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. Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>6. <u>Bus Route Contribution</u> The applicant will be required to contribute towards enhance the connectivity to the existing bus network, we will be seeking a contribution of £200,000 (two hundred thousand pounds) to secure the diversion of two bus routes to service the development site. Reason: To facilitate travel by sustainable modes of transport to and from the site.</p> <p>7. <u>Section 278 Highway Act 1980</u> The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which 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. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide 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. The cost of the S.278 works have been estimated at £549,533 (five hundred and forty nine thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works. Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>8. <u>Construction Management Plan.</u> The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work</p>	

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	<p>(Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Clarendon Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Give the sensitivity of this location combined with the other developments proposed in the local are the CMP will require monitoring the developer will be require to pay £3,000 (three thousand pounds) toward the monitoring of the CMP. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p> <p>9. <u>Parking Management Plan</u> The applicant will be required to 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 regardless of tenure (Private/ affordable):</p> <ol style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed (163-169)- wheel chair accessible car parking spaces) 2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development. 3. Family sized units 3+ bed units 4. Two bed 4 four person units 5. Two bed units 6. one bed units and studios. <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking for the family sized units.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. <u>Cycle parking Design and Layout</u> The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle 	

Stakeholder	Question/Comment	Response
	<p>Design Standard.</p> <p>2. <u>Electric Charging Points</u> The applicant will be required to provide 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p> <p>3. <u>Delivery and Servicing Plan and Waste Management Plan.</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> <p>4. <u>Restriction to D1 Use</u> The transport assessment has not assessed the impacts of D1 religious institution use we will therefore require a restriction on the D1 use to exclude religious institution use until these impacts have been assessed and appropriate mitigation has been provided. Reason: To ensure that the traffic and parking demand generated by the development proposal will not adversely impact on the local highways network.</p>	
Noise	<p>In response to this application, a general site visit to the proposed location was undertaken on the 4th December 2017. I have examined the methodology, results and recommendations produced by Barton Willmore LLP in their Noise and Vibration report dated October 2017 reference 21650/A5/ES2017. The report assesses the potential impact that noise and vibration will have on;</p> <p>1) the existing noise sensitive receptors during the construction works 2) the existing noise sensitive receptors when the development is completed and operational 3) the end users when the development is completed and operational.</p> <p>With respect to noise and vibration, there are no objections made in principle to this application for a proposed mixed development, however the following conditions shall apply.</p>	<p>These comments are all noted and discussed further within the material planning considerations. Conditions are recommended as applicable.</p>

Stakeholder	Question/Comment	Response											
	<p>Internal Noise Levels within Residential Units</p> <p>The report states that with the specified recommended glazing and ventilators installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved;</p> <table border="1" data-bbox="481 411 1583 571"> <thead> <tr> <th>Time</th> <th>Area</th> <th>Maximum Noise level</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Daytime Noise 7am – 11pm</td> <td>Living rooms and Bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td>Outdoor Amenity</td> <td>55dB(A)</td> </tr> <tr> <td>Night Time Noise 11pm - 7am</td> <td>Bedrooms</td> <td>30dB(A)</td> </tr> </tbody> </table> <p>With no individual events to exceed 45dB LAmax (measured with F time weighting) between 23.00hrs - 07.00hrs. standard in bedrooms at night,</p> <p>Table 14.19 of the report illustrates the preliminary assessment results for the worst affected residential facades (Blocks B, D & E) using typical glazing configurations of 27 & 29dB Rw +Ctr with all windows closed. Whilst additional attenuation will be required in the form of acoustically rated passive ventilation the report doesn't confirm the acoustic performance of these vents.</p> <p>Requirement</p> <p>The applicant shall be required to submit a scheme of sound insulation (glazing and ventilators) to the Local Planning Authority for approval prior to the commencement of works.</p> <p>A test shall be undertaken prior to the discharge of this condition to verify that the required internal noise levels have been met. The results of this test shall be submitted to the Local Planning Authority for approval.</p> <p>Fixed Building Services Plant Noise Condition</p> <p>Noise arising from the operation of any plant together with any associated ancillary 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. This condition shall remain applicable for the duration of its use.</p> <p><i>Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006</i></p> <p>Scheme of Sound Insulation</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)	Outdoor Amenity	55dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
Time	Area	Maximum Noise level											
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Stakeholder	Question/Comment	Response
	<p>The applicant will be required to submit and install a scheme of sound insulation between the commercial (flexible Use Classes A1, A3, B1, D1& D2) properties and the proposed residential units. The details of this scheme shall be submitted for approved by the Local Authority before the commencement of any works.</p> <p>Construction Impacts Prior to the to the commencement of the development a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.</p> <p><i>Reason: In order to ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.</i></p> <p>Vibration and Ground-Borne Noise The results from the Vibration Assessment undertaken in accordance with BS6472:2008 indicates that "Adverse Comments are unlikely" on the end users when the development is completed. However, during demolition & construction stage, the nearest noise sensitive premises (Alexandra School) will be affected on a short term basis. To mitigate against noise andvibration, a Construction Environmental Management Plan (CEMP) will be produced and submitted for approval. The Council Enforcement Response (Noise Team) will encourage that an application for prior consent under s.61 of the Control of Pollution Act 1974 is made to the Council's Enforcement Response (Noise Team) to ensure that noise and vibration from the demolition and construction process are directly and effectively regulated on site.</p> <p>External Amenity Spaces - Balconies Although the noise levels on some of the balconies on the western façades are predicted to exceed the WHO Guidelines upper daytime outdoor sound level from steady, continuous noise of 55dB LeqT, the noise experienced is considered not to be of such a level as to prohibit the use of these spaces. The decision as to whether the balconies are utilised should be at the discretion of the future occupants, with most favouring the option of private external space than no private external space at all. This can be seen as an additional benefit considering that there is shared amenity place available. The applicant has incorporated attenuation measures in the design to reduce noise in the most exposed facades of Block E</p> <p>Operational Hours of Use I was unable to find any recommendation on the proposed hours of use for the commercial premises or confirmation of the end users. I would recommend that the Local Planning Authority impose a restriction on the operational hours of use, which is not dissimilar to the existing A1, A3, B1, D1 and D2 use premises in the local area.</p>	

Stakeholder	Question/Comment	Response
	<p><i>Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.</i></p> <p>Vehicular deliveries to the commercial premises will be made from on the roadside/public highway and designated loading bays.</p> <p>Restriction on Deliveries</p> <p>Deliveries to the site should be restricted between the hours 07.00hrs - 19.00 Monday to Saturday with No deliveries on Sundays or Bank Holidays.</p>	
EXTERNAL		
Environment Agency	<p>We have no objections to the above application subject to the inclusion of the condition below.</p> <p>Condition No development approved by this planning permission shall commence until a scheme for decommissioning the abstraction well(s) should be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how these redundant boreholes are to be decommissioned. The scheme as approved shall be implemented prior to commencement of enabling works for any part of the permitted development.</p> <p>Reason There are likely to be two deep abstraction wells on site TQ39/023 and TQ39/023B into the Chalk and these are potential portals or pathways for connecting the surface contamination with the deep Chalk Aquifer. Whilst the EIA states that they will be decommissioned it does not say at what stage in the development or include an assessment of the risk if contamination is mobilised in the vicinity of these wells.</p> <p>These wells should be decommissioned before any remediation or enabling works commence.</p>	Noted. The condition is recommended as requested.
Crossrail Safeguarding 2	<p>Thank you for your letter dated 23 February 2018, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements</p>	Condition and informative recommended.


Stakeholder	Question/Comment	Response
	<p>and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-</p> <ol style="list-style-type: none"> I. Accommodate the proposed location of the Crossrail 2 structures including temporary works II. Accommodate ground movement arising from the construction thereof, III. Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures. <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.</p> <p>Informative: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.</p> <p>In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk , which is updated on a regular basis. I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to safeguardcrossrail2@tfl.gov.uk</p>	
<p>Designing Crime Out</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 SP11 (See Appendix for details of these policies), I have highlighted some of my main areas of concern in Section 2 and I have recommended the attaching of a suitably worded condition, together with an informative.</p> <p>Recommendations:</p> <p>2.0 I can confirm that I have not met with the project architects or agents to discuss the intention around Secured by Design (SbD) as laid out in L.B. Haringey' SP11 policy, The London Plan.</p>	



Stakeholder	Question/Comment	Response
	<p>Crime analysis and research provided by Police.Uk (see appendix 2 for reported incidents only) indicates that, Burglary, Criminal Damage, Violence against the person, Street crime, such as Theft, Theft from the person, Theft Snatch, Fraud (ATM), Alcohol/Drugs misuse & Anti Social Behaviour (ASB) are the main types of crime that affect the existing residents on a regular basis.</p> <p>I have reviewed the planning application and unbelievably I can find no reference to crime prevention or security within the documents available, I formally object to the proposed development as it fails to disclose how it will address the crime prevention requirements in addition to due to the areas of concern (See 2.1 below) I request a dialogue with the project design team following the completion of the relevant SbD application forms at the earliest opportunity.</p> <p>Following consultation with the MPS Designing Out Crime team, the project has the potential to achieve a Secured by Design Gold Award & Commercial Award.</p> <p>Concerns: 2.1 In summary I have site specific concerns in relation to the following items:</p> <ul style="list-style-type: none"> • Community/Amenity space in • Balcony Design regard to ASB • Perimeter treatments • Access Control • Postal strategy • Refuse Store/s • Bicycle Stores • Compartmentalisation • Physical Security • Masionettes • External Lighting • Vehicle Delivery strategy • CCTV (Public Realm) <p>Should the project be granted planning permission I request the following condition be attached to the application.</p> <p>Community Safety - Secured by Design Conditions: 3.0 (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.</p> <p>(2) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design'</p>	

Stakeholder	Question/Comment	Response
	<p>accreditation shall be obtained for such building or part of such building or use.</p> <p><u>Community Safety - Informative:</u> 3.1 In aiming to satisfy the condition the applicant should seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Crime Figures:</u> 4.0 Crime and disorder is a factor for consideration with this application. Crime data affecting this application are highlighted in appendix 2 below.</p> <p><u>Legislation & SBD Guidance:</u> 5.0 The LB Haringey LPD Core strategy requires all developments to demonstrate and apply the principles and practices of the Secured by Design (SBD) scheme. The measures recommended below are not intended to be prescriptive but to provide a suitable direction for the development. As a matter of course, all due consideration should be given to the SBD 'Homes 2016' guide (available online via http://www.securedbydesign.com/professionals/guides.aspx)</p> <p>Crime prevention and community safety are material considerations. If the L.B. Haringey are to consider granting consent, I would ask that the condition(s) and informative detailed above are 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>5.1 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.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p>	

Stakeholder	Question/Comment	Response
	<p>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application.</p> <p>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>Transport for London</p>	<p><i>Initial:</i> The following comments represent the views of Transport for London officers and are made on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.</p> <p>Site description</p> <p>The development site is located within the Wood Green area of the London Borough of Haringey. The site and the urban environment directly surrounding it are bounded by Coburg Road to the south, Mayes Road to the east and western road to the west and north. Alexandra Primary School is located to the north of the site.</p> <p>The nearest section of the Transport for London Road Network (TLRN) is the A406 North Circular Road which is approximately 2.6km to the north of the site. The nearest section of the Strategic Road Network (SRN) is the A105 High Road Wood Green which is approximately 350 metres to the east.</p> <p>The nearest London Underground (LU) Station from the site is Wood Green (Piccadilly Line) which is approximately 0.8km to the north-east of the site. The nearest rail station from the site is Alexandra Palace which is approximately 1km to the north-west of the site.</p> <p>The nearest bus stops are located on Station Road, approximately 300m to the north. They serve routes W3 and 184, which provide convenient bus access to both Wood Green LU Station and Alexandra Palace rail station. A further 12 routes serve the High Road Wood Green, though these are on average at least 750 metres from the nearest part of the site.</p> <p>Due to the aforementioned public transport connections, the Public Transport Accessibility Level (PTAL) of the site is rated as 4 (on a scale of 1 to 6 where 6 is excellent and 1 is very poor).</p> <p>We understand the development to be made up of:</p> <p><input type="checkbox"/> Land use C3: 216 residential units</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="472 231 875 255">☐ Land use A1-A3: 1,134sqm GIA</p> <p data-bbox="472 261 835 285">☐ Land use B1: 8,242sqm GIA</p> <p data-bbox="472 320 665 344">Trip generation</p> <p data-bbox="472 384 1711 504">The proposed development is forecast to generate fewer trips than the existing land use that it is replacing, therefore the number of trips to and from the site is forecast to reduce: there is a forecast net reduction of approximately 1,700 two-way trips across the day, including approximately 600 car trips. TfL is satisfied the trip generation methodology used to reach these forecasts.</p> <p data-bbox="472 539 618 563">Car parking</p> <p data-bbox="472 598 607 622"><u>Residential</u></p> <p data-bbox="472 662 1711 842">32 car parking spaces are proposed for the residential element of the development. This represents a residential car parking ratio of 0.15 spaces per unit which is London Plan compliant and appropriate given the site's public transport accessibility level. The Transport Assessment states that all accessible units will be provided with an accessible parking space, which aligns with the London Plan / London Plan Housing SPG recommendation. It is proposed that the London Plan electric vehicle charging standards for residential parking - 20% active and 20% passive provision - will be met.</p> <p data-bbox="472 877 613 901"><u>Commercial</u></p> <p data-bbox="472 940 1711 1059">The existing 7 commercial car parking bays along Clarendon Road are to be reconfigured but retained for the businesses on site and in the surrounding area. In addition, 2 off-street accessible car parking spaces will be provided for the commercial element of the development. The Transport Assessment states that the proposal represents a reduction in commercial car parking, which is satisfactory.</p> <p data-bbox="472 1094 551 1118">Buses</p> <p data-bbox="472 1157 1711 1212">There is a forecast net reduction in bus trips from the site; therefore no bus capacity mitigation is required.</p> <p data-bbox="472 1248 566 1272">Cycling</p> <p data-bbox="472 1310 920 1334"><u>Analysis of local conditions for cycling</u></p> <p data-bbox="472 1369 1711 1393">In TfL pre-application advice, we recommended that a Cycle Level of Service (CLoS) assessment should</p>	

Stakeholder	Question/Comment	Response
	<p>be carried out on the cycle routes and junctions in the site vicinity and on key routes. The applicant has identified cycle routes in the vicinity of the site but has not assessed the quality of these routes. We request that an assessment of the quality of the local cycling environment is undertaken, including links onto the proposed Quietway 10 (described below).</p> <p>We would like to highlight that there is a proposal for a Quietway Route to run along the western site boundary on Western Road. This proposed route is Quietway 10 that will link Farringdon to Palmers Green via Finsbury Park.</p> <p><u>Cycle Parking Quantum</u></p> <p>A total of 350 cycle parking spaces (344 long stay plus 6 short stay) are proposed for the residential element of the development, which meets London Plan minimum standards.</p> <p>A total of 36 cycle parking spaces (7 long stay plus 29 short stay) are proposed for the retail element of the development and 66 cycle parking spaces (55 long stay plus 11 short stay) are proposed for the commercial/employment element of the development. TfL requests that the GEA floor space figures for these elements of the development are provided in so that London Plan compliancy can be determined.</p> <p><u>Location and Access to Cycle Parking</u></p> <p>We welcome the provision of cycle parking at ground floor level and close to the core of the building enabling easy access to/ from residential units.</p> <p>Figures 1, 2 and 3 have been taken from "FIGURE 4.4 - CYCLE PARKING LOCATION PLAN" in the Transport Assessment. Access to the highlighted cycle storage facility in Figure 1 may be convoluted due to likelihood of blockage by parked vehicles, users needing to negotiate 3 internal doors, a right-angled corner and a potential narrow corridor.</p>  <p>Figure 1: cycle parking storage facility that TfL has accessibility concerns regarding</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="465 256 1709 320">We also have accessibility concerns regarding the cycle parking highlighted in Figure 2 - the operation of the two tier racks may block access to the nearby cycle racks.</p> <div data-bbox="465 344 913 683">  </div> <p data-bbox="943 379 1189 504">Figure 2: cycle parking stands that TfL has accessibility concerns regarding</p> <p data-bbox="465 719 1709 807">We welcome the provision of short-stay cycle parking spaces in the public realm. However, some of the stands seem to be located along pedestrian desire lines and may obstruct the footway – see Figure 3 as an example.</p> <div data-bbox="465 839 974 1249">  </div> <p data-bbox="1003 842 1267 967">Figure 3: an example of where short stay cycle parking appears to block the footway</p> <p data-bbox="1003 1241 1182 1273"><u>Type of stands</u></p> <p data-bbox="465 1305 1709 1369">Whilst the Transport Assessment states that a mix of cycle parking stands will be provided to cater for larger models of bicycles, this does not appear to be reflected on the plans.</p>	

Stakeholder	Question/Comment	Response
	<p>Walking</p> <p><u>Pedestrian Environment Review System (PERS) assessment</u></p> <p>The Council should work with the Applicant to address the specific issues identified in the PERS assessment as needing improvement. Table 2.1 and 2.2 of the PERS report outline a number of red and amber issues which should be improved through s106/278 agreements.</p> <p><u>Safety</u></p> <p>There are a number of pedestrian collisions that have occurred nearby along Mayes Road, particularly between the junctions with Coburg Road and Brook Road, suggesting that a potential desire line is not being met by the current provision of crossing points. It is important that our streets provide a safe, comfortable and attractive environment for walking, with streets that are safe and easy to cross. The Council should seek a contribution from the developer to improve safety on this street and make it easier to cross.</p> <p><u>Wayfinding</u></p> <p>Page 3 of the DAS makes recommendations for wayfinding improvements which should be secured through a S106 contribution for new Legible London signage. In addition, there is existing Legible London wayfinding signage on the High Street and around Wood Green Underground Station and the developer is encouraged to finance a map refresh of these signs to reflect the new land use at the development site. A further sign at the corner of Mayes Road / Station Road would help link up the existing and already proposed signage and improve wayfinding to and from the development site. The Council will need to coordinate local wayfinding signage with that associated with nearby forthcoming development and balance contributions accordingly.</p> <p>Freight</p> <p><u>Construction</u></p> <p>TfL guidance requires an Outline Construction Logistics Plan (CLP) to be submitted with the planning application. This document is omitted. Chapter 5 of the Environmental Statement is headed "Construction Methodology and Phasing". We have reviewed this chapter against our Outline CLP guidance. A plan showing construction by phase and peak daily deliveries has been provided. However, for the Outline CLP to be acceptable to TfL, the following items are required at pre-determination stage:</p>	

Stakeholder	Question/Comment	Response
	<p> <input type="checkbox"/> regional and local context maps showing planned construction freight routes; and <input type="checkbox"/> demonstration that the following have been considered: delivery scheduling, freight retiming and holding/consolidation areas to reduce trips in peak periods. </p> <p>TfL also request that a Detailed CLP is secured by pre-commencement condition.</p> <p><u>Deliveries</u></p> <p>A Delivery and Servicing Plan (October 2017) is included in the submission material. The document would benefit from more specific detail, for example, whilst the DSP measures are generally covering the right areas, there is a lack of detail regarding how these measures will be delivered.</p> <p>A full DSP should be secured by condition.</p>	
Network Rail	<p>Thank- you for consulting Network Rail on the above application,</p> <ul style="list-style-type: none"> • Any existing rights of access to NR freehold land and use of access points is checked and maintained going forward, or alternatives arrangements are agreed with Property before development starts • With regards to the height of the development, there needs to be confirmation that instances of glare/ reflection from the glass is suitably managed to ensure that there is no risk to driver operations. Glare study is recommended. <p>The developer must ensure that their proposal, both during construction and after completion of works on site, does not:</p> <ul style="list-style-type: none"> • encroach onto Network Rail land • affect the safety, operation or integrity of the company's railway and its infrastructure • undermine its support zone • damage the company's infrastructure • place additional load on cuttings • adversely affect any railway land or structure • over-sail or encroach upon the air-space of any Network Rail land • cause to obstruct or interfere with any works or proposed works or Network Rail development 	Noted and condition recommended

Stakeholder	Question/Comment	Response
	<p data-bbox="562 229 875 253">both now and in the future</p> <p data-bbox="468 292 1709 349">The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.</p> <p data-bbox="468 384 723 408">Future maintenance</p> <p data-bbox="468 416 1709 1026">The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2 metres (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2 metres (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.</p> <p data-bbox="468 1061 589 1085">Drainage</p> <p data-bbox="468 1093 1709 1391">Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.</p>	

Stakeholder	Question/Comment	Response
	<p>Plant & Materials All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.</p> <p>Scaffolding 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. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p> <p>Piling Where vibro-compaction/displacement piling plant 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 Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</p> <p>Fencing In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.</p> <p>Lighting Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.</p>	

Stakeholder	Question/Comment	Response
	<p>Noise and Vibration The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.</p> <p>Vehicle Incursion Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.</p> <p>Network Rail strongly recommends the developer contacts AssetProtectionsanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.</p>	
Thames Water	<p>Waste Comments Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p>	Noted and conditions/informatives recommended

Stakeholder	Question/Comment	Response
	<p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main</p>	

Stakeholder	Question/Comment	Response
	<p>can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>	
Alexandra Park and Palace Charitable Trust	<p>1.0. Introduction</p> <p>1.1. Set in 196 acres of parkland, Alexandra Palace is an iconic North London destination of important historical significance. Opened in 1873, it provides a significant recreational resource for the public, particularly benefitting the local population of Haringey (London Borough of Haringey). Our thriving events programme sees over 700,000 people visit the Palace each year to enjoy a varied programme of live sport, exhibitions and music gigs. The total number of visitors to the site (including the Park) is c3.2m visitors per year.</p> <p>1.2. On events days, there can be anything between 10,000 and 50,000 people coming to the Park and Palace, many of whom arrive via public transport. The Park particularly is at capacity in some areas, placing heavy pressure on the flora and fauna, the recreational facility and the Trust in terms of managing the impact of visitors, litter and security - all of which are compounded by historical poor drainage. There are areas of the Park that have not been designed for prolonged periods of everyday use or large volumes of visitors. The on-site security team keep a daily record of Incidents of Interest and it is estimated that the split between issues relating to the Park and to the Palace is c60/40, rising to 70/30 over the summer months as the team deal with a variety of anti-social behaviour activities from rough sleeping to fly-tipping and graffiti.</p>	<p>Comments noted. Heritage is further discussed in the material considerations section of this report.</p>

Stakeholder	Question/Comment	Response
	<p>2.0. Land at Chocolate Factory and Parma House</p> <p>2.1. In line with Haringey Council's Site Specific Allocation DPD, this site (SSA19) plays an important role in improving the connectivity to the Cultural Quarter by replacing the current dead end at Clarendon Road with a pedestrian and cycling connection through to Wood Green Common and Alexandra Palace Station.</p> <p>2.2. SSA19 also highlights that Coburg Road may become a predominately cycle and pedestrian route linking Wood Green with Alexandra Park and Palace and the west of the Borough through the Penstock Tunnel. As part of the wider masterplan, the Trust would welcome discussions with the applicant during the next stage so as to ensure the opportunity to improve this link is maximised, particularly with regards to the improved treatment at nodal points (10), wayfinding features (11) and the improved railway arch (12) as all of these relate specifically to the connection to Alexandra Park. In line with the SSA, APPCT are keen to understand what development contributions (CIL or otherwise) will be made available for these improvements. This is particularly pertinent given that in its current state, the Park is not equipped to receive increased footfall and cycle traffic in this location. A discussion about how this location could be improved for this purpose would be welcomed, along with a plan for ensuring future long-term resilience of this part of Alexandra Park.</p> <p>2.3. In addition, APPCT would like to understand what other opportunities there will be for contributions towards upgrading, maintaining and improving the local area's existing open spaces, including Alexandra Park. The proposals for the Chocolate Factory redevelopment include some provision for rooftop play space (870m2) located within the podium landscaped area to Block E and the rooftop areas to Block E and D. The application states that the needs of 12+ year olds will be met within the surrounding parks and open spaces within walking distance of the site, including Wood Green Common, Alexandra Park and Ducketts Common. The applicant's Design and Access Statement also states that the site can benefit from its close proximity to large open green spaces including Alexandra Park and the assessment of local play opportunities illustrates that 8 out of the 11 identified are within Alexandra Park.</p> <p>2.4. It is highly likely that the residents (adults as well as children) living in the 216 new dwellings (estimated to have up to 499 people living in them) will use Alexandra Park as their default recreation space. Haringey's network of open spaces is integral to the Borough's environmental well-being. APPCT is keen to ensure the strategic open space of Alexandra Park can be a sustainable, welcoming and well-maintained recreational asset for the Borough's residents without impairing our ability to welcome the public from further afield.</p>	

Stakeholder	Question/Comment	Response
	<p>2.5. Whilst the Trust acknowledge that in accordance with Haringey’s Development Management DPD the application site falls within an area designated as appropriate for taller buildings, Block B will be substantially taller than the existing buildings around it and as Block B is over 10 storeys and over 30m in height, there is concern about the impact on the existing views and setting of Alexandra Palace and Park.</p> <p>2.6. The application site lies within a number of locally significant views, in particular:</p> <ul style="list-style-type: none"> • Lordship Lane at Bruce Castle • Watermead Way railway bridge • Downhill Park Road • Adams Road <p>2.7. As highlighted in the applicant’s Heritage Statement the completed development will generate a visual change within part of the wider setting of Alexandra Park through the introduction of buildings that are larger in both form and scale than those currently existing in the mid-ground view from the South Terrace and the Lower Field. APPCT is keen to ensure that this impact will be thoroughly assessed and adequately mitigated against.</p> <p>2.8. APPCT does acknowledge that a new focal point for the new north-south route linking Haringey Heartlands and Wood Green Common will support key routes, helping navigation and wayfinding within the streetscape and between local attractions. APPCT would welcome discussions around signage so as to ensure that routes to and from the Park and Palace are embedded in the FFE (furniture, fittings and equipment) design package.</p> <p>2.9. The proposed east-west tree-lining is welcomed, as is the planting on roofs to soften the massing of the built form, in particular the tree planting at podium level.</p> <p>2.10. Finally, although not immediately adjacent to the site, consideration should be given by the developer to build into their sales contracts and documentation information to purchasers about the Park and Palace to ensure awareness that APPCT is an entertainment venue not ‘just a park’ (to avoid complaints to APPCT from new residents). Precedents for this exist, for example at Wembley Park.</p>	
National Grid	<p><u>Should you be minded to approve this application please can the following notes be included an informative note for the Applicant</u></p> <p>Considerations in relation to gas pipeline/s identified on site:</p>	Noted and included as an informative.

Stakeholder	Question/Comment	Response
	<p>Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.</p> <p>If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.</p> <p>If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.</p> <p>All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.</p> <p>Email: plantprotection@cadentgas.com Tel: 0800 688 588</p>	
NEIGHBOURING PROPERTIES		
	<p>Proposal results in demolition of building currently occupying and no indication of whether new building will be sufficient for light industrial work or if this will be affordable</p>	<p>Proposal has indicated space is flexible in design and purpose.</p>
	<ul style="list-style-type: none"> • Concern about demolition and wanting minimum disturbance and nuisance from noise and pollution • Traffic impacts during construction phase • Tall building out of character with surrounding existing form • Alexandra Park will be overshadowed • Want six storey and under to maintain human scale • Increasing housing without considering existing resident needs to future requirements for education or hospitals etc • Increase in road users and parking • High density generates future and expensive problems 	<p>Construction phase development conditioned where applicable. Tall building and heritage discussed in material considerations. Such needs for community are covered by CIL. Transport and parking discussed in material considerations.</p>

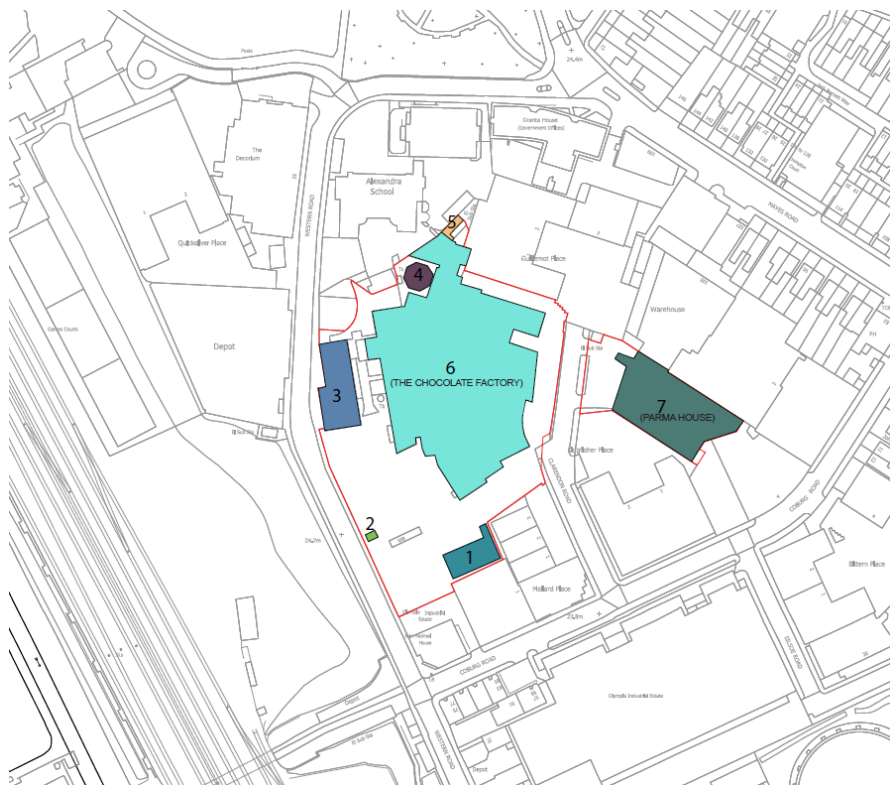
Stakeholder	Question/Comment	Response
<p>91 objections have been received namely regarding the first three points</p>	<ul style="list-style-type: none"> • Loss of Collage Arts and wider consequence for area. • No mention of affordable rents for workspace or studio space • No provision for affordable housing • Only proposed provision of ‘clean studios’ • Provision of generic workspace may not meet wider requirements of future occupants • Tall building is overbearing • Loss of valuable heritage buildings • Out of character development in terms of scale, impact and land use • Already plenty of regeneration so this is not needed • No parking provision for commercial occupants • Over development resulting in further impact on traffic • Loss of youth programmes • Residential too close to the recycling depot • Loss of Karamel • Loss of Mountview Academy 	<p>Collage Arts to be offered affordable workspace. Affordable housing provision has increased to 35%. ‘Clean studios’ within Chocolate Factory is within their business model but not restricted to such. Proposal has indicated space is flexible in design and purpose. Tall building and heritage discussed in material considerations. Area is centre of regeneration area with intensified development aspired for. Parking meets policy requirements. Loading bays provided. Traffic impacts discussed in material considerations. Collage Arts have been offered floorspace. Recycling depot acknowledged but still forms part of site allocation. Karamel is not part of this application site. Mountview Academy</p>

Stakeholder	Question/Comment	Response
		have already indicated they are relocating to Peckham.
	<ul style="list-style-type: none"> • Concerned the scheme has not considered the relationship to the adjoining development parcels/allocations on the basis of the submitted Masterplan. • North/south divide of Guillemot Place divides and reduces developable area for this site making it unviable and undeliverable which undermines council's objective to regenerate area • Alignment of pedestrian cycle route has not been considered in a coordinated manner so does not satisfy site allocation requirements • Believe tall landmark building proposed could have prejudicial impact on the future development of Guillemot Place with regard to daylight and sunlight • Guillemot Place is currently operational and relies on vehicular access via Clarendon Rd so require an interim arrangement for the full implementation of the proposed works to Clarendon Rd 	<p>Amendments to masterplan requested. North-south divide is specific requirement of site allocation. Amendments to this particular design requested. Sensitivity testing has been requested. Public realm works are phased to ensure vehicular access provided.</p>
	<ul style="list-style-type: none"> • No provision for the relocation / accommodation of artisan bakery, one of the larger employers in Haringey, despite the undertaking in the local AAP to support businesses such as this. 	Unfortunately the site allocation does not provide for the retention of this use.
	<ul style="list-style-type: none"> • Loss of Chocolate Factory could result in a loss of jobs • Tall building overlooks Alexandra Palace green space, a school and other residential properties • Building should incorporate more parking for occupants and visitors as the area is already subject to a lot of parked cars • Construction lorries should not use Mayes Rd and construction hours limited 	<p>Loss of employment floorspace allowed by site allocations. Tall buildings discussed in material considerations. Parking provision meets policy requirements. Construction logistics plan requested.</p>

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Appendix Three: Plans

Site location plan



Proposed site plan



Elevation from Western Road



Existing Block F The Chocolate Factory (Background) Block E Shared Zone Block D Coburg Road

Elevation looking from Guillemot Place



Block B Shared Zone The Chocolate Factory Block F

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Planning Sub Committee 20th March 2018

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/0382

Ward: St Anns

Address: St Anns General Hospital St Anns Road N15 3TH

Proposal: Erection of a two-storey hospital building for mental health patients, which will provide 4 wards, for up to 70 mental health inpatients.

Applicant: Mr Andrew Wright

Ownership: Barnet Enfield and Haringey Mental Health NHS Trust

Case Officer Contact: Christopher Smith

Site Visit Date: 16/02/2018

Date received: 24/01/2018 **Last amended date:** 22/02/2018

Drawing number of plans:

710-PL-001 Rev. P00, STA-THO-B00-XX-DR-CE-581-0005, STA-THO-B00-XX-DR-CE-581-0006, A_STA-MA-B00-ZZ-DR-BA-800-0001 Rev. 1; STA-MA-B01-ZZ-DR-BA-800-0001, 0002, 0003, 0004 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-800-0005, 0006, 0007, 0008 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-100-0012.

Supporting documents also assessed:

Transport Assessment dated June 2014, Planting Strategy dated January 2018, Archaeological Desk-Based Assessment (Heritage Statement) dated September 2017, Written Scheme of Investigation for Archaeological Evaluation dated October 2017, Energy Centre Noise Emission Limits document dated October 2017, Acoustic Design Criteria report dated October 2017, Environmental Management Plan Rev E dated January 2018, Site Waste Management Plan Rev 3 dated November 2017, Green Travel Plan Revision 2 dated November 2017, Construction Methodology and Logistics Plan Revision 5, Preliminary Risk Assessment October 2017, Arboricultural Implications Report January 2018, Proposed Drainage Statement January 2018, Daylight and Sunlight Summary, Energy Strategy dated January 2018, St Ann's Hospital Travel Plan, Statement of Community Involvement dated January 2018, Daylight and Sunlight Report dated January 2018, Transport Assessment Addendum dated February 2018. Design and Access Statement, Planning Statement.

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle, given that the site is a current medical facility and also noting that the previously approved application ref. HGY/2014/1691 approved medical uses for this part of the St Anns Hospital site;
- The proposals demonstrate that they would not prejudice a realistic masterplan for the development of the remainder of the medical part of the St Anns Hospital site, and as such a western boundary wall is not approved under this application;
- The proposals are considered to be acceptable in terms of its impact on the character and appearance of the area, and their impact on local heritage assets, and in terms of its high quality internal layout;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide a policy compliant number of parking spaces which is acceptable given the site's relatively low access to public transport, and noting proposed sustainable transport initiatives.
- The development would provide a high quality landscaping scheme and a significant degree of replacement tree planting, including high quality specimens, and would also provide bat and bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as solar panels, as well as providing sustainable drainage systems to minimise surface water run-off;
- The development would not lead to excessive increases in air pollution and land contamination matters would be adequately dealt with by condition.
- The application is acceptable for all other reasons as described below.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for 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 obligations set out in the Heads of Terms below.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 25th April 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in his/her sole discretion allow; and

- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval (main building)
- 4) Materials submitted for approval (walls and gates)
- 5) Western boundary treatment
- 6) Hard and soft landscaping
- 7) Construction management and logistics plans
- 8) Cycle parking management plan
- 9) Construction hours
- 10) Secured by design 1
- 11) Secured by design 2
- 12) Air quality assessment
- 13) Low emissions boilers
- 14) Chimneys and flues
- 15) Land contamination
- 16) Air quality and dust management plan
- 17) Plant and machinery details
- 18) New access road controls
- 19) Parking and road layout plan
- 20) Drainage management and maintenance plan
- 21) Revised window layout
- 22) External lighting scheme
- 23) Archaeological reports
- 24) Historic buildings record
- 25) Tree protection plan
- 26) Bat survey
- 27) Nesting bird check
- 28) Demolition of Building 38

Informatives

- 1) Sustainable development
- 2) Legal agreements
- 3) Sprinkler systems
- 4) Street numbering
- 5) Asbestos survey
- 6) Piling
- 7) Water flow rate

- 8) Archaeological protection
- 9) Building recording

Section 106 Heads of Terms:

- 1) Considerate Contractors Scheme
 - 2) Connection to a Future Energy Centre
 - 3) Jobs for Haringey
 - Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;
 - That 20% to undertake appropriate training;
 - To assist local suppliers and businesses to tender for works as appropriate;
 - To provide the Council with information to enable the effective implementation of the above;
 - All of the above are to be followed unless practical considerations dictate otherwise.
 - 4) Revised Travel Plan including Monitoring
 - Within three months of the development first being occupied the applicant is required to:
 - appoint a co-ordinator
 - submit the Travel Plan and have it approved by the Council;
 - pay the monitoring contribution of £3,000.
 - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council
 - To comply with the Travel Plan during the lifetime of the development.
 - 5) Securing of a S278 agreement
 - a. Re-instatement of the access to Hermitage Road
 - b. installation of a new access on St Anns Road
 - c. Works to the public highway to provide improvements to St Anns Road and Hermitage Road
- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local

employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan Policies SP8 and SP9.

2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, as well as highway control measures and works, would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such, the proposal is considered contrary to the requirements of Policy 6.12 and 6.13 of the London Plan 2016.

- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and Images
- Appendix 3: Quality Review Panel Comments

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 This is an application for a 2,300sqm two storey medical facility building with three storey element indicating the main entrance, to be erected on the eastern side of the existing St Anns Hospital site. The building would incorporate four mental health wards and would be shaped around two courtyards with a primary entrance and circulation space at the centre, accessed from the west via a new pedestrian boulevard and entrance canopy.

3.1.2 It would be finished in red brick with generous window apertures, including permeable brick elements to partially screen window openings. Oriel windows are included to the rear (east) elevation.

3.1.3 Up to 74 inpatients would be accommodated within the building. The facilities and inpatients would be re-provided from within the existing medical site.

New pedestrian and vehicle entrances would be created within the north wall of the St Anns site. Lockable steel gates would be installed to both new entrances with a reduction in the wall's height either side to 750mm and 450mm respectively, topped with further steel fencing and incorporating brick piers. A boundary wall is proposed to the western edge of the site.

3.1.4 New single storey switch room and sub-station buildings are also proposed as part of this application. A single storey building to the south-west of the site would be demolished.

3.1.5 Alterations to the internal vehicle roadway, parking arrangements and pedestrian circulation layouts are also proposed. Some trees would be removed and replacement planting is proposed around the perimeter of the new building.

3.1.6 Outline planning permission (as part of an earlier hybrid planning permission) has already been granted in 2015 under planning ref. HGY/2014/1691 for a similar building in this location. The main differences between the approved outline building and the proposed are:

- Inclusion of an additional ward (increase from three to four);
- Increased footprint and reduced height by one storey;
- Relocated vehicular access (by 115 metres to the west);
- New pedestrian access.

3.1.7 The development forms the first phase of a long-term masterplan for the eastern side of the St Anns Hospital site that is to be retained in medical use (the western side has planning permission for change of use to residential as approved by hybrid planning application ref. HGY/2014/1691).

3.2 Site and Surroundings

- 3.2.1 The application site comprises the eastern part of the wider St Anns Hospital site, which is an 11.24 hectare site on the southern side of St Ann's Road. The wider hospital site is bounded to the south by the Overground railway, Hermitage Road to the east and the rear gardens of properties that face Warwick Gardens.
- 3.2.2 The site is currently serviced by one vehicular access and one pedestrian access, both from St Ann's Road. There is also a redundant vehicular access from Hermitage Road.
- 3.2.3 Hybrid planning approval was granted in 2015 (planning ref. HGY/2014/1691) for the redevelopment of St Anns into a residential development and a consolidated hospital site. This application relates to the consolidated hospital area which covers approximately 35% of the wider Hospital site to its eastern side.
- 3.2.4 The site has had significant piecemeal development over the past 60 years following the establishment of the original Victorian buildings on site. Most buildings are one and two storey Victorian buildings. Mayfield House and Orchard House to the north-east of the site are both locally listed buildings, as is the Police Station located on the neighbouring site to the north east (and which has been subject to development plans which are presently under construction).
- 3.2.5 The site is also partially located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site and runs parallel to St Ann's Road.
- 3.2.6 The site has a mix of landscaping elements with the most significant being the SINC to the south which consists of a woodland TPO and individual mature trees covered by individual TPO's located towards the north of the site. The site is relatively flat in topography with a gentle fall west to east and north to south.
- 3.2.7 The site is part of land identified as site allocation (SA28) within the council's Site Allocations DPD 2017. This allocation, which also includes the remaining parts of the hospital that currently have outline and full planning consent for residential development, is identified as land being suitable for residential development and a rationalising of the existing hospital facilities.
- 3.2.8 The surrounding area is predominantly residential in nature with the residential neighbourhoods surrounding the site varying in age and character. Turners Court located on the corner of St Ann's Road and Cornwall Road is eight storeys in height.
- 3.2.9 Opposite the site is Chestnuts Park and its associated community facilities.

3.3 Relevant Planning History

3.3.1 The application site has an extended planning history as the result of its long-term use as a hospital and subsequent piecemeal development. Historic applications of relevance to this proposal are referenced below:

3.3.2 HGY/2014/1691. Hybrid application comprising: Full application for the construction of 106 flats and 7 houses ranging in height from 2 to 5 storeys, conversion of retained buildings to provide 7 houses and 148 sq. m of retail (use class A1), car parking spaces, highway and public realm works, hard and soft landscaping, access and associated development: and: Outline application (with all matters reserved except for principal means of access) for the construction of new buildings and conversion of retained buildings ranging in height from 2 to 5 storeys to provide up to 350 residential units, new healthcare buildings, upgrade of existing access point off Hermitage Road, open space and associated development, and outline application (with all matters reserved except for scale and layout) for construction of a new mental health inpatient building up to 3 storeys in height (use class C2) and associated development. Granted July 2015.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

4.2 The QRP considered the development proposals during two meetings on 28th November 2017 and 14th February 2017. The minutes of the last meeting are set out in Appendix 3 and summarised below.

4.3 During the most recent meeting the panel recommended:

- Proposal seems too close to the east and could affect neighbouring privacy;
- Pedestrian movements could impact on ground floor bedroom windows;
- The proposals could be amended to provide a less symmetrical layout;
- Boundary parking should be designed to minimise disturbance to potential future dwellings to west;
- The architectural approach is welcomed;
- Clinical considerations are noted to impact on building design;
- Metal roof cladding screens the plant well;
- The canopy could be design to better integrate with the proposed building;
- Further detailed consideration of the wider Hospital Masterplan.

4.4 Consultation responses are set out in full in Appendix 1 and are also summarised below as follows:

4.5 INTERNAL

- 4.6 Conservation Officer – No impact to heritage assets, subject to conditions covering details of final materials and finishes.
- 4.7 Design Officer – Supportive of the proposals.
- 4.8 Transportation – No objections subject to conditions and legal requirements.
- 4.9 Regeneration – No comments to make.
- 4.10 Arboricultural Officer – No Category ‘A’ trees would need to be removed and removal of all other trees can be mitigated by replacement planting. No objections.
- 4.11 Waste Management – No objections. Appropriate waste collection should be arranged with a commercial contractor.
- 4.12 Drainage Engineer – No objections to the drainage strategy.
- 4.13 Carbon Management – No comments received. Comments will be reported at the Planning Committee.
- 4.14 Pollution – No objections subject to conditions.
- 4.15 EXTERNAL
- 4.16 Transport for London
- 4.17 No objections, subject to confirmation of cycle parking layout and management by condition.
- 4.18 Environment Agency
- 4.19 No objections raised.
- 4.20 Thames Water
- 4.21 No objections are raised.
- 4.22 Metropolitan Police
- 4.23 No objections in principle. The proposal is acceptable subject to conditions.
- 4.24 London Fire Service
- 4.25 Fire fighting appliance access is not satisfactory. Further information must be submitted.

4.26 Historic England – Built Environment

4.27 No objections. Application may be determined in line with local specialist advice.

4.28 Historic England – GLAAS

4.29 No objections, subject to conditions.

4.30 Natural England

4.31 No comments to make.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 375 neighbouring properties;
- Local residents associations and conservation groups;
- Four site notices were erected close to the site.

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

5.3 No of individual responses (4):

- 2 Objecting:
 - 5 Warwick Gardens
 - 291 St Anns Road: Flat 5
- 1 Supporting:
 - 12 Alton Road
- 1 Other:
 - St Anns Hospital (Staff)

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

- Height of the building is unclear;
- Increased noise;
- Increased overshadowing;
- Loss of privacy.

5.5 The following issues raised are not material planning considerations:

- Loss of a view.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Land Use Principles
 - Phasing
 - Masterplanning
2. Design, Appearance and Layout
 - Character and Appearance
 - Public Realm and Masterplan
 - Impact on Heritage Assets
 - Layout and Internal Quality
3. Impact on the Amenity of Adjoining Occupiers
 - Sunlight, Daylight and Overshadowing
 - Outlook and Privacy
 - Noise, Light and Dust
4. Parking and Highway Safety
 - Access
 - Parking and Road Layout
 - Travel Plans
 - Demolition and Construction Methodology
5. Trees and Landscaping
6. Sustainability and Biodiversity
7. Flood Risk and Water Management
8. Air Pollution and Land Contamination
9. Archaeology
10. Emergency Planning and Security
11. Local Employment

6.2 Principle of the Development

6.2.1 Land Use Principles

6.2.2 Local Plan Policy SP14 states that the Council will work with the NHS in its goal to reduce health inequalities in the areas with poorest health, identify appropriate sites for new health infrastructure, protect existing facilities and support the provision of new or improved health facilities, prioritise interventions and resources to areas of the borough where health inequalities are greatest, and support the integration of community facilities and services.

6.2.3 The site is an existing hospital premises. The hybrid planning application HGY/2014/1691 allowed for change of use to residential of part of the site on the understanding that the remaining site area was retained for consolidated medical

activities. That application permitted demolition of some buildings within the application site for which consent is not being sought again as part of this application.

- 6.2.4 The site area for this application covers the part of St Anns Hospital that is to be retained for medical purposes. As such, although the proposed building would be erected on part of the medical site that was not previously developed it is located within the healthcare section of the St Anns Hospital site.
- 6.2.5 The proposed building would add a new two storey mental health facility within the existing hospital premises, as the first phase of a long-term masterplan that would potentially involve the demolition of many of the existing buildings within the application site and their rebuilding to form a modernised medical campus.
- 6.2.6 The current inpatient facilities have been assessed by the NHS England Care Quality Commission review and found not to be fit for purpose. As such, there is a need for a new mental health inpatient facility at the site.
- 6.2.7 The principle of medical uses on this site has been established in outline form as part of the approved hybrid application referenced above. As part of that outline permission parameters were approved for a single 16m (approximately three storeys) high, 27m wide and 63m deep building located in a similar location to that proposed, in addition to other new buildings to be sited further to the south and west.
- 6.2.8 The proposed development is outside of the agreed parameters in respect of its greater footprint (43m wide and 71m deep), although the height is significantly lower than the parameters agreed at 9.28m (12.88m including plant). As such, the additional parameters require a new application and are the reason for this assessment.
- 6.2.9 As such, it is considered that the siting of a building for medical uses in the location proposed is acceptable as a similar use has already been established in principle by the previously approved hybrid planning application ref. HGY/2014/1691.
- 6.2.10 The bringing forward of the hospital ahead of the residential development of the other part of the site is welcomed. It is envisaged that following the disposal of the other part site that a revised application will be brought forward for its development as a residential scheme.
- 6.2.11 Phasing
- 6.2.12 The hybrid planning permission HGY/2014/1691 was approved in the context that the healthcare provision on the St Anns Hospital site was to be consolidated

within the site boundary by making use of the capital generated from the site of the residential portion of the site.

6.2.13 This proposal is the first part of the consolidation of medical activities within the eastern part of the site, as demonstrated in a submitted masterplan (discussed below), whilst the western part of the site is anticipated to be retained for residential development.

6.2.14 In principle, the Council supports the provision of improved medical facilities in this location ahead of residential development coming forward, subject to all other relevant material considerations also being acceptable as discussed below.

6.2.15 Masterplanning

6.2.16 Policy DM55 requires applicants to prepare a masterplan where development forms only part of an allocated site, in order to demonstrate that the proposal would not prejudice development on nearby sites, including consultation with neighbouring land owners.

6.2.17 The applicant has provided an indicative masterplan that demonstrates how the development would likely fit into the ongoing long-term project of developing the part of the existing St Anns Hospital that is to be retained in medical use. The masterplan shows that all outdated buildings on site would be replaced, with only existing administrative buildings and other units located to the east of the site to be retained.

6.2.18 Indicative plans in respect of pedestrian and vehicle access and movements, car parking arrangements and landscaping have been submitted alongside general building layouts.

6.2.19 The masterplans appropriately demonstrate realistic ambitions for the future development of the medical part of the site allocation. As such, it is considered that the proposals would not adversely affect or prejudice the long-term strategic aims of the proposals of the medical part of the St Anns site allocation (SA28).

6.2.20 The building that is the subject of this application sits away from the boundary of the residential section of the wider site and as such does not prejudice the future development of the wider site for residential.

6.3 Design, Appearance and Layout

6.3.1 Character and Appearance

6.3.2 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of

the highest standard of design that respects its local context, character and historic significance, and contributes to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6.

- 6.3.3 Policy DM1 of the Development Management DPD 2017 continues this approach and requires development proposals to relate positively to their locality.
- 6.3.4 The proposed two storey building would be predominantly 9.28 metres in height including the roof level parapet. Above this would be a recessed screen of 1.87 metres that would shield the roof plant from public views at ground floor level. In addition, a further plant area would rise a further 1.73 metres. In total the building would be 12.88 metres in height. Both the additional plant and plant screen would be finished in aluminium cladding with horizontal louvres.
- 6.3.5 This differs from the previous approval which was for outline parameters of a building that could be up to 16m in height, 27m wide and 63m deep. Height would be reduced and overall footprint increased.
- 6.3.6 To mark the main entrance a westerly-projecting bay would extend upwards by an additional storey in the same red brick material as the main part of the building.
- 6.3.7 The new opening for the vehicular entrance in the north elevation would be 8 metres wide to provide good visibility for motorists pulling out onto St Ann's Road. A steel gate would be installed that would be locked between 11pm and 6am. Adjacent to that gate to the west, separated by a brick pier, would be a 1.65 metre wide pedestrian gate.
- 6.3.8 Either side of these gates it is proposed that the existing wall would be reduced in height to approximately 750mm above street level, topped with a steel fence. The vehicle access would be located to the western end of the wall that forms the northern boundary of this application site.
- 6.3.9 The vehicle access would be positioned 115 metres to the west of the vehicle access that was previously approved as part of the hybrid planning permission.
- 6.3.10 The new pedestrian access would be positioned towards the centre of the north wall boundary. It would be 2 metres wide with brick piers either side up to 2.5 metres in height. The brick between these piers and the next pier on either side would be removed up to a point 0.45 metres from ground level and topped with a steel fence.
- 6.3.11 The proposed new pedestrian gate to the northern end of the application site's western boundary would be 1.8 metres in height and approximately 10 metres wide.

6.3.12 The Council's Design Officer has considered the design of the building in detail. That Officer considers that the design of the proposed medical building itself is logical and will provide much superior ward accommodation. In particular, the care and consideration of window designs and ward rooms, plus the detailing of brickwork generally, and the location and cladding to rooftop plant is considered to be well designed.

6.3.13 It is also noted that the Design Officer and the Principal Conservation Officer raise no objections to the appearance of the northern boundary walls as they would be amended. The appearance of the walls and their impact on the conservation area is discussed further below. Details of the finishing materials for the building, replacement wall areas and proposed new gates would be secured by condition.

6.3.14 As such, the proposals are considered to be acceptable in terms of its impact on the character and appearance of the area.

6.3.15 Public Realm and Masterplan

6.3.16 The proposed building, new access points and landscaping all forms part of a long-term masterplan for the hospital part of the site. As such, a plan has been submitted on an indicative basis demonstrating those long-term aims. It is noted that the masterplan is not submitted for approval as part of this application, but it is important that the proposals for which permission is sought do fit in with a viable and high-quality plan for the wider development plans for the medical part of the St Anns site.

6.3.17 The proposed building would be located to the east of the site with an entrance on the western side via a canopy structure and boulevard that would form the central access point to the whole hospital site from the proposed new northern entrance point in St Anns Road.

6.3.18 The Council's Design Officer considers that the masterplan presented has resulted in a well thought through and detailed proposal for how the future retained hospital site could change as other buildings are redeveloped.

6.3.19 Furthermore, that Officer noted that the spine of organisation of the hospital would flip from east-west to north-south, that the new building would line up along the east side of the start of this new spine, and considers that this will be a logical and appropriate hospital wide masterplan, which would promote walking and public transport over car travel and vehicle dominance, starting from a more attractive pedestrian entrance off St Ann's Road.

6.3.20 Public realm improvements in the form of hard and soft landscaping are also proposed and the Design Officer's considers that the quality of landscaping is also impressive.

6.3.21 The application drawings currently show the installation of a boundary wall treatment on the western side of the hospital site that would be finished in red brick and would also contain pedestrian and cycle access points. The reason for the wall is because parking for the hospital is needed along this boundary prior to the rest of the medical site being reconfigured. Although the principle of the parking is accepted officers are of the view that a wall may not be the best way to treat the boundary. A planted boundary may be more appropriate in design terms and as such this wall will not be approved as part of this application and the boundary treatment shall instead be agreed by condition at a later date.

6.3.22 As such, it is considered that the proposal would contribute towards a good quality and legible public realm through both this application and through the provision of an effective long-term masterplan.

6.3.23 Impact on Heritage Assets

6.3.24 *Legislative and Policy Context*

6.3.25 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

6.3.26 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

6.3.27 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give

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

6.3.28 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 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.

6.3.29 Paragraph 129 of the NPPF states that the LPA should assess the particular significance of any heritage asset that may be affected by development. Paragraph 131-2 states that the LPA should take account of the desirability of sustaining and enhancing the significance of heritage assets and that great weight should be given to their conservation. Paragraph 134 of the NPPF sets out that where a development proposal would lead to less than substantial harm to the significance of the designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

6.3.30 Paragraph 135 of the NPPF requires that a balanced and proportionate judgement is to be taken by the local planning authority in making planning decisions, having regard to the relative significance of an affected non-designated heritage asset and also the scale of harm or loss of that significance.

6.3.31 Policy SP12 of the Core Strategy states that the Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting and the wider historic environment. Policy DM9 continues this approach. London Plan Policies 7.8 and 7.9 make clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

6.3.32 *Heritage Assessment*

- 6.3.33 It is relevant to note that only a single storage building would be demolished as part of this application. This building is located to the south-west of the application site well away from the conservation area boundary and listed buildings. As such, it would not have an impact on any local heritage assets.
- 6.3.34 However, the proposed new building would be located within the boundary of the designated St Anns Conservation Area. There are no listed buildings within or nearby the application site. However, Mayfield House and Orchard House to the north-east of the applications site are both locally listed buildings, as is the Police Station located on the neighbouring site to the north east, which has recently been the subject of development.
- 6.3.35 Furthermore, there would be significant changes to the fabric of the wall to the north of the site which is also subject to the conservation area designation.
- 6.3.36 The mental health building proposed would be only marginally located within the Conservation Area and would be set away from the northern site boundary by 22m. Furthermore, it would be significantly screened from pedestrian views on St Anns Road by the hospital's site boundary wall, which is around 2 metres in height, and from views on Hermitage Road by existing buildings including the former police station and its adjacent development of flats and houses that is presently under construction, amongst other buildings.
- 6.3.37 In addition, the structure has been designed to project upwards as little as possible with the greatest bulk of the structure, including plant at roof level, arranged towards the southern side of the building, away from the Conservation Area. The red brick materials would also contribute towards the building integrating into the surrounding character.
- 6.3.38 The Council's Principal Conservation Officer has assessed the proposals and has considers that the overall scale and massing of the proposed medical building would not have an impact on the setting of the conservation area or the locally listed building. However, given the proximity of the building from the adjacent heritage assets, the quality of materials would be very important and should be controlled by condition.
- 6.3.39 That Officer also notes that the boundary wall, located within the conservation area and edging the northern end of the site, is an important feature as its significance is derived from its historic association with the St Ann's Hospital, and that the continuity of the structure is in particular important. The proposal seeks two new openings in the wall that would appear similar to the outline application already approved, albeit in a slightly different location. The Conservation Officer considers that details submitted are similar to what has been approved and therefore would also be acceptable in this instance, subject to conditions in response of finishing materials.

6.3.40 The application drawings currently show the installation of a boundary wall treatment on the western side of the hospital site that would be finished in red brick and would also contain pedestrian and cycle access points.

6.3.41 Part of this would be in the conservation area. The northern part of this treatment would be visible from outside of the site through the new vehicle access opening. As set out above a planted boundary may be more appropriate in design terms and as such this wall will not be approved as part of this application and the boundary treatment shall instead be agreed by condition at a later date.

6.3.42 The Greater London Archaeology Advisory Service has recommended that a schedule of historic building and archaeological recording is undertaken before the development commences and this can be secured by condition.

6.3.43 As such, the proposals would be acceptable in terms of their impact on local heritage considerations, subject to the exact details of the finishing materials being confirmed at a later stage and prior to the commencement of the development by condition.

6.3.44 Layout and Internal Quality

6.3.45 The layout and internal arrangements of the building are mostly informed by the medical requirements of the anticipated occupants, with additional consideration of potential amenity impacts as discussed in the sections below.

6.3.46 The building has been designed to create a calming environment for its patients, staff and visitors, with good natural daylight, external views and direct access to outdoor space. Each ward has been designed around a courtyard to provide secure and private outdoor space for patients.

6.3.47 Each ward comprises distinct bedroom, living and staff zones, with bedroom areas planned in a U-shape with a corridor around a central courtyard to maximise light to rooms and providing a single point of orientation.

6.3.48 In terms of access the main entrance to the building would be to the west accessed from the proposed north-south boulevard and beneath a canopy over the entrance.

6.3.49 The Council's Design Officer has assessed layout and access and considers that the internal cloister-like courts are a huge improvement on the cage-style outdoor space provided adjacent to the existing mental health unit. That Officer further considers that the main entrance layout is also of an acceptable quality. The building is considered to be a substantial improvement on the layout of the existing mental health units within the site.

6.3.50 Waste facilities are incorporated into the floor plans and would be collected privately.

6.3.51 The proposals submitted as part of this application have been developed in the context of comments given by the Quality Review Panel. The most recent Panel meeting, and the applicant's amendments to the scheme to address these comments, are referred to in the table below:

<i>Latest QRP Comments</i>	<i>Response</i>
Proposal seems too close to the east and could affect neighbouring privacy	Development cannot be reduced in width due to medical requirements and cannot be moved further west due for phasing and site layout reasons. Impact on residential privacy reduced to acceptable levels by installation of oriel windows to eastern elevation.
Pedestrian movements could impact on ground floor bedroom windows	No pedestrian footways are available between proposed block and eastern boundary. Planting will prevent pedestrian access.
The proposals could be amended to provide a less symmetrical layout	Medical requirements control the internal layout of the building, which has transferred to the building's relatively symmetrical appearance. No Design Officer objection to this.
Boundary parking should be designed to minimise disturbance to potential future dwellings to west	Parking was proposed to the western part of the site by the recently approved hybrid application. Mitigation of disturbance would be provided in the form of a hard brick boundary wall and additional planting.
The architectural approach is welcomed	Noted. Design Officer agrees.
Clinical considerations are noted to impact on building design	Noted.
Metal roof cladding screens the plant well	Noted. Design Officer agrees.
The canopy could be designed to better integrate with the proposed building	The canopy has a functional purpose in marking the entrance to the building and providing a cover for cycle parking and pedestrian movements to future phases of the hospital development. Design Officer

	does not object to this.
Further detailed consideration of the wider Hospital Masterplan is required	Masterplan is generally considered to be workable in the context of this proposal but is not formally under assessment as part of this application.

6.3.52 Therefore, the proposed development is acceptable in design terms.

6.4 Impact on the amenity of adjoining occupiers

6.4.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.4.2 Sunlight, Daylight and Overshadowing

6.4.3 The applicant has submitted a Daylight and Sunlight (DS) Report by GL Hearn. The adjacent healthcare buildings, as non-residential properties, do not have sun or daylight amenity expectations in accordance with BRE standards.

6.4.4 The report notes that residential properties at Turner's Court would be located too far away from the proposed building to be affected in terms of a loss of sunlight or daylight. It also notes that the former police station and adjacent block of flats would also be unaffected. However, the new town houses to the south of the police station that are currently under construction (known as Block C) would be located less than 10m from the proposed building.

6.4.5 The DS Report states that ground floor rear kitchen/diners for the adjacent houses would retain access to a daylight VSC (vertical sky component) of between 21.8% and 26.6% in comparison to a BRE recommendation of 27%. These are still good levels for urbanised environments and, in any case, the BRE figure is not prescriptive and should only be considered as a guide. The DS Report also indicates that the most usable parts of the kitchen/diners would retain good access to daylight distribution levels and VSC.

6.4.6 Furthermore, daylight to the first floor living room would be unaffected by the development, whilst all bedrooms would also continue to have good access to daylight. As such, there would be minimal impact from the proposal in terms of a loss of daylight to neighbouring properties.

6.4.7 In terms of sunlight, the BRE recommends assessing the sunlight amenity (in respect of the annual probable sunlight hours) to all windows orientated within 90 degrees of due south that serve habitable space. All windows along the rear elevation of the townhouses face within 90 degrees of due north and therefore do

not require assessment in-line with BRE guidance. Other windows to the houses would remain unaffected by the siting of the proposal to their west. As such, there would be no impact from the proposal in terms of a loss of sunlight to neighbouring properties.

6.4.8 In terms of overshadowing of gardens, results in Appendix A of the DS Report show that the sunlight levels to areas of each rear garden receiving at least two hours of sunlight on 21st March would be reduced to no less than 95% of the former value, which is far in excess of the BRE recommended 80% reduction limit. As such, there would be minimal impact from the proposal in terms of overshadowing to neighbouring properties.

6.4.9 Outlook and Privacy

6.4.10 As referenced above the separation distance between the proposed building and the houses being constructed to the east would be slightly under 10m. However, the two sites are also separated by a site boundary wall. As such, outlook from the ground floor of the houses would have been limited to the area above first floor only.

6.4.11 The building would be two storeys in height only on its eastern side with all plant located to the western end of the roof. It is important to note that a three storey building received outline planning approval in 2015 (as part of the hybrid planning application referenced above) for erection in a similar location to that proposed, although this was set further away at approximately 23m from the eastern site boundary. As such, when permission was granted for the new houses to the south of the former Police Station in March 2016 an outline consent already existed for a new hospital building in this location, and although it is now closer to those permitted houses it would now be reduced in height compared to the parameters previously approved. There is some tree planting along the eastern side of the hospital site that would further reduce existing outlook.

6.4.12 The main living room of the proposed houses would be sited at first floor level and would thus continue to have substantial outlook above the two storey height of the proposed building. As such, it is considered that the proposed building would be of a sufficiently limited scale and bulk so that it would not significantly impact on the outlook of the adjacent residential properties.

6.4.13 In terms of privacy, as mentioned above, overlooking towards the residential properties from the ground floor of the proposed facility would be significantly reduced by the presence of an existing single storey boundary wall and boundary planting. Furthermore, the closest southern block of the development would be designed with oriel windows to bedrooms with light openings facing to the north, away from the rear windows of the neighbouring residences. The practicalities of outlook through these windows from within the proposed first floor bedrooms at the rear of the proposed building means that overlooking towards the gardens of

the residential properties would also be limited. Nevertheless, the existing arrangement of the oriel windows to the southern block's rear elevation could be improved upon to further minimise privacy impact on the adjacent properties and a revised window arrangement to this elevation will be secured by condition.

6.4.14 The northern block, by virtue of its distance more than 20 metres from the nearest residential rear window and its orientation facing east, would not lead to any significant impact on residential privacy. As such, the proposed building would not have a negative impact on the privacy of the adjacent residential properties.

6.4.15 Impact from Noise, Light and Dust

6.4.16 The existing site is an active hospital site that has already received outline approval for expansion in the form of a new mental health building for the same number of inpatients within the application site under planning ref. HGY/2014/1691. Inpatients would spend the majority of their time within the limits of the building envelope, including visits to the internal courtyard areas as well as the rear planted garden.

6.4.17 The proposed two storey building would be located closer to the eastern side boundary by approximately 18 metres and therefore also the properties to the east of the site, in comparison to the three storey parameter building previously approved as part of the earlier outline consent. However, any light and sounds from rear windows of the building would be diverted away from neighbouring properties through the installation of oriel windows with north facing openings. It is considered that improvements to the window arrangement could be made to minimise impact on the residential properties to the east, and as such a review of the oriel window arrangement shall be secured by condition. Nevertheless, the loss of neighbouring amenity in terms of disturbance from noise and light deriving from the proposed building would not be significant.

6.4.18 Disturbances from dust and noise relating to demolition and construction on site would be controlled by other non-planning legislation. Nevertheless, the demolition and construction methodology for the development would need to be agreed by condition prior to commencement of works in order to minimise the potential for disturbance to residential amenity.

6.4.19 Therefore, it is considered that the proposal is acceptable in terms of its impact on residential amenity.

6.5 **Parking and Highway Safety**

6.5.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, and improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking

to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.

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

6.5.3 The site is located to the east of Green Lanes (A105) and is accessed via St Ann's Road (B152) which runs parallel to the northern boundary of the site, St Ann's Road links the site to the A105 Green Lanes to the west and the A503 Seven Sisters Road to the east. The site is bounded by Hermitage Road to the east and the railway lines to the south and Warwick Gardens to the west and St Ann's Road to the north.

6.5.4 The proposal would be similar to the recently approved hybrid planning application ref. HGY/2014/1961 in respect of its access and parking provisions for the medical campus side of the site. That approval considered highways matters for the proposed three storey medical building (that was approved in outline form) and found them acceptable subject to appropriate conditions and other mitigation measures. As such, it is considered that key matters including trip generation, the principle of a new vehicle and pedestrian accesses, car and cycle parking ratios and the separation of the site into distinct residential and medical developments are all acceptable, and do not need to be re-assessed as part of this application.

6.5.5 Access

6.5.6 The Council's Transportation Officer has assessed vehicular access to the site noting that a Stage 1 Road Safety Audit was submitted in response to the vehicle access re-location to the west of the northern site boundary, in comparison to that approved as part of the 2015 hybrid permission.

6.5.7 The re-instatement of the access from Hermitage Road, which was also approved as part of the earlier hybrid application, is also considered to be acceptable.

6.5.8 The Officer has considered that details for road layouts relating to both accesses can be secured through a Section 278 agreement to be approved at a later date.

6.5.9 Parking and Road Layout

6.5.10 The number of parking spaces provided is the same as previously approved and is therefore acceptable. However, the layout of parking and the internal road layout would be altered, with the most prominent changes being the inclusion of

the central pedestrian boulevard and the removal of a 'through road' that was previously proposed to the east of the site.

6.5.11 The Council's Transportation Officer has raised no objections to the proposed layout in principle. However, further details are required to ensure the exact arrangement of the roadways and parking space locations are appropriate. These matters can be secured by condition.

6.5.12 Travel Plan

6.5.13 The submitted Travel Plan (TP) indicates that there is a demand for 40 parking spaces for construction personnel, whereas for the retained St Ann's site and based on the current parking spaces used there is a need for 70 spaces. This totals to 110 parking spaces. A temporary car park of 80 spaces is proposed, split between 60 for the trust staff and 20 for construction personnel. Initiatives such as car sharing and priority parking are recommended to reduce journey numbers.

6.5.14 That parking demand is considered to be high and as such a revised Travel Plan would be required that contains specific 'SMART' targets that can be monitored.

6.5.15 As such, a revised travel plan would be secured by legal agreement.

6.5.16 Demolition and Construction Methodology

6.5.17 It is noted that the existing main hospital entrance of St Ann's Road is proposed to facilitate the demolition and construction phase, until the new vehicle access is created. The developer aims to get the new primary hospital access at the earliest possible date, in order to segregate hospital and construction traffic. When the new hospital entrance is formed this will be used solely for construction access until the proposed building is complete.

6.5.18 The Council's Transportation Officer has stated that a condition is required to control the timing of these works.

6.5.19 As such, whilst the construction and demolition methodology is acceptable in principle further details are required to ensure that there are no safety or amenity impacts on the local area. This can be secured by condition.

6.5.20 The development is also supported by Transport for London, although TfL recommended that, in addition to the Council's comments, the management of cycle parking spaces should be confirmed by condition.

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

6.6 Trees and Landscaping

- 6.6.1 Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate. London Plan Policy 7.21 requires existing trees of value to be retained and the planting of additional trees where appropriate.
- 6.6.2 A number of trees within the site would be removed including some within the conservation area designation to the north of the site.
- 6.6.3 The Council's Arboricultural Officer has noted that this development proposal requires the removal of 16 additional trees to be removed, none of which are category 'A' trees. Five of these are Category 'B' trees, and while their loss is unfortunate, it can be mitigated by the planting of new trees.
- 6.6.4 It is proposed to plant up 22 new trees around the new building, and the Officer has stated that some of these must be specimen sized trees (e.g. 20-25cm stem girth) with the potential grow into large trees and provide more benefits to site users.
- 6.6.5 The Arboricultural Officer has also noted that there some minor incursions into the root protection areas of retained trees, but these are negligible and can be mitigated by recommendations in the Tree Protection Plan. There will also be some minor pruning works to facilitate the development, but these should not have a detrimental impact on the trees.
- 6.6.6 Furthermore, the Council's Design Officer has deemed the landscaping plans to be of a high quality. As such, conditions would be included to any approval to ensure the tree protection and planting quality requirements are followed.
- 6.6.7 Therefore, it is considered that the tree protection and planting measures proposed are acceptable.

6.7 Sustainability and Biodiversity

- 6.7.1 The NPPF, London Plan Policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 and 5.9, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design, including ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.7.2 The applicant has submitted an Energy Strategy in support of this application, put together by Hulley & Kirkwood Consulting Engineers.

- 6.7.3 The proposed strategy minimises energy loss and consumption by improving building fabrics and installing high efficiency equipment. Air source heat pumps and solar panels would also be installed.
- 6.7.4 Overall the development would achieve a 38.85% improvement on Part L of 2013 Building Regulations, which improves on the 35% London Plan target for non-residential developments. The overall carbon dioxide saving would be 51.5 tonnes per annum.
- 6.7.5 A CHP-led energy centre and district energy network was approved as part of the 2015 hybrid planning permission and it is anticipated this will be built on the adjoining residential part of the St Anns Hospital site. This development would commit to a connection to this network and this will be secured by legal agreement. In the interim temporary plant will be included in the hospital building which will be decommissioned when the adjacent energy centre comes on stream. This decommissioning will be secured by legal agreement.
- 6.7.6 The key measures for the development are the usage of high performance fabrics, LED lighting and natural ventilation where possible, taking into account the category of patients in the hospital. Photovoltaic panels and air source heat pumps are proposed as sources of renewable energy. These measures will provide a 38.85% improvement on Part L of the Building Regulations.
- 6.7.7 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. Policy DM19 and London Plan Policy 7.19 make clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.7.8 The application is supported by a Planting Strategy by Place Design + Planning. Bat and bird boxes are proposed within the site in addition to log stack biomes. Details of these can be secured in combination with detailed landscaping plans by condition.
- 6.7.9 Proposed lighting schemes must show sensitivity to potential bat roosting sites, including within the SINC, and areas of significant mature tree planting, and must be secured by condition. There is a building to be demolished within the SINC, but there are no specific details of how the demolition would occur in this sensitive location, and no details of replacement planting or other works. The principle of demolition is not opposed and therefore these details can be agreed by condition.
- 6.7.10 As such, the application is considered to be acceptable in terms of its sustainability and biodiversity provision, subject to the appropriate conditions.

6.8 Flood Risk and Water Management

- 6.8.1 Local Plan Policy SP5 makes clear that (amongst other things) development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Emerging Policies DM24 and DM25 call for measures to reduce and manage flood risk, and incorporate SUDS. London Plan Policies 5.12 and 5.13 also call for measures to reduce and manage flood risk.
- 6.8.2 Thames Water has raised no objections to the proposal in terms of either sewerage infrastructure capacity or water infrastructure capacity. Furthermore, the Environment Agency has not objected to the proposal.
- 6.8.3 Sustainable drainage systems are proposed as part of the development including the use of below ground geo-cellular storage and attenuation tanks. These systems will eventually discharge surface water to existing sewers.
- 6.8.4 The Council's Drainage Officer has commented on the application and is satisfied with the proposed drainage strategy. However, a management and maintenance plan including details of long-term maintenance responsibility and final detailed drawings would be required at a later stage, and can be secured by condition.
- 6.8.5 As such, it is considered that the proposal is acceptable as it would not lead to an increase in local flood risk or any other water management issues.

6.9 Pollution and Land Contamination

- 6.9.1 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality and make provision to address local problems of air quality and promote sustainable design and construction.
- 6.9.2 The application site is located back from the nearest main road St Anns Road, a major route for which modelling indicates likely exceedances of the Government's air quality objectives for nitrogen dioxide (NO₂) and PM2.5. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMA).
- 6.9.3 The main air polluting operations associated with the proposed development include 211 car parking spaces and 150 deliveries each week.
- 6.9.4 Details of dust and air quality management during construction have been provided within the submitted Environmental Management Plan. The proposed measures generally relate to methodologies such as no crushing of demolition material and water suppression to prevent demolition dust.

- 6.9.5 The site contains no residential properties as all ancillary buildings on the site are concerned with the running of the hospital, such as administrative buildings.
- 6.9.6 The Council's Pollution team has commented in respect of air quality, and stated that there are no objections to the proposal subject to the detailed assessment of site emissions prior to the commencement of the development, which would be secured by condition.
- 6.9.7 Boilers for the development must have ultra low NOx levels and this requirement, plus the exact location of any flues or chimneys, would also be secured by condition.
- 6.9.8 Dust management and plant/machinery conditions shall also be included with the permission in order to control dust and emissions.
- 6.9.9 Policy DM23 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is fully addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.
- 6.9.10 A Phase 1 Preliminary Risk Assessment by RSK has been submitted with the application. Three redundant oil tanks are located on site, and asbestos is a potential risk. However, the site is generally considered to be a low to moderate contamination risk.
- 6.9.11 The Council's Pollution Officer has raised no objections to the application, although further information would be required to ensure adequate protection for environmental and public safety. Appropriate conditions would be included to the decision notice.
- 6.9.12 As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

6.10 Archaeology

- 6.10.1 Policy DM9 of the DM Policies DPD requires proposals to consider the significance of the archaeological asset and its setting, the impact of the proposal on archaeological assets, and give priority to its preservation and management.
- 6.10.2 The Greater London Archaeological Advisory Service (GLAAS) has been consulted on this application. There may need to be some changes to the submitted WSI for archaeological trenching to ensure archaeological artefacts are not adversely affected.

6.10.3 As such, conditions are recommended requiring a written scheme of investigation and other documentation as necessary prior to the commencement of development.

6.10.4 Therefore, it is considered that the proposal would be acceptable in terms of its impact on local archaeology, subject to conditions.

6.11 Emergency Planning and Security

6.11.1 The London Fire Bridge have stated that they are not satisfied with the proposals due to the lack of fire safety information provided, but it is anticipated that the issues raised can be overcome by condition as they relate solely to the installation of sprinklers. In any case, fire safety considerations are a matter for building control and as such are not typically controlled at the Planning stage. Further information will be submitted by the applicant prior to committee.

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

6.11.3 The applicant has made contact with the Met Police in respect of Secured by Design considerations, but no agreement has yet been reached in respect of appropriate security-rated products. However, there are no objections in principle as the development has the potential to achieve Secured by Design accreditation. This required will be secured by appropriate conditions.

6.11.4 As such, the development is acceptable from a security perspective, subject to conditions, and would be acceptable from a fire safety perspective subject to the further comments of the London Fire Bridge.

6.12 Employment

6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.

6.12.2 The applicant is required to provide employment and training opportunities during the construction of the development and this would be secured by legal agreement.

6.12.3 As such, the development is acceptable in terms of employment provision.

6.13 Conclusion

6.13.1 This application is a major development that has generated comments from third parties. Having assessed all relevant material planning considerations, officers consider that:

- The development is acceptable in principle, given that the site is a current medical facility and also noting that the previously approved application ref. HGY/2014/1691 approved medical uses for this part of the St Anns Hospital site;
- The proposals demonstrate that they would not prejudice a realistic masterplan for the development of the remainder of the medical part of the St Anns Hospital site, and as such a western boundary wall is not approved under this application;
- The proposals are considered to be acceptable in terms of its impact on the character and appearance of the area, and their impact on local heritage assets, and in terms of its high quality internal layout;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide a policy compliant number of parking spaces which is acceptable given the site's relatively low access to public transport, and noting proposed sustainable transport initiatives.
- The development would propose a high quality landscaping scheme and a significant degree of replacement tree planting, including high quality specimens, and would also provide bat and bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as solar panels, as well as providing sustainable drainage systems to minimise surface water run-off;
- The development would not lead to excessive increases in air pollution and land contamination matters would be adequately dealt with by condition.

6.13.2 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7 RECOMMENDATIONS

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

Drawing number of plans:

710-PL-001 Rev. P00, STA-THO-B00-XX-DR-CE-581-0005, STA-THO-B00-XX-DR-CE-581-0006, A_STA-MA-B00-ZZ-DR-BA-800-0001 Rev. 1; STA-MA-B01-ZZ-DR-BA-800-0001, 0002, 0003, 0004 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-800-0005, 0006, 0007, 0008 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-100-0012.

Supporting documents also assessed:

Transport Assessment dated June 2014, Planting Strategy dated January 2018, Archaeological Desk-Based Assessment (Heritage Statement) dated September 2017, Written Scheme of Investigation for Archaeological Evaluation dated October 2017, Energy Centre Noise Emission Limits document dated October 2017, Acoustic Design Criteria report dated October 2017, Environmental Management Plan Rev E dated January 2018, Site Waste Management Plan Rev 3 dated November 2017, Green Travel Plan Revision 2 dated November 2017, Construction Methodology and Logistics Plan Revision 5, Preliminary Risk Assessment October 2017, Arboricultural Implications Report January 2018, Proposed Drainage Statement January 2018, Daylight and Sunlight Summary, Energy Strategy dated January 2018, St Ann's Hospital Travel Plan, Statement of Community Involvement dated January 2018, Daylight and Sunlight Report dated January 2018, Transport Assessment Addendum dated February 2018. Design and Access Statement, Planning Statement.

Subject to the following condition(s)

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

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

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

710-PL-001 Rev. P00, STA-THO-B00-XX-DR-CE-581-0005, STA-THO-B00-XX-DR-CE-581-0006, A_STA-MA-B00-ZZ-DR-BA-800-0001 Rev. 1; STA-MA-B01-ZZ-DR-BA-800-0001, 0002, 0003, 0004 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-800-0005, 0006, 0007, 0008 (all Rev. 1); STA-MA-B00-ZZ-DR-BA-100-0012

Supporting documents also approved:

Transport Assessment dated June 2014, Planting Strategy dated January 2018, Archaeological Desk-Based Assessment (Heritage Statement) dated September 2017, Written Scheme of Investigation for Archaeological Evaluation dated October 2017, Energy Centre Noise Emission Limits document dated October 2017, Acoustic Design Criteria report dated October 2017, Environmental Management Plan Rev E dated January 2018, Site Waste Management Plan Rev 3 dated November 2017, Green Travel Plan Revision 2 dated November 2017, Construction Methodology and Logistics Plan Revision 5, Preliminary Risk Assessment October 2017, Arboricultural Implications Report January 2018, Proposed Drainage Statement January 2018, Daylight and Sunlight Summary, Energy Strategy dated January 2018, St Ann's Hospital Travel Plan, Statement of Community Involvement dated January 2018, Daylight and Sunlight Report

dated January 2018, Transport Assessment Addendum dated February 2018. Design and Access Statement, Planning Statement.

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

3. Details of finishing materials (including samples) to be used for the external surfaces of the mental health unit block shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Brick treatments shall be demonstrated to be appropriately variegated. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Details of the finishing treatments for windows, accesses, the proposed entrance canopy and amenity screens shall also be provided as appropriate.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2065, Policy SP11 of the Haringey Local Plan 2017.

4. Details of finishing materials (including samples) to be used for the proposed entrances and new wall openings hereby approved, including those within the northern wall, shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced. The exact treatment and design detailing for metal gates and fencing shall also be submitted for the Authority's approval.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016 and, Policy SP11 of the Haringey Local Plan 2017.

5. Notwithstanding the information shown on the approved plans, details of the proposed boundary treatment to the western edge of the site, including that of gates and access points (and their ongoing management), shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced. The development shall thereafter only be carried out in accordance with the agreed details.

Reason: In order to protect the character and appearance of the area and so not to prejudice future development on adjoining sites in accordance with Policies DM1 and DM55.

6. No development shall take place on site until full details (including details of materials as appropriate) of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall thereafter be carried out as approved.

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

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

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

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

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

8. Prior to the commencement of the development hereby approved the exact location and type of cycle parking to be provided shall be submitted to and

agreed in writing by the Local Planning Authority, in discussion with Transport for London. A minimum 5% of cycle spaces should be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards document shall be followed.

Reason: In accordance with Policy 6.3 of the London Plan 2016.

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

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

10. 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. The development shall only be carried out in accordance with the approved details.

Reason: In accordance with Policy DM2 of the Development Management Policies DPD 2017.

11. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

Reason: In accordance with Policy DM2 of the Development Management Policies DPD 2017.

12. Prior to any work commencing on the site a full, detailed assessment of all site emissions, including emissions from all energy sources, is to be provided to the LPA for approval. The final design is to be Air Quality Neutral in line with the London Plan and emerging London Plan with respect to all emissions (NO₂, PM10 and PM2.5) from the site. If the proposed development is not air quality neutral, a scheme of mitigation is to be submitted and approved by the LPA and shall be installed as agreed and retained as such thereafter.

Reason: To protect local air quality.

13. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh.

Reason: To protect local air quality.

14. Prior to commencement of the development details of any chimney/flue heights calculations, diameters and locations will be required to be submitted for approval by the LPA. Any locations considered unsuitable with regard to emissions shall be subject to re-locating.

Reason: To protect local air quality.

15. Before development commences other than for investigative work:

a) Using the information within the Phase 1 Preliminary Risk Assessment, (RSK, Reference: 29356-R02 (00), dated 27th October 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:-

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

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

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

Before development is occupied:

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

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

16. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall

be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

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

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

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

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

18. The proposed new access within the northern boundary wall, prior to demolition of the bungalow or immediately after, but no later than the start of construction of the new Mental Health Unit, shall be used solely for the access and egress of construction vehicles until building works for the new Mental Health Unit project are completed.

Reason: To protect highway safety.

19. Prior to the commencement of the development hereby approved a parking layout plan and an internal road layout plan shall be submitted to the Local Planning Authority for its written approval. The approved layouts shall be installed as agreed and retained as such thereafter.

Reason: To protect highway safety.

20. Prior to commencement of the development hereby approved a management and maintenance plan for the proposed drainage system, detailing future responsibilities for the lifetime of the development, and final detailed drawings of the proposed systems, shall be submitted to the Local Planning Authority for its written approval. The system shall be installed and managed as approved and retained as such thereafter.

Reason: To ensure adequate site drainage and minimise risk of flooding.

21. Prior to commencement of the development hereby approved a revised eastern elevation shall be submitted to the Local Planning Authority for its written approval that amends the design of the proposed oriel windows to minimise impact on the amenity of neighbouring properties. The windows shall be installed as approved and retained as such thereafter.

Reason: To protect the private amenity of neighbouring residents.

22. No development shall take place until full details of a scheme for external lighting for that part of the site shall be submitted to and approved by the Local Planning Authority. Any artificial lighting within the development shall be designed to ensure that there is no light spill into the adjacent SINC and ecological corridor. Such agreed scheme to be implemented and permanently retained as such thereafter.

Reason: In order to ensure that the proposed development provides a safe and sound environment for patients and adjoining occupiers, and would not harm the ecology of an area through disruption of the natural diurnal rhythms of wildlife.

23. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

(a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

(b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

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 protect local archaeological assets.

24. No works shall take place until the applicant has secured the implementation of a programme of historic buildings recording and analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority.

Reason: To protect local heritage assets.

25. The requirements of the Tree Protection Plan in Appendix 1 of the Arboricultural Implications Report shall be followed unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To ensure trees on site are adequately protected.

26. Prior to commencement of the development hereby approved an internal inspection of all buildings assessed within the Environmental Management Plan as providing opportunities for roosting bats shall be completed as per the requirements of the Plan and provided to the Local Planning Authority for its written approval. Bat emergence and re-entry surveys shall also be undertaken on all buildings assessed as providing opportunities for roosting bats. Surveys shall be undertaken between May and August in suitable weather conditions. Any mitigation or other measures required by the assessments and surveys shall be undertaken in full at the most relevant point in the development process and retained as such thereafter.

Reason: To ensure that protected species are respected.

27. Prior to commencement of the development hereby approved a nesting bird check shall be completed (within the relevant survey season of March-September) and provided to the Local Planning Authority for its written approval. Any mitigation or other measures required by the assessments and surveys shall be undertaken in full at the most relevant point in the development process and retained as such thereafter.

Reason: To ensure that protected species are respected.

28. Demolition of the building identified on the Proposed Site Plan as Building 38 shall not take place until a Bat Roosting Survey has been undertaken in accordance with the requirements of Condition 25, and a demolition methodology for this building has been submitted to the Local Planning Authority for its written approval in accordance with the recommendations of that Survey. The

methodology shall ensure that the host SINC is protected and enhanced during the demolition process.

Reason: To ensure that protected species are respected, and to protect areas of nature conservation.

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

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

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

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

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

INFORMATIVE: 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.

INFORMATIVE: Any piling or foundations should be as shallow as possible (ideally within the London Clay) to minimise the risk of creation of preferential pathways into the chalk aquifer where the groundwater is abstracted for public supply.

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

INFORMATIVE: The development 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: The development of this site is likely to damage structural remains. The applicant should therefore submit detailed proposals in the form of a project design for building recording. The design should be in accordance with the appropriate English Heritage guidelines.

Appendix 1: Consultation Responses – Internal and External Agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p>Thank you for asking me for comments on this application. I am generally supportive of these proposals.</p> <p>The proposals are a development on proposals that were granted outline approval some years ago. However, the footprint of the proposals has enlarged, as its height has decreased from three storeys to two. The changes have implications on the masterplan agreed at the earlier approval, which was also the approval of the change of use to residential of the western half of the current St Ann’s Hospital site. Be that as it may, I am impressed how the need to rethink their masterplan has resulted in a more well thought through and more detailed proposal for how the future retained hospital site could change as other buildings are redeveloped, so that this proposal would fit into a different organising principle.</p> <p>Essentially the spine of organisation of the hospital will flip from east-west to north-south, and the new building will line up along the east side of the start of this new spine. I consider it is likely this will be a more logical and appropriate hospital wide masterplan, which will promote walking and public transport over car travel and vehicle dominance, and start from a more attractive pedestrian entrance off St Ann’s Road, beside the bus stops and opposite the junction with Cornwall Road and the corner of Downhills Park. As part of this the loop road is replaced with a primary vehicular circulation route, along what will become the western edge of the site. This could be an improvement, if it becomes a proper street, with pavement either side and ultimately buildings that address this street on both sides, even if they are not actually accessed off that street. Therefore I would recommend that if possible that element of the residential site layout should also be modified, to no longer have back</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>gardens of houses backing onto this boundary, but instead to have fronts of flatted blocks.</p> <p>The design of the proposed medical building itself is logical and will provide much superior ward accommodation. I would prefer to see better daylight to the internal “exercise yards”, but there is an acknowledged need for shelter as well as sun and fresh air, and the internal, cloister like courts are a huge improvement on the current “cages”. The entrance procedure is acceptable, and although greater transparency through from the entrance to the landscaped court would be appreciated, this is not a requirement. I am concerned that there needs to be clarity for visitors to the hospital that do not necessarily want this new building, to direct them to the main entrance, past this entrance. It might be better, perhaps as part of the next phase, to locate a distinct entrance at the northern end of the spine, or to make the canopy one that carries the visitor on to its end, rather than obstruct the through view and therefore encourage visitors to turn off at the wrong place. However, I am confident these are changes that could be secured in conditions and/or minor amendments.</p> <p>I am impressed at the care and consideration into the window designs of ward rooms, to the detailing of brickwork generally, and the location and cladding to rooftop plant. The quality of landscaping proposed is also impressive, and its success will be essential to provide a screened, private edge to those sides of the proposal that are intended to be private, supporting the distinctions between public and private.</p>	
<p>Principal Conservation Officer</p>	<p>The proposed building is just outside of St Ann’s Conservation area, although northern edge of the site does fall within it. It is also in close proximity with locally listed buildings such as the St Ann’s Police Station. The proposal is for an inpatient building. The proposal also includes a wider master plan for the</p>	<p>Comments noted. Wall materials will be controlled by condition.</p>

Stakeholder	Question/Comment	Response
	<p>NHS site with an additional building to the west.</p> <p>The overall scale and massing of the building will not have an impact on the setting of the conservation area or the locally listed building. However, given the proximity of the building from the adjacent heritage assets, the quality of materials would be very important and should be conditioned.</p> <p>The boundary wall, within the conservation area and edging the northern end of the site, is an important feature. It's significance is derived from its historic association with the St Ann's Hospital and the continuity of the structure is in particular important. The proposal seeks two new openings in the wall similar to the outline application already approved. Details submitted for the same are similar to what has been approved and would be acceptable in this instance.</p> <p>Overall, the scheme would considered to have no impacts on the heritage assets and as such would be acceptable. All materials and finishes should be conditioned.</p>	
Transportation	<p>A hybrid proposal, ref (HGY/2014/1691), which encompassed this site was approved on the 10/07/2015, with conditions and was subject to signing of the S106.</p> <p>The hybrid proposal consisted of three parts, such as; a) full application for the demolition within the conservation area and construction of 106 flats and 7 houses, conversion to 7 houses and 148 sqm of retail (use class A1) and works associated with access and highways, soft and hard landscaping including car parking spaces b) outline application (with all matters reserved except main access) to construct and convert existing buildings to create 350 residential units and c) outline application (with all matters reserved except scale and layout) for construction of a new mental inpatient unit (use class C2)</p>	<p>Observations have been taken into account. The recommended legal agreement clauses and conditions will be included with any grant of planning permission, as appropriate.</p>

Stakeholder	Question/Comment	Response
	<p>.</p> <p>The outline proposal considered highways matters and found them acceptable, subject to conditions and implementation of the mitigation measures and conditions. Therefore, matters such as: trip generation, principle of creating the accesses and separating the site in two parts (residential-led mixed-use and modern healthcare campus) and at the same time allowing pedestrian connections at two points, including car parking ratio and cycle parking provision have been considered and concluded to have been acceptable.</p> <p>As part of the main application, preliminary designs have been submitted for four access points (one existing and three new) to serve the separated development. Two each accesses were created for the separated development, such as: primary and secondary for residential access, primary and secondary for hospital access.</p> <p>The primary residential site access is an existing access from St Ann’s Road, (drawing with ref: 25232-002-004 rev A), and it was indicated that an existing bus shelter is proposed to be relocated approx. 2m west. A signalized pedestrian crossing is located nearby.</p> <p>The secondary residential site access is proposed to be created from St Ann’s Road, and is close to the Black Boy Lane. Some details were shown on the drawing with ref: 25232-002-005 rev A. To enable creation of this access, additional works on the public highways are required which include relocation of the existing pedestrian refuge, as shown on the drawing.</p> <p>The primary hospital access is from St Ann’s Road submitted on the drawing with ref: 25232-002-006 rev A, indicating additional works on the public highways such as: bus stops relocations and bus shelters.</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • This proposal includes creation of this access on St Ann's Road, through the S278 works. Further details to be approved by the local Highway Authority, as part of the S278 process. <p>As part of this application, changes to this access have been proposed from the previously approved and include repositioning of this access. The main vehicular access for the healthcare development is now proposed to be west of Cornwall Road. As a result, Stage 1 Road Safety Audit was submitted in response to this change. Potential problems described in this report were considered by the audit team with recommended actions in order to improve safety of the scheme and minimise accident occurrence. Recommendations made on this report to be fully considered during the S278 process.</p> <p>The secondary hospital site access is created from Hermitage Road, and was shown on the submitted drawing with ref: 25232-002-007 rev A. The width of this access is 5.5m, and is shown as give way junction.</p> <ul style="list-style-type: none"> • This proposal includes the creation of Hermitage Road access, through the S278 works. Further details to be approved by the local Highway Authority, as part of the S278 process. <p>The internal road layout appears to be changed, therefore a separate drawing is required.</p> <ul style="list-style-type: none"> • Condition: further details regarding changes to the road layout are required. <p>No changes to parking numbers or internal parking layouts are allowed without planning permission approval.</p>	

Stakeholder	Question/Comment	Response
	<p>The drawing submitted does not show clearly where the changes are proposed, and for that reason please add,</p> <ul style="list-style-type: none"> • Condition: Parking spaces must remain as per existing plans. <p>Note: Conditions have been attached to the main application restricting parking numbers for the detail part of the application. S106 capped the parking spaces for the whole development.</p> <p>Travel Plan</p> <p>The submitted Travel Plan (TP) indicates that there is a demand for 40 parking spaces for construction personnel, whereas for the retained St Ann's site and based on the current parking spaces used there is a need for 70 spaces. This totals to 110 parking spaces.</p> <p>A temporary car park of 80 spaces is proposed, split between 60 for the trust staff and 20 for construction personnel. The number of parking proposed is considered high, and no justification was given that numbers proposed are appropriate, and in line with TP's aims to reduce the overall car journeys and encourage all users to sustainable modes of transport.</p> <p>Car sharing and parking priorities are mentioned on the TP, which are considered to be good initiatives that could reduce the single occupancy journeys. Nevertheless, those initiatives may be difficult to implement and manage, without some overspill on other parts of this development, or neighbouring uncontrolled parking areas.</p> <p>Although a TP was included as part of the proposed submission, it lacks key parts and is not written in accordance with the latest guidance's on the subject.</p>	

Stakeholder	Question/Comment	Response
	<p>Therefore, a revision is required which among other contains SMART action plan and targets, which should be monitored at regular intervals. The obligation remains for the developer to implement travel plan measures. Travel plans will only be signed off when targets are met.</p> <ul style="list-style-type: none"> • Please submit a revised TP, which is in line with the latest guidance. <p>Demolition/Construction</p> <p>As part of the submission documents the applicant included Demolition and Construction Methodology and Logistics Plan. This proposal requires demolition of a bungalow, only, also known as Building 19.</p> <p>The existing main hospital entrance of St Ann's Road is proposed to facilitate the demolition and construction phase, until the other access is created. The duration of using this access is not disclosed, and no justification was given that construction trips will not interfere with movements along the St Ann's Road, including impacting on operation of the signalised crossing. There are potential safety implications of using this access, due to additional trips created and the type of vehicles used in construction (large lorries, cranes etc.)</p> <ul style="list-style-type: none"> • Condition: further details are required, such as: no of trips generated in relation to this development, coordination of the trips generated, restricting the hours of deliveries and informing the HA of abnormal load lorries and their movements. <p>It was noted that the developer aims to get the new primary hospital access at the earliest possible date, in order to segregate hospital and construction traffic. When the new hospital entrance is formed, under a Section 278 agreement, this will be used solely for construction access until the new</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="533 236 1081 268">Mental Health Unit project is complete.</p> <p data-bbox="533 312 1648 416">This is considered acceptable and resolves the issue mentioned previously. To enable this a Condition is recommended to be attached which deals with timing of these works.</p> <ul data-bbox="533 461 1648 600" style="list-style-type: none"> <li data-bbox="533 461 1648 600">• Condition: the new access to be created, prior to demolition of the bungalow or immediately after, but no later than the start of construction of the new Mental Health Unit. This access to be used solely for construction until the new Mental Health Unit project is complete. <p data-bbox="533 644 1648 708">In addition, locations of the hoardings were shown that will facilitate the creation of new accesses.</p> <p data-bbox="533 753 1648 895">The hoarding for the vehicular access is shown to be encroaching onto the public highways at two sections on the St Anns Rd. One section shows the enclosure to be 19 m with 0.3 m and mostly allows for 2.1 m footway to remain which is considered acceptable.</p> <p data-bbox="533 903 1648 1082">Nevertheless, where the street lighting column is located the footway width is shown to be 1m. If tolerances are considered this means that less than 0.5m of pedestrian footway is operational. An alternative solution is required, for example: consider removing of the street light column prior to start of proposed works.</p> <p data-bbox="533 1126 831 1158">Highways Licenses</p> <p data-bbox="533 1203 1648 1377">The applicant must ensure that appropriate highways licenses are obtained. For example, although the crane is shown not to oversail onto the public highways, getting to and from the site must be planned in advance. Due to abnormal load of the crane and low bridges in vicinity the Highway Authority must be informed in advance and agree on the route to be used and timings.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: to keep traffic moving and manage congestion</p> <p>Recommendations Subject to attaching conditions, on behalf of Highway Authority I recommend this proposal for approval.</p>	
Drainage Engineer	<p>I've taken a look through the drainage strategy for this site and have no objection to the proposal.</p> <p>Additional Comments:</p> <p>I'm satisfied the drainage strategy meets Haringey criteria for the proposed development at this stage. We will require a management maintenance plan for the SuDS and who will be responsible for the maintenance for the lifetime of the development, and we will also need to see the final detailed drawings.</p>	Comments noted, condition attached.
Carbon Management	No comments received.	Comments are expected before the Planning Committee and will be reported by addendum.
Pollution – Air Quality and Land Contamination	<p>The following comments are made with consideration of the environmental information that has been submitted.</p> <p><u>Air Quality:</u></p> <p>The application site is located back from the nearest main road St Anns Road,</p>	Comments noted and conditions attached to the recommended decision

Stakeholder	Question/Comment	Response
	<p>a major route for which modelling indicates likely exceedences of the Government's air quality objectives for nitrogen dioxide (NO₂) and PM2.5. 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 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 211 car parking spaces, 150 deliveries each week and CHP. With regard to Energy use CHP is proposed, although there is no information provided regarding size and type. It is likely to be of a size that SCR will be required to reduce the emissions of NOx.</p> <p>The current 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 (AQMQs) 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 (AQMQs)). • Ensure that where provision needs to be made to reduce emissions 	

Stakeholder	Question/Comment	Response
	<p>from a development, this is usually made on-site.</p> <p>An Air quality assessment has not been submitted with this planning application. It is understood that the site contains no residential and that all ancillary buildings on the site are concerned with the running of the hospital, such as administrative buildings. It is further understood that the inpatients of the hospital will be short term.</p> <p>I recommend the following conditions:</p> <p>Air Quality:</p> <ul style="list-style-type: none"> • Prior to any work commencing on the site a full, detailed assessment of all site emissions, including emissions from all energy sources, is to be provided to the LPA for approval. The final design is to be Air Quality Neutral in line with the London Plan and emerging London Plan with respect to all emissions (NO₂, PM10 and PM2.5) from the site. If the proposed development is not air quality neutral, a scheme of mitigation is to be submitted and approved by the LPA. <p><u>Combustion and Energy Plant:</u></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 domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p><i><u>Reason:</u> To protect local air quality.</i></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Prior to commencement of the development, details of the CHP, including SCR 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><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <ul style="list-style-type: none"> • Prior to commencement of the development details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA. Any locations considered unsuitable with regard to emissions shall be subject to re-locating. <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <p>Before development commences other than for investigative work:</p> <p>a) Using the information within the Phase 1 Preliminary Risk Assessment, (RSK, Reference: 29356-R02 (00), dated 27th October 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"> ▪ a risk assessment to be undertaken, 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ▪ 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>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>❖ <u>CON 2</u></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: <i>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="533 268 1048 304"><u>Management and Control of Dust:</u></p> <ul data-bbox="629 347 1644 563" style="list-style-type: none"> <li data-bbox="629 347 1644 563">• 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 data-bbox="580 603 1384 639"><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="629 679 1621 791" style="list-style-type: none"> <li data-bbox="629 679 1621 791">• 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 data-bbox="580 831 1384 868"><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="629 908 1644 1275" style="list-style-type: none"> <li data-bbox="629 908 1644 1275">• 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. <p data-bbox="629 1315 1644 1383"><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p>	

Stakeholder	Question/Comment	Response
	<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><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>Additional comments:</p> <p>I agree that the CHP condition can be removed but please retain the AQ condition.</p>	
Waste Management Officer	<p>The proposed planning application outlined above is not a proposal for residential use.</p> <p>Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required.</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>The management will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</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>RAG traffic light status not applicable</p>	
Arboricultural Officer	<p>This development proposal requires the removal of 16 additional trees to be removed, none of which are category 'A' trees. 5 of them are Category 'B' trees, while their loss is unfortunate, it can be mitigated by the planting of new trees. It is proposed to plant up 22 new trees around the new Mental Health Unit, some of these must be specimen sized trees (e.g. 20-25cm stem girth), with the potential grow into large trees and provide more benefits to site users.</p> <p>There some minor incursions into the Root Protection Areas of retained trees, but these are negligible and can be mitigated by recommendations in the Tree Protection Plan. There will also be some minor pruning works to facilitate the development, but these should not have a detrimental impact on the trees.</p>	<p>Comments noted. Condition 9 included for tree planting and landscaping.</p>
Carbon Reduction	<p>Comments not yet provided. To be reported prior to Planning Committee.</p>	<p>Conditions and legal agreement clauses to be added if necessary.</p>

Stakeholder	Question/Comment	Response
EXTERNAL		
Environment Agency	<p>Thank you for consulting us on the above application. We do not have any objections or conditions.</p> <p>The site is located in source protection zones 1 and 2 for public water supply meaning the bedrock and groundwater are very vulnerable to mobilised contaminants. However, the site is overlain by the London clay formation providing protection to the underlying chalk aquifer.</p> <p>Any piling or foundations should be as shallow as possible (ideally within the London Clay) to minimise the risk of creation of preferential pathways into the chalk aquifer where the groundwater is abstracted for public supply.</p>	<p>Comments are noted. No conditions are recommended, piling requirements shall be included as an informative.</p>
Thames Water	<p>Waste Comments Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. 'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p> <p>Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "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</p>	<p>Observations have been taken into account and relevant informative included</p>

Stakeholder	Question/Comment	Response
	<p>expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.”</p> <p>Water Comments</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Supplementary Comments</p> <p>Comments refer only to the current application. They are limited only to this phase and are not Thames Water response for whole site.</p>	
Metropolitan Police	<p>With reference to the aforementioned application I have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations which are based on available information including my knowledge and experience as a Design Out Crime Officer and as a Police Officer.</p> <p><input type="checkbox"/> <input type="checkbox"/> It is in my professional opinion that crime prevention and community safety are material considerations because of the use, design, layout and location of the proposed development</p> <p><input type="checkbox"/> <input type="checkbox"/> To ensure the delivery of a safer development in line with Local Development Framework Policies DMM5 Para 2.14 and DMM4 (Policy DM2)</p>	<p>Comments noted. Condition included.</p>

Stakeholder	Question/Comment	Response
	<p>Part A(d) (see Appendix 1 for details). I have recommended the attaching of a suitably worded condition, together with an information</p> <p><input type="checkbox"/> <input type="checkbox"/> I can confirm that I have not met with the project architects or agents to discuss their intentions regarding this development around Crime Prevention or Secured by Design (SbD) as laid out in L.B. Haringey's DMM, however an initial Commercial Application has been received and contact attempted. The Project Planning Statement makes reference to Designing-Out Crime but does not specify any security rated products. I would request compliance to current Secured by Design guidelines</p> <p><input type="checkbox"/> <input type="checkbox"/> Mental Health places a significant level of demand on both the Police Service and NHS and, as such, it is of paramount importance that relevant and practical measures are in place to mitigate against any potential risk and to ensure that staff, patients and visitors are within a safe environment.</p> <p><input type="checkbox"/> <input type="checkbox"/> Between February 2017 and February 2018, the police received 300 calls for service to the hospital area.</p> <p><input type="checkbox"/> <input type="checkbox"/> At this stage it is unknown what types of mental health will be treated at this facility, apart from eating disorders, and therefore the level of risk cannot be properly determined. It is also unknown whether a Section 136 Mental Health Act facility will be included within this development.</p> <p><input type="checkbox"/> <input type="checkbox"/> I have reviewed the documents available on the LB Haringey planning portal and in principle I do not object to the development however due to the areas of concern, highlighted in Design Comments below, I request a dialogue with the project architect(s) to discuss these concerns.</p> <p><input type="checkbox"/> <input type="checkbox"/> Following consultation with the MPS Designing-Out Crime team, the project has the potential to achieve a Secured by Design Award.</p>	
London Fire Service	The Brigade is not satisfied with the proposals for fire fighting access as no detail is shown on compliance with part B5 of the building regulations.	Comments noted. Fire safety requirements are not a matter for Planning

Stakeholder	Question/Comment	Response
		but are instead covered by building control regulations. Nevertheless the application shall be required to address this point before the Planning Committee.
Transport for London	<p>Many thanks for consulting TfL, with regard to the above application, TfL has the following comments:</p> <ul style="list-style-type: none"> □□ There are two bus stops directly opposite the site on St Ann’s Road. Therefore, no disruptions to the bus network or infrastructure must occur during works for this development. □□ The proposed reduction from 484 to 211 car parking spaces, including 16 Blue Badge spaces is welcomed by TfL. □□ The proposal includes the provision of 32 cycle parking spaces. It is unclear whether these are long-stay or short-stay. However, according to the London Plan (Policy 6.9 – Table 6.3), due to the hospital having 970 staff members, 194 long-stay and 32 short-stay cycle parking spaces. These should be provided following the London Cycle Design Standards (see: http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf), including the provision of lockers and showers, and the secured by condition. <p>Subject to the above conditions being met, TfL has no further comments.</p>	Comments noted and will be dealt with by conditions.
Natural England	Natural England has no comments to make on this application.	Comments noted.

Stakeholder	Question/Comment	Response
GLAAS	<p>Thank you for your consultation on the above scheme. The previously advised conditions on the overall redevelopment consent for the wider complex (HGY/2014/16914), should also be applied to any consent for this portion. There may need to be some changes to the submitted WSI for archaeological trenching to address changes to the scheme layout. The impacts to the identified archaeological potential along with the built heritage significance could be mitigated through the imposition of the following two (2) conditions:</p> <ol style="list-style-type: none"> 1. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: <ol style="list-style-type: none"> 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 	<p>Comments noted, conditions and informatives included.</p>

Stakeholder	Question/Comment	Response
	<p>elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>Informative: 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.</p> <p>AND:</p> <p>2. Condition No works shall take place until the applicant has secured the implementation of a programme of historic buildings recording and analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority.</p> <p>Informative The development of this site is likely to damage structural remains. The applicant should therefore submit detailed proposals in the form of a project design for building recording. The design should be in accordance with the appropriate English Heritage guidelines.</p>	

Stakeholder	Question/Comment	Response
Historic England	This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.	Comments noted.
LOCAL REPRESENTATIONS (4)	Design <ul style="list-style-type: none"> • How high is proposed building? 	Building is mostly 14.8 metres in height including parapet, but higher including roof level plant

Stakeholder	Question/Comment	Response
	<p>Impact on Amenity</p> <ul style="list-style-type: none"> • Loss of privacy to existing staff and patients of existing hospital buildings; • Loss of privacy to new flats currently under construction to east; • Overshadowing from new block; • Increase in noise on site • What will noise levels be? 	<p>Distances between offices/wards of different buildings within the site is already low within the existing site. Bedrooms are located at rear.</p> <p>Residential amenity would be protected by the installation of oriel windows or by large separation distances.</p> <p>Block is not close enough to residential properties to cause overshadowing.</p> <p>Number of patients/staff/visitors on site would be same as that for outline approval</p>

Stakeholder	Question/Comment	Response
	Use of Buildings <ul style="list-style-type: none"> • Are some buildings sheds or rubbish disposal areas? 	There is a disposal hold within the building for waste. All other waste areas are existing.
	Access <ul style="list-style-type: none"> • Access is required at southern end of new residential development to prevent short-cutting elsewhere 	Direct access to south is not part of this or previous St Anns Hospital plans, although there are long-term strategic objectives to progress this.
	Non-Material Considerations <ul style="list-style-type: none"> • Will block impose on my view? • How long will build take? 	Loss of a view and built timeframes are not material planning considerations.

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Appendix 2: Plans and Images

Existing Site Location Plan



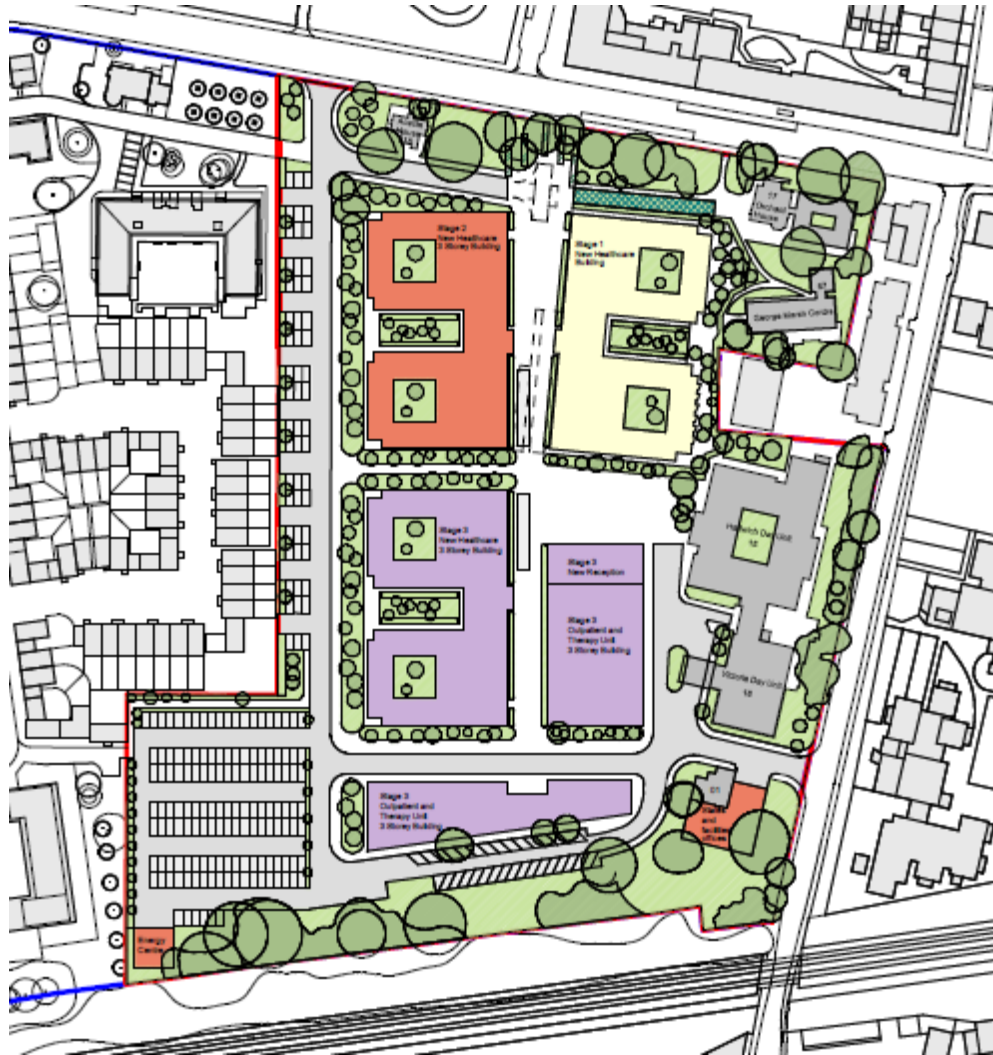
Proposed Block Plan



Approval Outline Location Plan for Medical Campus



Indicative Masterplan for Medical Campus



Proposed Entrance Location to New Building



Proposed Aerial View of New Building



Proposed Entrances to North Wall



Appendix 3: Quality Review Panel Reports

First Review – 28th November 2017

Summary

The Quality Review Panel supports the move to create improved facilities for St Ann's Hospital through selective redevelopment of the existing site, but considers that some further thought is required to ensure that the overall masterplan will deliver a high quality, legible and accessible environment that will sufficiently accommodate the future needs of the hospital. The panel welcomes the level of thinking that underpins the detailed layout of accommodation for the new in-patient wing of St. Ann's Hospital, and recognises the aspirations for a high quality environment. The panel notes that the footprint of the proposals for the new in-patient building have increased since the previous outline approval in 2015. It feels that this evolving brief for the building has resulted in a building footprint that is now too large for the identified plot of land, and is causing problems with vehicular and pedestrian circulation, the public realm adjacent, relationships with other buildings, and the amenity and privacy of the proposed accommodation. Further details on the panel's views are provided below.

Massing and development density

- The panel considers that the current proposals represent a significant change from the scheme and masterplan that was approved in 2015, and it understands that a detailed planning application is to be submitted for the new hospital building.
- The panel understands that the brief for this new in-patient building has evolved in response to clinical considerations. This has resulted in a reduced number of storey heights, and a much larger building footprint.
- The proposed building is now too large in plan for the site, and has a negative impact on the configuration of circulation across the hospital site, the access route and entrances to the hospital and new building, and the amenity of the internal accommodation that is now located hard up against primary pedestrian routes, resulting in a lack in privacy for patients in some rooms.
- In light of this, and in order to adequately make allowance for changing needs in the future, the panel would encourage the applicant to re-consider the balance of land retained for hospital use compared to that released for redevelopment.
- It considers that the density of the proposed (and approved) residential development is relatively modest; increasing the residential density of parts of the site may enable retention of a greater portion of land for the hospital, through the resulting increase in land value enabled.
- One option to explore might be to re-align the site boundary to remove the dog-leg, retaining more of the central area of land within the hospital's ownership.

Strategic masterplan

- The panel would like to see a revised strategic masterplan for the whole site, that is flexible enough to accommodate future shifts in demand for – or provision of – hospital services. It should also clearly set the context for both sites, in order to avoid early residential redevelopment effectively constraining the future development options for the hospital land immediately adjacent.
- The masterplan should seek to establish where the primary pedestrian routes and desire lines are, and the locations that people are walking from and to. It should identify how these routes relate to – and are punctuated by – the different spaces within and beyond the hospital campus. The panel notes the intention to create a diagonal pedestrian route across the site; however, this is not clearly apparent within the proposals.
- The masterplan should also consider carefully the locations of the entrances to the campus and to the principal buildings, to provide a more legible campus environment for visitors.
- The panel would encourage a greater clarity and understanding of the places and spaces being created within the hospital site and their role. Early involvement of a landscape architect to help develop a coherent strategy for high quality routes and spaces would be welcomed.
- The masterplan should also underpin and support legibility and wayfinding within both the hospital campus and the new neighbourhood to be created adjacent. Consideration of views (locally and further afield) will help to understand and explore the visual impact of the hospital and the proposed residential development, both within and around the local area.
- The panel would also welcome further clarity on the proposed vehicular routes, configuration, location and accessibility of parking areas (staff and visitor), and the pedestrian links between the parking areas to the different buildings within the hospital campus.
- Within the approved 2015 scheme, the primary vehicular circulation on the retained hospital site seemed to work well configured as a loop; the current configuration is much less convincing as dead-ends with turning circles.
- The panel also considers that it is not ideal for the primary circulation to run along the rear of residential back gardens. It would encourage the design team to re-think this interface (between the hospital site and the land adjacent released for residential redevelopment) to mitigate nuisance and security issues for the residents whilst enhancing place-quality and surveillance of the circulation areas within the hospital campus.

Scheme layout

- The panel recognises the level of thought that has gone into resolving the challenges presented by the complex brief for the new in-patient building.

- It welcomes the aspirations for a safe and calming environment; however, it feels that scope remains for improvement within the communal and more public areas of the building, for example the main entrance, family room, dining and activity areas and courtyards.
- There is also scope for improvement in the primary entrance area; currently the foyer comprises the access to the lifts and WCs, and would benefit from further thought. The panel would like to see more generosity in the design of the entrance, to create a welcoming arrival space for visitors.
- The aspiration to enjoy views of the courtyard from the entrance through the family visiting room may not be realised, as it is likely that the visiting room will be screened with blinds for privacy, effectively blocking any view through.
- The proposed dining and activity areas are currently configured as internal rooms looking onto a corridor adjacent to the courtyard. The panel would encourage the design team to locate these communal spaces immediately adjacent to the courtyard to maximise external views and levels of daylight for the occupants within. The potential to open up access to the courtyard from these spaces should also be considered.
- Clarity on the nature and anticipated use of the courtyard areas would also be welcomed. The location of a first-floor terrace over part of the courtyard area will result in significant overshadowing below, further reducing the access to light of the internal rooms adjacent.
- The majority of the bedroom windows are orientated towards the north; the panel questions whether the orientation and aspect of the accommodation and/or fenestration could be reconsidered to improve the outlook of the individual rooms.

Architectural expression

- The architectural expression and materiality of the proposals was not discussed in detail; the panel's comments were at a more strategic level.
- Further consideration of the design and configuration of window openings would be supported, especially in terms of overlooking and outlook.
- The panel would also like clarification of the proportions of the different windows proposed; it notes some inconsistencies in the visuals shown.
- The proposed plant area at roof level is very visually dominant, and appears to be more than a storey in height. The panel would like more information as to how the plant will be visually integrated to minimise the impact on the views of the building from around the site, and from St. Ann's Road.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.

- It notes that the accessible units are located at some distance from the primary entrance and staff areas, and would encourage further consideration of this aspect of the layout.

Next Steps

- The Quality Review Panel would encourage a re-think of the overall masterplan to better support the future needs of the hospital, in addition to delivering high quality routes and places within both the retained hospital site and the land released for residential redevelopment.
- The emerging floor plan for the new in-patient wing appears too large for the plot of land identified, which is impinging upon the quality of the urban realm and hospital accommodation. It highlights a number of action points to be considered by the design team regarding the proposals for this new in-patient wing of the hospital, and it would welcome a further opportunity to review the scheme, in addition to the overall masterplan.

Second Review – 14th February 2018

Summary

The Quality Review Panel remains concerned that the proposed mental health inpatient building has too large a footprint for its site. This creates awkward and cramped relationships around the building, particularly the eastern side where the proposed accommodation comes too close to the houses being constructed on the adjacent Police Station site, but also on the north and south frontages where footpaths come close to ground floor bedroom windows. The panel generally supports the simple architectural design for the building, although further thought perhaps needs to be given to the free-standing canopy on the pedestrian spine. Further details on the panel's views are provided below.

Massing and development density

- The panel notes that the current proposals form the basis of a full planning application which was submitted in January 2018. It considers that the proposed scheme represents a departure from the scheme and masterplan that was approved in 2015.
- The brief for this new in-patient building has evolved in response to clinical considerations, which has resulted in a reduced number of storey heights, and a much larger building footprint.
- As discussed at the previous review, the proposed building footprint is too large for the site, and creates some awkward and cramped relationships around its edges. The worst impact is to the east where it comes too close to the townhouses being constructed on the adjacent site, and where the angled windows are unlikely to be sufficient to protect privacy. Along the north and south sides footpaths come close to ground floor bedroom windows, although this can be mitigated to some extent by

deep planting beds. To the west, the pedestrian spine feels cramped, but at least the windows on this side of the building are offices not bedrooms.

- The panel feels that the only way of mitigating the worst aspects of this problem is to reduce the east/west width of the building, which would potentially reduce the number of bedrooms accommodated, unless the space can be made up on a new second floor.

Scheme layout

- As at the previous review, the panel recognises the level of thought that has gone into resolving the challenges presented by the complex brief for the new in-patient building. It understands that the detail of the layout has been largely shaped by the clinical design guidelines for this type of facility.
- The panel welcomes the refinements to the plan that seek to improve the quality of the courtyard and the communal areas. The panel notes that the floor plan of the facility is very rigidly symmetrical; it questions whether it may be appropriate to relax the symmetry of the plan in order to respond more effectively to the challenging context immediately around the building through improving privacy and amenity, especially at the southern end of the building.
- As mentioned above, the panel note that potential exists for locating nonclinical uses above first floor level.
- The panel considers that the main entrance at the north of the site is the most appropriate location for a taxi / vehicle drop-off point for the in-patient building, rather than at the south where it is currently shown, although it is accepted that drop-off towards the south will be necessary for the Eye Clinic.
- The panel understands the reasons for locating parking areas along the boundary of the retained hospital site; however, this could result in noise and security issues for neighbouring residents to the west of the site. In this regard, the boundary should be designed to mitigate any nuisance, noise and security issues for the adjacent properties that abut the parking areas.

Architectural expression

- The panel supports the architectural approach to the building; it reflects a simple and polite addition to the buildings on the hospital campus.
- It would encourage further consideration of the central canopy adjacent to the western edge of the building; a colonnade that is more integrated and visually coherent with the main body of the building may be more appropriate (and easier to maintain) than a free-standing glazed canopy. The colonnade could lead to a visual focal point set in the landscape beyond the building.
- The panel welcomes the approach to cloaking the plant at roof level with a metal screen.

Strategic masterplan

- The strategic masterplan for the whole site will be a very important document, that can guide the development of both the hospital site, and the residential site on the western half of the hospital campus. It need not be an adopted document, but will carry weight even with an informal status.
- The panel would encourage further thought around the strategic layout of the hospital site in the long term. As the adjacent buildings on the retained hospital site are eventually redeveloped, this may allow for more generosity in the routes and spaces around the new hospital facilities, through locating future hospital buildings closer to (or adjacent to) the western boundary.
- The potential for this should be accommodated within the strategic masterplan at this stage, to ensure that future residential development on the western section of the campus does not preclude the future hospital development. The panel would encourage further exploration of how the two distinct entrances to the hospital site could work. It notes that if cars were confined to the back of the site then this would open up views down the proposed boulevard from the pedestrian entrance to the north, through the removal of traffic and parked cars.
- As mentioned at the previous review, the panel would encourage a greater clarity and understanding of the places and spaces being created within the hospital site and their role. Early involvement of a landscape architect to help develop a coherent strategy for high quality routes and spaces would be welcomed.
- In addition, the masterplan should also underpin and support legibility and wayfinding within both the hospital campus and the new neighbourhood to be created adjacent. Consideration of views (locally and further afield) will help to understand and explore the visual impact of the hospital and the proposed residential development, both within and around the local area.

Next Steps

- The Quality Review Panel remains concerned about some aspects of this proposal, but are content to leave the final negotiation on outstanding matters to officers.