

NOTICE OF MEETING

PLANNING SUB COMMITTEE

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

Members: Councillors Vincent Carroll (Chair), Reg Rice (Vice-Chair), John Bevan, Luke Cawley-Harrison, Justin Hinchcliffe, Sarah James, Peter Mitchell, Viv Ross, Yvonne Say, Preston Tabois and Sarah Williams

Co-optees/Non Voting Members:

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 X below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 14)

To confirm and sign the minutes of the Planning Sub Committee held on 10th September 2018.

7. PLANNING APPLICATIONS

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

8. HGY/2018/1472 44-46 HIGH ROAD (PAGES 15 - 182)

Proposal: Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A4) plus associated site access, car and cycle parking, landscaping works and ancillary development.

9. HGY/2018/0187 THE GOODS YARD (PAGES 183 - 334)

Proposal: Hybrid Application with matters of layout, scale, appearance, landscaping and access within the site reserved for residential-led mixed use redevelopment to comprise the demolition of existing buildings/structures and associated site clearance and erection of new buildings/structures and basement to provide residential units, employment (B1 Use), retail (A1 Use), leisure (A3 and D2 Uses) and community (D1 Use) uses, with associated access, parking (including basement parking) and servicing space, infrastructure, public realm works and ancillary development. Change of use of No. 52 White Hart Lane (Station Master's House) from C3 use to A3 use.

10. UPDATE ON MAJOR PROPOSALS (PAGES 335 - 346)

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

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 347 - 380)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 27 August – 21 September 2018.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

13. DATE OF NEXT MEETING

12th November 2018

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

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

Friday, 28 September 2018

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 10TH SEPTEMBER, 2018, 7.00
- 8.30 pm**

PRESENT:

Councillors: Vincent Carroll (Chair), Reg Rice (Vice-Chair), John Bevan, Luke Cawley-Harrison, Justin Hinchcliffe, Sarah James, Peter Mitchell, Viv Ross, Yvonne Say and Sarah Williams

220. FILMING AT MEETINGS

Noted.

221. PLANNING PROTOCOL

Noted.

222. APOLOGIES

Apologies for absence were received from Councillor Tabois.

223. URGENT BUSINESS

None.

224. DECLARATIONS OF INTEREST

None.

225. MINUTES

Councillor Say requested that she be marked as present at the meeting, and Councillor James requested further clarification on minute item 215, and the central road.

The minutes of the meeting on 9 July would be presented for approval at the next meeting of the Planning Sub Committee.

226. HGY/2018/0076 - 168 PARK VIEW ROAD, N17 9BL

The Committee considered an application for: Demolition of existing car repair/servicing garage and construction of a part 3, part 4 and part 5 storey building to provide 15 residential units with 5 car parking spaces including 1 wheelchair car parking space, 24 cycle spaces and ancillary servicing accommodation.

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

Officers and the Applicant's Representative responded to questions from the Committee:

- The existing permissions were fine as they were, however, the applicant for the site had changed since permission was granted. The new applicant felt that the new application was appropriate for the site.
- With regard to affordable housing, a viability assessment had been carried out on the original scheme which suggested that there would be no affordable housing contribution. There would be a contribution made towards the opening out of the entrance to the underpass, and improving visibility and safety.
- A noise assessment study had been commissioned and a report was available.
- With regard to the report provided by the Police, it was the applicant's understanding that in relation to the original application there were concerns with the lack of surveillance over the area. The new application has four storeys overlooking the entrance to the underpass, which would provide more surveillance.
- Car club spaces had not as yet been identified, the Council would work with the applicant and the car club provider to identify a suitable location within the vicinity.
- Occupants of the properties would not be able to apply for a residents permit under any future CPZ applications.
- Officers had originally recommended a late stage viability review, however the developer had not been keen to agree to this. The Council's Lawyer advised that a decision had been made by the Court in May against the Mayor's policy of setting viability at 75%, and this had now cast doubt over whether Councils can impose 75% viability on developments.
- Payments for loss of employment floor space would be allocated to support employment growth in the general vicinity.
- If trees were removed, they would be replaced.
- The approved 12 unit scheme would only provide a £80,000 public realm contribution. The current application had been submitted as unviable however, the consultants had concluded that the scheme could afford to pay increased contributions, including £190,000 for affordable housing in addition to the £80,000 for the public realm improvements, and a number of smaller contributions. Officers considered this to be a better position.

The Council's Lawyer advised that as Councillor Hinchcliffe had left the meeting during discussion of the application, he would not be able to take part in the rest of the discussion, or vote on the application in accordance with paragraph 5.78 of the Planning Protocol.

Councillor Cawley-Harrison moved an amendment to the conditions: that the £80,000 contribution be used solely for the underpass and public realm works within the immediate vicinity of the development; and that play space is located within walking distance for children.

Councillor Bevan requested that an informative be included to request that the developer contacted Homes for Haringey in relation to using the green space on their land. Dean Hermitage suggested that he be given authority to write to Homes for Haringey on behalf of the Committee to explore this option.

The Committee voted on the application, subject to the amended conditions and informative. With 5 votes in favour, and 4 against, it was

RESOLVED

- i. That the Committee GRANT planning permission and that the Assistant Director Planning or Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below:

Section 106 Heads of Terms:

1. An affordable housing contribution of £189,152 with review mechanisms
 2. Early stage viability review (if the planning permission is not implemented within 2 years of being granted)
 3. Pedestrian link/Public Realm Contribution and s278 works of £80,000 to be paid towards the underpass and public works within the immediate vicinity of the development only
 4. A carbon offsetting contribution of £21,078 (plus a possible further contribution following a sustainability review)
 5. Construction Phase Skills and Training initiatives
 6. A loss of Non-Designated Employment Floorspace contribution of £9,255.27
 7. A Traffic Management Order (CPZ) contribution of £1,000
 8. Resident Parking Permit restriction ('Car-capped' development)
 9. Travel plan with car club membership (two years and £50 credit per membership) with monitoring fee (£3,000)
 10. Child play space contribution of £1,567.50 towards play facilities within the walking distance of the development for children
 11. Considerate Constructors Scheme
- ii. That delegated authority be granted to the Assistant Director Planning or Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-committee.
 - iii. That the section 106 legal agreement referred to in resolution (i) above is to be completed no later than 28 September 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

- iv. That following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (iii) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the following conditions.
- v. The Head of Development Management be authorised to write to Homes for Haringey on behalf of the Sub-Committee to formally request that future occupiers of the development be permitted to use green space and play facilities on Homes for Haringey land within the vicinity of the development.

Conditions:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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

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

COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)

2. The approved plans comprise drawing numbers and documents:

Drawings:

L 6723/1 Rev 1; L 6723/2 Rev 0; PVT-P011-S2-P0; PVT-P012-S2-P0; PVT-P013-S2-P0; PVT-P110-S2-P1; PVT-P111-S2-P0; PVT-P112-S2-P0; PVT-P113-S2-P0; PVT-P114-S2-P0; PVT-P115-S2-P0; PVT-P210-S2-P0; PVT-P211-S2-P0; PVT-P212-S2-P0; PVT-P213-S2-P1; PVT-P214-S2-P0; PVT-P215-S2-P0; PVT-P310-S2-P0; PVT-P610-S2-P0

Documents:

Design and Access Statement Ref: PVT-DS-01-ZZ-RP-A-P611-S2-P0; Energy Statement dated 21st December 2017 by greenbuildconsult; Daylight, Sunlight & Overshadowing Assessment Rev: 2 dated November 2017 by XCO2; Flood Risk Assessment Rev: Final 1 dated November 2017 by EAS; Transport Assessment Addendum Ref: 30755/D002 dated October 2017 by Transport Planning Practice; Letter regarding viability position dated 12th August 2018 by Turner Morum

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

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

COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)

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

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

COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)

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

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

COMPLIANCE: Energy strategy (LBH Carbon Management)

5. The development shall be constructed in strict accordance with the approved "Energy Statement for 168 Park View Road" dated 21st December 2017 by Green Build Consult and shall achieve the agreed carbon reduction of 35.8% beyond Building Regulations 2013. Specifically, the development shall meet the energy efficiency standards set out in section 5.4 of the submitted energy statement reference above and deliver a 10.5kWp photovoltaic array covering approximately 67m² of south facing roofslope prior to first occupation. The equipment and materials shall be maintained as such thereafter.

Following completion of works, a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority and shall reflect the carbon reduction targets agreed.

If the agreed target is not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with London Plan Policy 5.2 and local plan Policy SP04.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

6. Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

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

COMPLIANCE: Electric charging points (LBH Transportation)

7. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan 2016, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development.

Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.

PRE COMMENCEMENT: Demolition and Construction Management and Logistics Plan (LBH Transportation)

8. (a) No demolition works shall be carried out on the site until a Demolition Management Plan (DMP) and Demolition Logistics Plan (DLP) have been submitted for the local authority's approval 1 month (one month) prior to demolition work commencing on site. The plans should provide details on how demolition work would be undertaken in a manner that disruption to traffic and pedestrians on Park View Road and the roads surrounding the site is minimised. The demolition management plan must include details on the demolition of the existing building and how it will be undertaken in a way such that the Council depot to the south of the site will always have unrestricted access. It is also requested that demolition vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

(b) No construction works shall be carried out on the site until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) have been submitted for the local authority's approval 1 months (one month) prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Park View Road and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and how it will be undertaken in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)

9. (a) No demolition works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition, either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any demolition works being carried out on the site.

(b) No construction works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition, either the site or the Construction Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any construction works being carried out on the site.

Reason: To comply with Policy 7.14 of the London Plan and to safeguard the amenities of the area.

PRE COMMENCEMENT: Piling method statement (Thames Water)

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

Reason: To ensure that any piling has no impact on local underground sewerage utility infrastructure.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)

11. Before development commences other than demolition of above ground structures (excluding the ground floor slabs/hard standing):

(a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

(b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

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

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

PRIOR TO OCCUPATION: Contaminated land remediation verification report (LBH Pollution)

12. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement as required by condition 11 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sustainable Urban Drainage System (LBH Development Management)

13. No development (excluding demolition) shall take place until a detailed surface water drainage scheme for site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion.

The development shall not be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details and

shall be managed and maintained thereafter in accordance with the approved details including the management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)

14. Notwithstanding the information submitted with this application, no development above ground shall take place until precise details including samples of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Green Roof (LBH Development Management)

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

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2016 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Hard and Soft Landscaping (LBH Development Management)

16. No development shall take place until full details of both hard and soft landscape works (including boundary treatments) have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

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

PRIOR TO INSTALLATION: Boiler details (LBH Pollution)

17. Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water shall be submitted to, approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. The boiler details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: As required by London Plan Policy 7.14.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Secured by Design – Demonstration (Metropolitan Police)

18. Prior to carrying out above ground 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: To ensure the safety and security of the development.

PRIOR TO FIRST OCCUPATION: Secured by Design – Certification (Metropolitan Police)

19. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and shall be submitted to and approved in writing by the local planning authority.

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

PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)

20. Prior to first occupation of the development, details of the type of cycle parking, the layout and method of access/security to accommodate a minimum of 24 cycles shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage details thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard.

Informatives:

Working with the applicant (LBH Development Management)

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

S106 agreement (LBH Development Management)

2. INFORMATIVE: This permission is governed by a legal agreement pursuant to Section 106 of Town and Country Planning Act 1990 (as amended). The agreement relates to affordable housing financial contribution, highways works, travel plan, car-capped development.

CIL (LBH Development Management)

3. INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £45,847.62 (933sqm x £35 x 1.404) and the Haringey CIL charge will be £16,849.98 (933sqm x £15 x 1.204). 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.

Party Wall Act (LBH Development Management)

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

Hours of construction (LBH Development Management)

5. INFORMATIVE: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays

Asbestos (LBH Environmental Services)

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

Surface Water (Thames Water)

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

Groundwater Risk Permit (Thames Water)

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

Pressure (Thames Water)

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

Fire safety (London Fire Brigade)

10. INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes.

Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

Street numbering (LBH Transportation)

11. INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.
- vi. That in the absence of the agreement referred to in resolution (i) being completed within the time period provided for in resolution (iii), the planning permission be refused for the following reasons:
 - (i) In the absence of a financial contribution towards affordable housing, the proposal would have an unacceptable impact on affordable housing provision within the borough. As such, the proposal would be contrary to Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 policy DM13 and London Plan 2016 policy 3.12.
 - (ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, public realm and highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP7, Development Management DPD 2017 policies DM31, DM32 and DM33 and London Plan 2016 policies 6.9, 6.11 and 6.13.
 - (iii) In the absence of a financial contribution towards carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan 2017 Strategic Policy SP4 and London Plan 2016 policy 5.2.
 - (iv) In the absence of a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal would be contrary to Haringey's Planning Obligations SPD 2018.
 - (v) In the absence of a financial contribution towards child play space, the proposal would fail to deliver an acceptable level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal would be contrary to London Plan 2016 policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 and Local Plan 2017 Strategic Policy SP13.
- vii. In the event that the planning application is refused for the reasons set out in resolution (v) above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of the Planning Sub-committee)

is hereby authorised to approve any further application for planning permission which duplicates the planning application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations;
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management or the Assistant Director Planning within a period of not more than 12 months from the date of the said refusal; and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution 2.1 above to secure the obligations specified therein.

227. UPDATE ON MAJOR PROPOSALS

Members noted the report, and were advised by officers that they could be contacted outside of Committee meetings for any further information.

228. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

The report was noted.

229. NEW ITEMS OF URGENT BUSINESS

None.

230. DATE OF NEXT MEETING

8 October 2018.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

Planning Sub Committee 8th October 2018

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/1472

Ward: Noel Park

Address: 44-46 High Road, London, N22 6BX

Proposal: Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A4) plus associated site access, car and cycle parking, landscaping works and ancillary development.

Applicant: c/o Mr Joe Stockton, DP9

Ownership: Private

Case Officer Contact: Christopher Smith

Site Visit Date: 25/05/2018

Date received: 15/05/2018 **Last amended date:** 19/9/2018

Drawing number of plans:

S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401, 405 (all Rev. 01); ExA_1801_P_001-003 (all Rev. B).

Supporting documents also assessed:

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit Schedule dated 11th September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter

re Daylight and Sunlight Report dated 17th September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17th September 2018, Additional Letter re Acoustic Planning Report dated 18th September 2018, Additional Letter re Play Space dated 18th September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18th September 2018, Additional Letter re Energy and Sustainability Assessment dated 14th September 2018, Additional Letter re Air Quality Impact Assessment dated 17th September 2018, Revised Covering Letter dated 18th September 2018, Comparison of Changes Document dated September 2018.

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 proposed mixed-use development is acceptable in principle, as it would re-provide retail activities at ground floor level with residential properties above, in accordance with the objectives of Site Allocation SA14 and wider development plan;
- The land use re-provision of rejuvenated retail with residential above is welcomed and is acceptable in principle;
- The development would provide 25% on-site affordable housing by habitable room in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent;
- The development would be of a high quality contemporary design that would improve the visual quality of the local built environment, respects key local views and would not impact negatively on local heritage assets;
- The development would have a positive impact on the vitality and viability of this part of the High Road primary shopping frontage and the wider Town Centre;
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users;
- The development would provide a sufficient number of appropriately located car and cycle parking spaces given the development's very good access to public transport, and its additional support by sustainable transport initiatives secured by condition and legal agreement;
- The development would be acceptable in terms of its carbon reduction and sustainability measures, which includes green roofs and solar panels, plus a carbon off-setting payment, as well as providing drainage and biodiversity improvements;

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30th^sNovember 2018 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning or Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Two years commencement
- 2) Drawing numbers
- 3) Retail use restriction
- 4) Commercial use hours
- 5) Finishing materials
- 6) Accessible/adaptable dwellings
- 7) Ventilation measures
- 8) Satellite dishes/antennas
- 9) Public realm landscaping
- 10) Private/communal landscaping
- 11) External lighting
- 12) Air quality assessment
- 13) Land contamination
- 14) Low NOx boilers
- 15) Air quality/dust management plan
- 16) Non road mobile machinery
- 17) NRMM regulations
- 18) Surface water infiltration
- 19) Penetrative methods
- 20) Borehole management

- 21)Waste storage
- 22)Secured by design
- 23)London underground asset protection
- 24)Water infrastructure capacity
- 25)Water main protection
- 26)Front garden layout
- 27)Cycle parking
- 28)Delivery and service plan
- 29)Construction management/logistics plan
- 30)Plant noise limits
- 31)Internal noise protection
- 32)Commercial sound insulation
- 33)Drainage scheme
- 34)Energy network quality
- 35)Commercial BREEAM objectives
- 36)Overheating study
- 37)Living roof details
- 38)Tree protection plan

Informatives

- 1) Positive/proactive manner
- 2) CIL
- 3) Section 106
- 4) Numbering
- 5) Soil contamination
- 6) Piling
- 7) Asbestos
- 8) London Underground
- 9) Hours Restriction for Construction Works

Section 106 Heads of Terms:

- 1) Affordable Housing Provision
 - 25% affordable by habitable room
 - 6 Council Rent/London Affordable Rent and 16 London Living Rent properties
 - Late stage viability review
- 2) Public Realm and Highway Improvements on Bury Road
 - Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
 - Additional landscaping including tree planting and rain gardens

- Financial contribution of approx. £150,000 (final figure to be confirmed)

3) Energy Statement Update and Review

- Assessment of the development's potential to integrate CHP
- Review of submitted Energy Statement
- Provision of financial contribution towards carbon offsetting of (final figure to be confirmed)

4) Considerate Contractor Scheme Registration

5) Sustainable Transport Initiatives

- Travel Plans provided for the residential and commercial uses
- Appointment of a travel plan co-ordinator
- Financial contributions towards travel plan monitoring (£2,000 per plan)
- Car club membership or bicycle purchase contributions for occupiers, including enhanced provision for family dwellings
- Traffic Management Order amendment (£4,000)
- Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
- Other initiatives

6) Car Parking Management Plan

- Measures to include parking space unit allocations, details of vehicle circulatory movements, occupancy level monitoring and off-street permit allocation
- Parking priority plan
- Potential inclusion of a parking space for the commercial unit
- 20% active and 80% passive electric vehicle charging point provision, plus details of the threshold required for conversion from passive
- Monitoring (£3,000)

7) Employment Initiatives – Local Training and Employment Plan

- 20% of the on-site workforce to be Haringey residents
- 5% of the on-site workforce to be Haringey resident trainees
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
- Support fee of £1,500 per apprenticeship for recruitment
- Provision of a named contact to facilitate the above

8) Monitoring Contribution

- 5% of total value of contributions (max. £50,000)

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

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

1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017 and Policy 3.12 of the London Plan 2016.
2. The proposed development in the absence of a legal agreement to work with the Council's Employment and Skills team would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.
3. The proposed development, in the absence of a legal agreement to secure planning obligations for measures to promote sustainable transport and a parking management plan, by reason of its lack of car parking provision, would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highways and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016.
4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan 2016 Policy 5.2 and Local Plan 2017 Policy SP4.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management or Assistant Director (in consultation with the Chair of the 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 Notes
- Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This application is for full planning permission for the demolition of the commercial building 44-46 High Road in Wood Green (formerly an M&S store) and its replacement with a mixed-use development featuring a three storey street frontage on both High Road and Bury Road with elements rising towards the centre of the site to between seven and nine storeys.

The proposal includes a double-height commercial unit (Use Classes A1-A4) totalling 1,548sqm in floor area (including mezzanine) fronting onto High Road, with 121 residential units in the remainder of the development.

A total of 115 of the residential units would be flats above the commercial space, with six townhouses fronting onto Bury Road.

25% of the units by habitable room would be affordable housing in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent.

Flats would be accessed from entrances on High Road and Bury Road. Vehicle access to seven car parking spaces is available from Bury Road. Cycle parking spaces would also be provided.

The development would be finished in light red and grey coloured brick, rendered and concrete elements, with grey window frames.

3.2 Site and Surroundings

The application site covers an area of 0.28 hectares and fronts onto the north-eastern side of High Road, Wood Green, with service areas backing onto the south-western side of Bury Road.

The site is currently occupied by the three to four storey former Marks and Spencer commercial unit (currently occupied by the 'Bright Home' retailer), which forms part of a commercial terrace that extends north-west to south-east along High Road. The site has retail operations at ground floor level with ancillary office space on the floors above to a total of 8,364sqm.

The building was erected in the 1930s and extended to the rear in the 1950s. M&S vacated the site in 2015. It is three storeys in height on High Road and four storeys on Bury Road.

The character of the surrounding area to the south-west of the building (on High Road) is predominantly commercial, being the main shopping street within Wood Green Metropolitan Centre, featuring three storey buildings of a traditional design. Facades are generally finished in red brick with white banding and other detailing at first and second floor level, with commercial frontages at ground floor. However, on the north-eastern street frontage lay several buildings of a greater width than is traditional with varying

appearances including significantly differing heights, widths, articulations and material finishes in differing shades of grey.

To the north-east of the building (on Bury Road) the character is of relatively bland and featureless yellow and red-brick facades forming service accesses to the commercial premises on High Road, on the south-western side of the road, with lower scale two storey terrace houses of yellow and red brick in a traditional style on the opposite side.

The site is in a Controlled Parking Zone (CPZ). It has a high public transport accessibility level (PTAL) of 6a due to its close proximity to both Wood Green and Turnpike Lane underground stations, as well as a number of bus routes.

3.3 Relevant Policy Designations

The application site forms part of site allocation SA14 in the Site Allocations DPD 2017, and is also within site allocation WG SA13 in the emerging Wood Green Area Action Plan (AAP), which both identify the site as suitable for residential and town centre uses. WG SA13 also identifies the site as suitable for employment uses.

In addition the site is designated as being within the Wood Green Metropolitan Centre, Primary Shopping Frontage and Growth Area, as well as a Potential Location Suitable for Tall Buildings. It is also located within a groundwater Source Protection Zone.

The site is located within the London Plan strategic view from Alexandra Palace to Central London/St Paul's Cathedral (London Panorama 1), as well as the view of Alexandra Palace from Downhills Park Road, which is one of Haringey's Locally Significant Views (Linear View 21).

The site lies adjacent to the Safeguarding Limits for Crossrail 2 but is not within this zone.

3.4 Relevant Planning History

Since the existing building was first erected applications have been submitted for minor works requiring planning permission and advertisement consent only.

Since 1990 there have been no applications submitted for this site.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

4.2 The QRP considered two different iterations of the development proposals on 13th December 2017 and 28th March 2018. The Panel's comments from the latest meeting were summarised as follows:

- 4.3 *The panel is generally supportive of the development proposals for 44-46 High Road, which promises to provide good quality homes for this part of Haringey. The panel welcomes amendments that have been made to the ground floor layout, configuration of entrances, circulation and servicing arrangements. There remains some scope for refinement in the design of the central courtyard, the articulation of the Bury Road roofline, and the design of fenestration. In particular, the panel would encourage the design team to revisit the arrangement of windows to increase daylight and sunlight into internal corridors, whilst mitigating overheating in highly glazed external corridors. It feels that the level - and quality – of residential amenity space will be critical to the success of the scheme, and should be prioritised in negotiations concerning the mix and balance of uses accommodated on site.*
- 4.4 The Panel's responses are repeated in full in Appendix 3. An indication of how key comments have been met are provided in a table form within the design section below.
- 4.5 Development Management Forum (DMF)
- 4.6 A DMF was held on 24th January 2018. Key points raised during the meeting are referenced below:
- Affordable housing
 - Detailed design and height
- 4.7 The following were consulted regarding this planning application:
- 4.8 INTERNAL REPRESENTATION SUMMARY
- 4.9 Design Officer
- 4.10 The design of the proposed block is considered to be acceptable.
- 4.11 Conservation Officer
- 4.12 No objection subject to condition.
- 4.13 Transportation
- 4.14 No objections raised subject to conditions and section 106 requirements.
- 4.15 Housing
- 4.16 Noting the conclusions of the viability review the proposed affordable housing offer, including affordable rental tenures, and mix of units is acceptable.

4.17 Drainage Engineer

4.18 The provision of a green roof and drainage tank is a reasonable level of drainage provision given the urbanised nature of the site. This should be secured by condition.

4.19 Carbon Management

4.20 The application fails to deliver an on-site carbon reduction of 35% against 2013 Building Regulations. However, the remaining carbon against the zero carbon target is able to be offset instead via a financial contribution secured by legal agreement, which is acceptable. Conditions are recommended to secure sustainability and biodiversity objectives.

4.21 Pollution

4.22 The submitted AQIA Report indicates that the proposed development would have a negligible effect on local air quality. The proposed land contamination assessment works are acceptable. As such, there are no objections to the development in terms of impact on air quality and land contamination, subject to conditions. Dust and plant monitoring can also be secured by condition.

4.23 Waste Management

4.24 Adequate waste collection facilities are demonstrated and should be secured by condition.

4.25 Building Control

4.26 No objection.

4.27 Regeneration

4.28 No objections raised.

4.29 Arboricultural Officer

4.30 Existing street trees should be protected during the development works. Raised planter tree planting within gardens on Bury Road should be reconsidered. No objections subject to conditions.

4.31 Noise

4.32 No objections subject to conditions.

4.33 Licensing

4.34 No objections.

4.35 Emergency Planning

4.36 No objections.

4.37 Education

4.38 There is capacity within existing schools to accommodate the additional child yield.

4.39 EXTERNAL REPRESENTATION SUMMARY

4.40 Thames Water

4.41 No objection, subject to conditions.

4.42 London Fire Service

4.43 Satisfied with the proposals for firefighting access.

4.44 Metropolitan Police

4.45 No objections, subject to conditions.

4.46 Environment Agency

4.47 No objection, subject to conditions.

4.48 Transport for London

4.49 No objection, subject to conditions.

4.50 London Underground Lines

4.51 No objections, subject to conditions.

4.52 Arriva London

4.53 No comments received.

4.54 Crossrail 2

4.55 No objections.

4.56 National Grid

4.57 No comments received.

LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 824 neighbouring properties;
- Local neighbourhood groups;
- Public notices were erected in the vicinity of the site;
- Press notice

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

5.3 Individual responses (68):

- 7 in Objection:
 - Unknown address, Alexandra Road
 - 86 Boundary Road
 - 21 Barratt Avenue
 - 45 Whymark Avenue
 - 1 Park Avenue
 - Flat 2, 7 Brampton Park Road
 - 75 Bury Road (x3)

- 59 in Support:
 - 1, 5 Turnpike Lane
 - 20 Artizan Court, Noel Park Road
 - 54 Eclipse House, 35 Station Road
 - 15 Ranelagh Road
 - 21B Park Avenue
 - 698 Lordship Lane
 - 8, 11, 13B (x2), 22, 43, 48-50, 55 (x2), 70, 87 (x2), 127 High Road
 - 3 Penwortham Court, 50 Mayes Road (x3)
 - 78 Lymington Avenue
 - 7, 29, 115 Westbury Avenue
 - Unit 4, Brampton Park Road
 - 3, 5, 13, 19, 38, 49, 50, 53, 54, 56, 64, 66, 73, 74, 78, 79, 80, 81, 95, 96, 99, 118, 119, 122, 132, 133, 149 (x2) Russell Avenue
 - 16 Cheapside
 - 51-53, 61, 68A, 83, 85, 103 (x2), 104, 106 Alexandra Road

- 2 in Comment:

- 34 Coleraine Road
- 42A High Road

5.4 The following local groups/societies made representations:

- None.

5.5 The following local representatives also commented:

- Catherine West MP
 - Insufficient provision of affordable housing
- Joanne McCartney AM
 - Insufficient provision of affordable housing

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

Land Use

- Loss of commercial uses
- Residential use is inappropriate for this location

Housing

- Insufficient provision of affordable housing
- Overcrowding
- Flats are too expensive
- Lack of affordable rent units

Design

- Poor design
- Excessive height
- Excessive size and scale
- Overbearing appearance
- Out of keeping with local character

Heritage

- Lack of consideration of retail heritage

Residential Amenity

- Loss of day/sunlight
- Loss of outlook
- Loss of privacy
- Increased overlooking
- Increased air pollution
- Increased light pollution
- Increased pollution (general)

- Increased noise disturbance from vehicles and servicing;
- Disturbance from building works;

Transport and Highways

- Insufficient local parking availability
- Loss of pedestrian safety
- Insufficient local transport infrastructure
- Impact on Crossrail 2 route

Social Facilities

- Insufficient local social care infrastructure
- Lack of space in local school

Non-Material Considerations

- Damage to Bury Road from additional traffic
- Impact on television and internet reception
- Council should not sell public land
- Developer cannot be trusted

5.7 These concerns are referred to in the relevant section below or are responded to in more detail in Appendix 1.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Policy Framework
 - Site Allocations
 - Land Use Principles
 - Masterplanning
2. Taller Buildings
 - Townscape
 - Key Views
3. Density and Appearance
 - Density
 - Detailed Design
 - Heritage Impact
4. Housing Provision
 - Affordable Housing
 - Housing Tenure and Mix
5. Housing Quality
 - Layout
 - Accessibility

- Security
- 6. Impact on Neighbouring Amenity
 - Daylight Impact
 - Sunlight Impact
 - Overshadowing
 - Outlook and Privacy
 - Noise, Light and Dust
- 7. Transport and Parking
 - Car Parking Highway Impact
 - Cycle Parking
 - Servicing
 - Public Transport Infrastructure Protection
- 8. Sustainability
 - Carbon Reduction and Overheating
 - Biodiversity
- 9. Tree Protection
- 10. Drainage and Water Management
 - Surface Water Management
 - Ground Water Protection
 - Water Infrastructure Impact
- 11. Pollution
 - Air Quality
 - Land Contamination
- 12. Employment
- 13. Fire Safety
- 14. Section 106 Heads of Terms

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 The application is for the demolition of an existing commercial premises and its replacement with a development of featuring a double-height commercial unit at ground floor level with two residential buildings projecting above a first floor residential podium.

6.2.3 Given these proposals, the following strategic policies are considered to be of relevance in assessing this application.

6.2.4 *National Policy*

6.2.5 The National Planning Policy Framework 2018 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'approving development proposals that accord with the development plan

without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.6 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development. The NPPF is also committed to ensuring the vitality of town centres partly through promoting competition and a diverse retail offer.

6.1.1 *The Development Plan*

6.1.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017), Site Allocation DPD (2017). The emerging Wood Green AAP and the draft new London Plan are also material considerations. The decision must be made in accordance with the plan unless material considerations indicate otherwise.

6.1.3 *Regional Policy*

6.1.4 The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.

6.1.5 Wood Green is situated within an Intensification Area (Haringey Heartlands/Wood Green) as designated by the London Plan 2016. The Mayor identifies Intensification Areas (IAs) as being 'built up areas with good existing or potential public transport links' that can 'support redevelopment at higher than existing densities'.

6.1.6 Annexe 1 to the London Plan states that Wood Green town centre may be developed for 'high-density, mixed use schemes'. The IA sets a minimum target for new homes of 1,000, with an indicative employment capacity of 2,000 jobs.

6.1.7 Furthermore, the emerging draft London Plan identifies the site as being within the Wood Green/Haringey Heartlands Opportunity Area, demonstrating greater targets for home building and job creation in this area of 4,500 new homes and 2,500 jobs, further developing the potential of Wood Green as a Metropolitan town centre.

6.1.8 Wood Green and Turnpike Lane underground stations have been identified for siting on the proposed Crossrail 2 rail link, whilst increased capacity to the

Piccadilly Line is also expected in the near future as part of scheduled improvements to London Underground services.

6.1.9 *Local Policy*

6.1.10 Haringey's Local Plan Strategic Policies (2017) highlight the importance of growth areas within the Borough and states that the Council will promote development in Wood Green due to its designation as a key future growth location. The Local Plan has recently been updated to reflect a more challenging position in respect of overall borough-wide housing targets and affordable housing delivery.

6.1.11 The Site Allocations Development Plan Document 2017 (SADPD) gives effect to the Local Plan spatial strategy by allocating sufficient sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.1.12 For proposals in Wood Green, the SADPD is supported by the emerging Wood Green Area Action Plan (AAP), which provides further site specific and area based policies that underpin the delivery of the Local Plan vision. The AAP aims to articulate the spatial vision for growth in this particular part of the Borough and it is anticipated to be adopted in late 2018.

6.1.13 The Council's Streetscape Manual and draft Streetscape Design Guide provide further detailed guidance on the layout and appearance of the borough's public realm areas.

6.1.14 Finally, the Development Management Development Plan Document 2017 (DMDPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own specific criteria-based policies against which planning applications will be assessed.

6.1.15 Site Allocations

6.1.16 The site is positioned to the north-western side of the High Road in Wood Green and lies between the prominent local transport nodes of Wood Green and Turnpike Lane underground stations.

6.1.17 This part of Wood Green has been identified for comprehensive redevelopment in both the Site Allocations DPD and the emerging Wood Green AAP and as such the application site forms part of a site allocation in both of these documents. The site allocations are referenced SA14 in the Site Allocations DPD and WG SA 13 in the Wood Green AAP and they both cover all properties from 16-54 High Road.

6.1.18 SA14 envisages the comprehensive redevelopment of the current High Road frontages for mixed use development consisting of town centre commercial uses at ground and first floor level with residential properties above and a potential Crossrail 2 station entrance onto High Road.

6.1.19 The site specific requirements of SA14 are as follows:

- Indicative development capacity of 334 residential units and 2,597sqm of town centre floor space;
- Provision of a site allocation-wide masterplan showing how individual proposals do not compromise co-ordinated development on the other land parcels within the allocation;
- No buildings need to be retained;
- Ground and first floor town centre uses are required on High Road;
- Height limited facing the High Road (except close to Whymark Avenue);
- Secondary shop frontages supported on potential east-west laneways;
- Standard of architecture and urban realm on High Road should be of the highest quality;
- Building lines on High Road should be set back to increase pavement width and circulation space;
- Location of a Crossrail station entrance on High Road will be supported.

6.1.20 In addition, the following development guidelines also apply to SA14;

- Heights of buildings at rear should be sympathetic to residential properties on the east of Bury Road;
- Private open space shall be provided in internal courtyards, balconies and roof gardens;
- Parking should be minimised due to excellent public transport access;
- Victorian shopping parade immediately north of the site should be retained and enhanced;
- Landowners must show how individual piecemeal schemes affect other future developments within the site allocation;
- Potential exists for connection to a decentralised energy network;
- Piccadilly Line runs in a shallow tunnel below this area so Transport for London should be consulted prior to development;
- Contamination studies should take place prior to development;
- Piling statement is required prior to piling taking place;
- Flood risk assessment is required;
- Site is in a groundwater Source Protection Zone;
- Thames Water must be consulted prior to submission of a planning application in respect of wastewater and water supply capacity;
- Proposed uses must contribute positively to the vitality of Wood Green Metropolitan Centre.

6.1.21 The requirements of site allocation WG SA 13 are similar in that it envisages the comprehensive redevelopment of the current buildings for mixed use development consisting of town centre uses at ground and first floor level with residential properties above.

6.1.22 The site specific requirements of WG SA 13 are also similar to SA14 but would differ to that earlier site allocation in the following respects:

- Indicative development capacity of 487 residential units, 4,432sqm of employment uses and 4,432sqm of town centre floor space;
- High Road shall form a primary shopping frontage;
- Mixed residential and commercial floor space is sought above the active (ground floor) frontages. New office floor space will be sought;
- A laneway aligning with Westbeech & Coleraine Roads should be considered;
- One or two laneways shall be created running east-west off High Road, providing secondary shopping frontages at ground floor level, with suitability for evening economy activities;
- Part of this site is safeguarded for the construction of Crossrail 2;

6.1.23 Furthermore, the development guidelines have also evolved as follows:

- Principles of High Road South Character Area should guide development;
- This area within the AAP is less suitable for family housing;
- Development should not affect a protected viewing corridor from Downhills Park to Alexandra Palace;
- A podium fronting onto High Road may be suitable to respect character of terraced properties on eastern side of High Road;
- Materials palette should complement properties to east on High Road as well as Noel Park Conservation Area;
- If net loss of employment floor space occurs then a financial contribution may be required.

6.1.24 The proposed development should meet these adopted objectives unless material considerations dictate otherwise. These matters will be assessed in the relevant sections below.

6.1.25 Land Use Principles

6.1.26 The proposed development would replace the existing ground floor retail activities with new commercial space at ground floor and residential properties above.

6.1.27 *Retail and Employment Provision*

- 6.1.28 The London Plan 2016 states, in Policy 4.8, that a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that London needs should be supported.
- 6.1.29 SP10 of the Local Plan 2017 states that within Town Centres the Council will promote retail growth. Policy DM41 of the Site Development Policies DPD states that proposals for new retail uses in Town Centres will be supported where they are consistent with the size, role and function of the centre and its catchment, and where they sustain and enhance the vitality and viability of the town centre.
- 6.1.30 The existing four storey building provides 8,364sqm of internal floor space in retail use although not all of this is tradeable area, as this would include administrative, staff recess and plant areas. As part of this application the retail space would reduce to 1,544sqm.
- 6.1.31 It is relevant to note that the host building was purpose-built no later than the late 1950s for a department store-style retail business that is no longer operating from the site. The site is no longer operational above ground floor level leaving approximately 2,100sqm of active retail space.
- 6.1.32 The applicant has undertaken a market analysis that indicates retailers no longer desire a building of the scale and layout that exists at this site. Current retailers require smaller floor plates over a single floor. The age and quality of the building is also a concern for retailers.
- 6.1.33 The applicant's analysis demonstrates that a high quality modern and flexible retail space would likely be attractive to a large number of retailers.
- 6.1.34 It is noted that the proposed new commercial floor space would be of a similar internal area to other retail units in this part of Wood Green town centre. It is considered that the contemporary layout, updated facilities and improved street frontage design would provide significant benefits to the appearance of the retail frontage, and would be likely to attract high quality retail occupiers.
- 6.1.35 The replacement space could be occupied as either a single large unit or two potentially smaller units in the future should a large unit prove not to be in demand. The unit shall be used for activities within Use Classes A1-A4, which relate to retail shops (A1), professional services (A2), restaurants (A3) and drinking establishments (A4). It is considered that all of these activities would be suitable for a busy main road and primary shopping frontage location.
- 6.1.36 Therefore, it is considered that the reduction in commercial floor space in this part of High Road would not impact negatively on the viability and vitality of the town centre, as most of the existing space is unused and no longer viable, and the redevelopment would provide a more suitable and flexible space catering to modern business requirements.

6.1.37 Site allocations SA14 and WG SA 13 state that either town centre (SA14) or commercial/office (WG SA 13) activities are required above ground floor level. Only residential units are proposed on the upper floors as part of this development.

6.1.38 The applicant has submitted an *Office and Retail Market Analysis (July 2018)* with this application. The study states that there are a number of 'available' retail units on High Road between the shopping centre and Turnpike Lane underground station, and that recent retail take-up on High Road has generally been limited, particularly for small shops (a large retailer would not be expected to locate above ground floor level). As such, locating town centre uses above ground floor level is considered not to be viable in this instance.

6.1.39 In terms of demand for office space the study notes that Wood Green is not currently an established office market and the existing office stock is dominated by local authority and small business spaces. The study shows that there is some demand for small office space in the Borough. However, where modern flexible office spaces for small and medium businesses are provided in mixed-use developments they have a street presence in the form of dedicated and spacious reception and lobby spaces at ground floor.

6.1.40 The priority for this town centre location is to re-provide retail space in a high quality format and thus the provision of a large entrance space and access point for first floor office space would compromise this objective. Furthermore, a spacious and flexible office space above the new retail premises would not make the best use of the available space at first floor as it would compromise the proposed residential layout. In addition it should be noted that employment space is to be provided on the adjacent site (also part of this site allocation) in an application that is expected to be submitted shortly.

6.1.41 As such, the proposal and its resultant regeneration of retail and the High Street and it is considered that the proposal would be of an appropriate size, role and function for its location, and would promote, sustain and enhance the vitality and viability of the Wood Green Town Centre. Therefore, the re-provision of the existing retail space in this location is acceptable in principle.

6.1.42 *Residential Use*

6.1.43 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. The Haringey Heartlands/Wood Green Intensification Area sets a minimum target for new homes of 1,000, with an indicative employment capacity of 2,000 jobs, and these figures are expected to increase as a result of the draft new London Plan.

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

6.1.45 The site allocation SA14 describes 16-54 High Road as suitable for mixed use development including the provision of housing. The application site forms a part of this allocation. SA14 describes an indicative development capacity for the site allocation as being for 334 residential units and the emerging Wood Green AAP identifies an increase in residential provision of 487 units.

6.1.46 In providing 121 residential units this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location. As such, it is considered that the provision of residential units on this site is acceptable in principle.

6.1.47 It is considered that the proposed development is acceptable in land use terms, subject to consideration of all other elements of the scheme also being acceptable including impact on local character and appearance, impact on neighbouring residents, scheme layout, transport and highways matters, and all other relevant considerations.

6.1.48 Masterplanning

6.1.49 Policy DM55 requires applicants to prepare a masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice development on nearby sites, including demonstration of an appropriate degree of consultation with neighbouring land owners.

6.1.50 The applicant has provided an indicative masterplan for the entirety of site allocations SA14 and WG SA 13 (16-54 High Road)

6.1.51 The site allocations require a number of objectives to be met through the overall development of the indicated land area including, notwithstanding land use objectives referenced previously in this section above, the provision of east-west laneways from High Road to Bury Road and limited building heights directly onto High Road.

6.1.52 The submitted *Design and Access Statement* includes details of a masterplan that demonstrates accordance with these site allocation objectives, including the provision of a laneway (through the adjacent site at 26-46 High Road), protection of the Victorian retail frontage on High Road and the siting of development massing away from High Road to retain its low-rise character at ground level.

6.1.53 The masterplan also demonstrates that the proposal would not prejudice the potential future development of adjacent sites within the site allocations that are

presently in alternative land ownerships. The indicative schematic shows potential developments with similar building heights and massing to the application scheme, with adjacent courtyard amenity areas at upper floor podium level, and appropriate variations in design. This arrangement is considered to be a reasonable consideration of the future site allocation arrangements.

6.1.54 As such, the proposals would not adversely affect or prejudice the long-term strategic aims of the site allocations SA14 and WG SA 13.

6.2 Taller Buildings

6.2.1 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'.

6.2.2 Local Plan Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. SP11 states that, in Haringey, tall buildings are considered to be those substantially taller than their neighbours, have a significant impact on the skyline or are greater than ten storeys in height. The context to SP11 states that the core area of Wood Green Town Centre is characterised by buildings of between four and nine storeys.

6.2.3 Policy DM6 of the Site Development Policies DPD identifies the local area (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings) as being suitable for a tall building.

6.2.4 As such, it is considered that this site would be an appropriate location for a tall building of over ten storeys. Notwithstanding this, the proposed development would be for a nine storey building and therefore is considered to be a structure that is taller than its immediate surroundings, rather than being defined as a 'tall' building.

6.2.5 *Assessment of Siting, Scale and Height of a Taller Building*

6.2.6 SP11 of the Local Plan defines this building as a taller, not a tall, building due to it standing below ten storeys in height. However, tall building policies can still form a useful guide for developments of greater height than their immediate surroundings.

6.2.7 DM6 states that buildings should represent a landmark that is a way-finder or marker drawing attention to key locations such as areas of high visitation, and should be elegant, well-proportioned and visually interesting from any distance or direction, as well as positively engaging with the street environment. It also states

that taller buildings must be justified in urban design terms by being of a high standard architecturally, by having a good relationship with the street including through providing quality public realm, must preserve locally and regionally important views and must also respect local heritage considerations.

6.2.8 The emerging Wood Green AAP and Site Allocations DPD both identify the whole of Wood Green as a highly accessible Metropolitan Town Centre and identified growth area suitable for tall buildings. The Site Allocations DPD in particular indicates that a network of tall buildings can potentially be formed in a zone between the four key points of Turnpike Lane and Wood Green underground stations, Wood Green Library and Penstock foot tunnel.

6.2.9 It is also noted that the Wood Green-Turnpike Lane axis has the potential to form a 'strip' of tall buildings on the eastern side of High Road between the two stations, taking in existing tall buildings such as The Mall. Many existing buildings on that side of High Road are allocated for redevelopment within both the Site Allocations DPD and emerging Wood Green AAP documents.

6.2.10 Wood Green has been consistently identified and designated in regional and local planning policy as suitable for both intensifying development and the siting of buildings that are generally taller than the existing built form, as described in the sections above.

6.2.11 The siting of a nine storey 'taller' building in this High Road location would provide a visual indicator of the existing commercial centre. Furthermore, the existing context is of buildings up to eight storeys in height (such as Page High and The Mall) as these are visible from this part of High Road. The very good and rapidly improving public transport connections provide a future basis for increased height and intensification of activities and built form in this location.

6.2.12 As such, it is considered that there is strong and consistent policy support for buildings in this location that rise above the existing three storey street frontage, subject to a respecting the appearance of the existing street frontage, a high quality detailed design, impact on local views, and all other relevant material considerations also being acceptable as discussed in the sections below.

6.2.13 Townscape

6.2.14 A *Townscape and Visual Impact Assessment* (TVI), submitted with the application, has been carried out in order to assess the potential impact of the development on existing townscape character, local heritage and on views towards the site.

- 6.2.15 15 key representative views within the local area have been selected with the advice of Council officers. Heritage impact will be considered in detail later in this report in the relevant section below.
- 6.2.16 The cumulative impacts of this application in the context of the potential long-term development proposals for Wood Green have also been assessed.
- 6.2.17 The TVI identifies High Road as a primary route and Bury Road as a secondary route. The visual and townscape quality of the High Road is noted to be mixed. The application site is noted to contain an 'unexceptional post-war commercial' building that gives the surrounding part of High Road a 'run-down character and appearance'.
- 6.2.18 That document also states that redevelopment of the application site provides an opportunity to enhance the individual experience of the High Road and surrounding residential streets by establishing a positive presence on the local skyline through the development of a high quality piece of architecture, by providing enhanced public realm to High Road and by improving the appearance and experience of Bury Road. The TVI has assessed the development in accordance with these ambitions.
- 6.2.19 The TVI states that setting the taller elements of the building away from the street behind more typical three storey street-fronting elements is an 'astute response to the local townscape'. These upwardly-projecting apartment blocks would be broken up, by creating a varied silhouette on the skyline, in order to reduce their apparent bulk and massing, and to enhance visual interest. Deep window reveals and balconies would give further depth and texture.
- 6.2.20 The grey brick colouring of the upper storeys (above podium level) would give the tower elements a recessive quality in comparison to the more dominant appearance of the proposed red brick street frontage. The townscape response of the lower street-fronting levels will be discussed in more detail in the design section below.
- 6.2.21 On Bury Road the development would remove the run-down service yard appearance deriving from the rear elevations of commercial properties on High Road which characterise this area. Active frontages would be provided on to Bury Road in the form of new residential dwellings, with further improvements provided by a public realm improvement scheme on this road, to which this application would contribute financially.
- 6.2.22 As such, it is considered that the impact on local townscape is acceptable.
- 6.2.23 Key Views

- 6.2.24 Policy DM5 of the Development Management DPD identifies Locally Important Views and Vistas as set out in Figure 2.1 of the DPD. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes.
- 6.2.25 The application site falls within the Mayor's London View Management Framework Assessment Point 1A (Alexandra Palace) and local Linear View No. 21 (Downhills Park Road to Alexandra Palace).
- 6.2.26 Key views have been assessed in the context of existing local character, the context of the proposed building and also the emerging context of the future development of the site allocations. Views include those from both the north and south on High Road, from Green Lanes, from local residential areas including Noel Park Conservation Area, and from the protected Local View 21 from Downhills Park Road.
- 6.2.27 Fifteen views have been assessed by the TVI. Images of the development have been provided that show how the proposal would appear in those views. These demonstrate that the proposed development would, where visible, appear as a beneficial and appropriate element within the local townscape. From many of the designated views the impact of the proposed building is assessed by the TVI as being negligible.
- 6.2.28 The development would not feature prominently in long distance views. It is demonstrably not visible within protected Local View 21 and would also be located outside of the defined viewing field for the Mayor's London View Management Framework Assessment Point 1A (Alexandra Palace).
- 6.2.29 The development would be visible only from limited points within the Noel Park estate. View 10 shows the proposal entirely screened by an existing row of housing whilst View 13 shows the proposal as visible only above existing housing and through trees, appearing at a similar height to the existing Page High building. The layout of roads within the estate (for example Westbeech Road and The Bandlings) as broadly parallel to Bury Road means the building would be screened in views from these areas by existing houses.
- 6.2.30 The development would be visible from Ducketts Common (View 7 of the TVI) but significantly screened by existing trees and buildings, with almost total screening likely as the parts of the site allocation to the south of the application site are brought forward for development.
- 6.2.31 View 5 demonstrates the building's most prominent appearance, which is from surroundings streets to the west of the site (Burghley Road, Courcy Road). Although likely to be substantially screened from most locations on Burghley Road by existing terraced housing, the development would increase the apparent massing of built form at the eastern end of Courcy Road. However, this massing

would be partially broken-up by the stepping of the upper levels and large number of window apertures, with the light grey brick giving these visible elements an understated appearance. The building would also appear as a marker for the nearby commercial street, signifying the change in character from residential to commercial in that location.

6.2.32 Furthermore, there are public realm improvements proposed for Bury Road, including the installation of shared surfacing, tree and other planting, and drainage improvements. Financial contributions towards this would be secured as part of this development proposal, secured by legal agreement. This would improve the appearance of the local environment further.

6.2.33 As such, it is considered that the impact on local views is acceptable.

6.2.34 Therefore, it is considered that the proposed tall building would not have a detrimental impact on the townscape and visual amenity of Wood Green, and would not harm identified local or strategic protected views.

6.3 Density and Appearance

6.3.1 Density

6.3.2 London Plan Policy 3.4 indicates that a rigorous application of housing density ranges is crucial to realising the optimum potential of sites, but also that density is only the start of planning housing development considerations. 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 including local context, design and transport capacity are particularly important, as well as social infrastructure.

6.3.3 The Mayor's Housing SPG encourages higher density mixed-use development in identified Areas of Intensification such as Wood Green. The same document also states that where forthcoming transport infrastructure will significantly improve connectivity then residential densities should be optimised in light of these future improvements.

6.3.4 Policy DM11 of the Site Development Policies DPD states that the optimum housing potential of a site should be determined through a rigorous design-led approach.

6.3.5 The application site is considered to be within an 'Central' setting (Metropolitan Town Centre, wide mix of uses, four to six storeys, large building footprints) and has an excellent and improving access to public transport including underground stations and a range of bus routes. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 1100 habitable rooms per hectare for residential developments in this type of location. Policy 3.5

of the London Plan states that developments that fail to comply with the density standards may still be acceptable where they are of high quality design.

6.3.6 The draft new London Plan removes the density matrix and instead indicates that a design-led approach to finding a site's optimum density.

6.3.7 The proposal demonstrates a density of 1391 hr/ha which is above the indicative threshold. This additional density is considered not to be harmful in this case given that public transport accessibility is good and improvements are expected in the form of greater Piccadilly Line capacity and provision of Crossrail 2. Furthermore, the development is of a high quality contemporary design as discussed further in the sections below.

6.3.8 Therefore, it is considered that the proposed density of the development is acceptable, subject to a high quality design.

6.3.9 Detailed Design

6.3.10 The NPPF 2018 states that good design is a key aspect of sustainable development and that developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.3.11 DM Policy DM1 states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.

6.3.12 *Quality Review Panel (QRP)*

6.3.13 The proposal has twice been assessed by the QRP prior to the application being submitted. The final review took place on 28th March 2018 and the Panel's summarising comments are provided below:

6.3.14 *"The panel is generally supportive of the development proposals for 44-46 High Road, which promises to provide good quality homes for this part of Haringey. The panel welcomes amendments that have been made to the ground floor layout, configuration of entrances, circulation and servicing arrangements."*

6.3.15 *"There remains some scope for refinement in the design of the central courtyard, the articulation of the Bury Road roofline, and the design of fenestration. In particular, the panel would encourage the design team to revisit the arrangement of windows to increase daylight and sunlight into internal corridors, whilst mitigating overheating in highly glazed external corridors. It feels that the level - and quality - of residential amenity space will be critical to the success of the scheme, and should be prioritised in negotiations concerning the mix and balance of uses accommodated on site."*

6.3.16 Below is a summary of key points from the most recent review, with officer comments following:

Panel Comments	Officer Response
Summary	
Panel is generally supportive of proposals, which would provide good quality homes	Comments noted.
Massing / Development Density	
Massing is at the limit of acceptability	Noted – proposal no greater than presented at pre-application stage
Place-making / Character / Quality	
Courtyard could feel canyon-like and uncomfortable – further design refinement is required	The separation of between 18.5-19.5 metres is deeper than many residential gardens nearby and the size of the internal space provided meets the standards of the Mayor's Housing SPG
General Layout	
Relatively high proportion of single-aspect flats is acceptable given challenging site configuration	This remains at a high standard
Scope to improve circulation spaces, particularly in terms of access to light	Layout and narrowness of plot does not allow for natural light to High Road block – however, corridors are not long and flats mostly dual aspect, and light is provided to all other circulation spaces
Central courtyard design could be refined	Courtyard dimensions are restricted by siting of projecting buildings – detailed design of courtyard including play space would be secured by condition
Architectural Expression / Roofline	
Lengthy, flat roofline on Bury Road – requires further articulation	Increased articulation provided now on Bury Road frontage
Fenestration arrangement could be improved	Recessed elements have been included into the building elevations above podium level

Glazed High Road frontage could lead to excessive overheating	Overheating to be assessed by condition
Commercial Accommodation	
Additional commercial space could negatively compromise residential quantum, quality and/or amenity	Commercial space is provided only on ground floor
Protection of quantum and quality of residential amenity space is a priority	Residential amenity has been maintained throughout the design process
Additional commercial could be provided via studios/workshops fronting Bury Road – but would require loss of family-sized housing	Studios/workshops fronting Bury Road could disturb existing residential amenity and houses are thus preferred in this location

6.3.17 As set out above, the applicant has sought to engage with the QRP during the pre-application stage, and the development proposal submitted as part of this application has evolved over time to respond to earlier panel advice.

6.3.18 – *Scale, Bulk and Massing*

6.3.19 The proposal would incorporate a double-height ground floor supporting taller blocks from its first floor podium level. This is a well-established building form that helps taller buildings to fit in with a lower-rise context. The podium encloses and contains the street frontage maintaining the existing street pattern. The podium also prevents downdraft and wind funnelling from reaching ground level.

6.3.20 The height of the structure falls below the normal threshold for tall buildings. Its varying heights, from six to nine storeys above the podium, are therefore considered to be ‘taller’ given the generally lower heights surrounding the site.

6.3.21 The step backs in the elevations of the two principal rising blocks break up the higher elements into what would appear to be three or four separate adjacent blocks, giving a more sculptural form and reducing the appearance mass and height. The tallest elements are also located furthest away from the street frontages, minimising public impact.

6.3.22 The TVIA accurately demonstrates that the only viewpoints from which the development would appear significant in scale are those from the High Road itself or from other adjacent or parallel roads in very close proximity to the application site.

6.3.23 *Street Scene Impacts*

6.3.24 This proposal responds to two streets, High Road and Bury Road, with very different characters. Both sides of the development would be treated with an appropriate articulation and material finish that respects the street scene and local character. The High Road elevation continues and reinforces the strong retail parade frontage established by Cheapside to the north. The balustrade of the podium level follows the horizontal datum set by this historic parade. Other elements of the proposal, including its red brick finish and vertical rhythm defined by brick piers, reflects the appearance of this historic frontage.

6.3.25 On Bury Road, the street frontage would be repaired by this development, replacing the existing four storey bland frontage with an active residential elevation featuring stepped façade elements on the upper floors, front gardens and front door access, bringing activity and passive surveillance to this part of the street.

6.3.26 *Materiality*

6.3.27 The applicants' architects have chosen a brick based palette which is welcome as a durable appealing and contextual material. This contrasts with the above-podium higher-rise elements are proposed in a lighter, greyer palette and the floor to ceiling windows. These three contrasting elevational composition and material strategies contain common elements to provide a unity across the proposal and tie into successful precedents from the surrounding areas, including from the Noel Park Estate.

6.3.28 Fenestration and balconies are integrated into a tight coordinated system. At the lower levels, facing the High Road and Bury Road, balconies are wholly recessed to separate them as much as possible from the street. First floor flats have continuous, deeply recessed balconies, set behind a broad parapet interspersed with regularly spaced broad brick piers to give a significant amount of privacy and screening from the street. At second floor level a raised planting bed setting with roof terraces even further back combined with additional screening in the form of narrower brick piers is provided. The Design Officer states that: "this is an impressive, coherent and sophisticated response to the issue of how residential accommodation can coexist close to a busy road and vibrant high street".

6.3.29 The houses on Bury Road would feature recessed balconies and courtyards which future articulate these properties and bring light into their private spaces. Balconies to either street side on the upper floors are detailed as fully recessed, with openings in lieu of windows within the tartan gridded elevational pattern. Balconies are frequently placed at the corners, bringing in extra light and helping to avoid single aspect flats.

6.3.30 *Summary*

6.3.31 The Council's Design Officer has summarised their assessment of the development overall, as follows:

6.3.32 *"This proposal is a well-designed redevelopment of an important part of an allocated site within the Wood Green Town Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. Above this it would provide a significant amount of good quality new housing, designed to compliant space and amenity standards, notably including no north or south facing single aspect flats, very high daylight and sunlight levels for a higher density scheme, designed to appear as a sculptural cluster, well set back from street frontages, and despite being a taller building, having no detrimental impact on local views and microclimate. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street. Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight."*

6.3.33 Conditions will be included to ensure the finishing materials of the development are of a high quality.

6.3.34 As such, it is considered that the proposed development would be a distinctive building of a high quality design that would have a positive impact on the character and appearance of the surrounding area and therefore it is acceptable in design terms.

6.3.35 *Public Realm*

6.3.36 The site allocations identify a number of public realm improvements that should be provided as part of either this development or through other relevant schemes within the allocation boundaries. These improvements include the provision of laneways running east-west through the allocated site and increased circulation space on High Road.

6.3.37 The proposal includes two shop fronts, separated by a central pillar, with recessed ground floor setbacks from High Road of 1.25 metres. No laneway would be included as part of this development due to the relative narrowness of the application site and the lack of connecting streets on both the eastern and western sides of the application site. Laneways are anticipated to be included within more comprehensive developments on adjacent sites and through parts of

those site allocations that connect better with the existing street fabric. In addition, the High Road frontage includes a recess from street level.

6.3.38 The development would also bring positive impacts to surrounding streets through increased residential activity, natural surveillance and street planting onto this part of Bury Road. A public realm improvement scheme for Bury Road is being developed by the Council and the applicant would provide a financial contribution to this scheme secured through legal agreement.

6.3.39 Heritage Impact

6.3.40 *Case Law and Relevant Policy*

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

6.3.42 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

6.3.43 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.3.44 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption

in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

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

6.3.46 The NPPF states that the impact of a development on the significance of a designated heritage asset should be considered in the context of great weight being given to that asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Furthermore, any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.

6.3.47 Policies 7.8 and 7.9 of the London Plan 2016 requires that development affecting heritage assets and their settings are required to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Local Plan 2017 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD reflects this approach.

6.3.48 *Heritage Assessment*

6.3.49 The site lies within the vicinity of a number of heritage assets. These include Noel Park Conservation Area which is situated to the north east of the site – a late Victorian planned housing estate comprising residential streets of terraced houses, a school, community hall and St Mark's Church. The Church and adjacent hall are listed at Grade II.

6.3.50 The development would not be visible from most of the conservation area, aside from some views to the south-west and also from locations closest to the site, but would be visible at points close to the Church.

6.3.51 Turnpike Lane underground station and bus station are Grade II and Locally Listed respectively and located to the south of the site. The Grade II* Listed Gaumont Cinema is located to the north on High Road. The development would be visible in views of and from some of these buildings.

6.3.52 The buildings also have the potential to impact on the strategic view from Alexandra Palace towards Central London and St Paul's Cathedral, and therefore could potentially impact on the setting of the Grade II Listed Palace and

Grade I Listed Cathedral. The view of the Palace from Downhills Park Road (Haringey's Locally Significant View 21) could also be affected.

6.3.53 The development would have a significant visual impact on both the High Road and Bury Road, would could affect the Victorian houses on Bury Road. The proposed building would be considerably higher than much of the surrounding context and would not be in keeping with the scale of the historic buildings.

6.3.54 The Council's Conservation Officer comments on the potential impact as follows: *"The higher parts of the building are set back so that both street frontages are in keeping with the existing street context. The design of the proposed building at street level responds to the character, materials and proportions of the Noel Park Estate. The proposed design would be an improvement over the existing frontages. This is particularly true of Bury Road, as the existing building frontage is out of scale and detracts from the street scene. I also note that there are a number of existing buildings in the area that are out of scale – most notably Shopping City. Any adverse impact on the street scene would be largely outweighed by the benefits of the proposed design"*.

6.3.55 As such, it is considered that there would be no significant impact on the houses on Bury Road that would affect their historical connection with the Noel Park estate.

6.3.56 View 13 of the submitted TVIA shows the development from adjacent to St Mark's Church. The Council's Conservation Officer states that View 13 is the viewpoint within Noel Park Conservation Officer that has the greatest potential to be negatively affected by the proposed development. However, the development would appear similar in scale and not particularly prominent in comparison to the existing High Road/Bury Road building, when viewed from this location. As such, there is considered to be a negligible impact on the setting of the Church.

6.3.57 Furthermore, as the houses on Bury Road and the key views from within the Conservation Area would not be impacted significantly from a heritage perspective, it is considered that the setting of the Noel Park Conservation Area would not be harmed by this proposal.

6.3.58 The building would be outside of the specific view corridor from Alexandra Palace to St Paul's Cathedral and would not appear as particularly prominent or out of scale from the wide panoramic view on offer from the Palace. As such, the setting of those heritage assets would not be adversely affected.

6.3.59 The development would be prominent in views on High Road and Bury Road and would be greater in height than the immediate surrounding context and the historic buildings within it. However, at street level there are significant benefits to the development which would improve on the existing building frontages, particularly on Bury Road, where the general street context would be improved

by the character, proportions and materials of the proposed new houses which would respond to the appearance and detailing of the Noel Park estate.

6.3.60 The other historic buildings in the area are located far enough away from the development, and within a mixed streetscape context, so that the proposed building would have a negligible impact on their appearance or setting.

6.3.61 The Council's Conservation Officer has assessed this proposal and stated that: *"it would preserve the identified Listed Buildings and their settings, and the character and appearance of the Noel Park Conservation Area"*.

6.3.62 As such, there is no objection to the development in terms of its impact on local heritage assets.

6.1 Housing Provision

6.1.1 Affordable Housing

6.1.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site.

6.1.3 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.

6.1.4 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable (and social) rent and intermediate housing respectively. This approach is reflected in Policy DM13, which also sets out the preferred affordable housing mix as set out in the Council's Housing Strategy.

6.1.5 The Mayor of London's Affordable Housing and Viability (AHV) SPG provides detailed guidance to ensure that existing affordable housing policy is as effective as possible. The SPG includes guidance for all developments not meeting a 35% affordable housing threshold to be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews required where appropriate.

6.1.6 The application is supported by a *Viability Assessment Report*. This has been independently assessed by BNP Paribas and it was concluded that the development would not be viable with the originally proposed 9% (by habitable room) affordable housing offer. However, in this case the applicant has provided a higher proportion than originally proposed through taking a reduced profit level.

6.1.7 This proposal is for 121 residential units including 22 on-site affordable properties. The affordable units include 6 properties at Council Rent/London Affordable Rent levels with the Council have the first option to buy these units – the six family-sized houses fronting onto Bury Road – and 16 flats at London Living Rent levels, including six three-bedroom properties.

6.1.8 London Affordable rent is one of the three types of ‘genuinely affordable’ homes funded by the Mayor. The product was conceived to be broadly equivalent to Council rents. However although they are at a significant discount to market rents they are higher than Haringey Council rents:

Type of units	London Affordable	Target Rent Haringey Average
<i>One Bed</i>	£150.00	£91.00
<i>Two Beds</i>	£158.84	£102.39
<i>Three Beds</i>	£167.67	£121.00
<i>Four Beds</i>	£176.49	£179.28

6.1.9 London Living Rent is another one of three types of ‘genuinely affordable’ homes funded by the Mayor. This is 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 10 years. 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.

6.1.10 Across London as a whole the average monthly rent for a 2-bedroom London Living Rent home is around £1,000 a month. That is two-thirds of the median market rent. The Mayor has published benchmark London Living Rent levels for every neighbourhood in the capital. These are based on a third of average local household incomes and adjusted for the number of bedrooms in each home. In most boroughs this will be a significant discount to the market level rent. To ensure family-sized London Living Rent homes are affordable, the rent for a 3-bedroom home will be set at just 10% above the 2-bedroom rent.

6.1.11 In Noel Park the rent levels in 2018/19 are set as follows:

<i>Double Room</i>	N/A
<i>One Bed</i>	£189.13

<i>Two Beds</i>	£210.15
<i>Three Beds</i>	£231.16
<i>Four Beds</i>	£252.18

6.1.12 The proposed mix of affordable units provides a high proportion of family-sized housing – a total of 12 of the 22 affordable dwellings would have three or more bedrooms. As such, whilst the percentage of affordable housing by unit is at 18%, when calculated by habitable room the overall percentage of affordable housing is at 25% (78 out of 318 habitable rooms) of the total due to the large size of the properties being made available.

6.1.13 The affordable housing proposed is in line with the amended Housing Strategy and Intermediate Housing policy (January 2018) which prioritises social and affordable rents and London Living rents. The Council's Housing team supports the proposed level, tenure and mix of affordable housing at this site.

6.1.14 As such, given that a level of affordable housing would be provided that is significantly beyond a commercially viable threshold, with a high proportion of family-sized units and with all units available in genuinely affordable rental tenures, it is considered that the amount of affordable housing provided for this development is acceptable, subject to viability reviews being secured in the section 106 agreement. Additionally the time limit for the application has been reduced from the usual three years to two years in order to incentivise delivery.

6.1.15 Housing Tenure and Mix

6.1.16 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that: new developments offer a range of housing choices.

6.1.17 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

6.1.18 The emerging Wood Green AAP indicates that high density development in Wood Green is likely to be provided with a high proportion of one and two bedroom units.

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

Unit Type	Units	%
Studio flat	2	2
1 bedroom flat	60	49
2 bedroom flat	46	38
3 bedroom flats	4	3
3 bedroom houses	1	1

4 bedroom houses	5	4
TOTAL	121	100%

6.1.20 There is a significant proportion of one-bedroom units and this is considered reasonable for a proposal in a town centre location where high density development is expected. An acceptable number of family housing units (10 units – 8% of the total) are provided within the scheme. The Council’s Housing team have stated that the split of units as proposed is acceptable in this location.

6.1.21 As such, it is considered that the proposed tenure and mix of housing provided within this development is acceptable.

6.2 Residential Quality

6.2.1 Layout

6.2.2 The Mayor of London’s Housing SPG sets out a range of detailed design requirements for new dwellings in London. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be ‘accessible and adaptable’, with 10% ‘wheelchair user dwellings’ being provided according to Building Regulations Parts M4(2) and (3).

6.2.3 Policy DM1 requires developments to provide a high standard of privacy and amenity for its occupiers.

6.2.4 All properties within the development have been designed with reference to the requirements of the Mayor’s Housing SPG. The majority of the SPG policy targets have been met.

6.2.5 Single aspect units have been minimised and where they exist are generally to one-bedroom flats that are not north-facing and thus would receive good quality daylight.

6.2.6 In terms of amenity space provision all properties have balconies at least 5sqm in size, with larger amenity areas provided for the properties with three bedrooms or more, which meets Housing SPG requirements. In addition, a communal courtyard would be sited between the two main residential blocks with two further shared garden spaces provided at roof level. The indicative landscaping of these spaces is acceptable and further details of the designs would be secured by condition.

6.2.7 The communal and private amenity spaces would all be considered well sunlit as half of each amenity space would receive at least two hours of direct sunlight on 21st March, which meets BRE guidelines for such spaces.

- 6.2.8 In terms of outlook and privacy all new units would be separated from existing residential properties to the east and west by at least 20 metres, which is a substantial separation distance for a highly-urbanised location. Existing residences at Page High are approximately 50 metres away. The spacing across the residential courtyard is a minimum of 18 metres which is considered to be a reasonable separation across a private communal space.
- 6.2.9 This separation and the greater height of the proposed building compared to nearby residential properties means that the new units on the outer faces of it would benefit from acceptable levels of daylight and sunlight.
- 6.2.10 For the properties with windows facing towards the proposed internal courtyard the *Daylight and Sunlight Report* submitted with the application states that 317 of the 319 rooms (99%) would meet Building Research Establishment (BRE) guidance criteria for daylighting. In terms of sunlight provision, 29 of the 39 living rooms (75%) facing towards the courtyard would comply with the BRE objectives.
- 6.2.11 Nine of the remaining ten units would fall only marginally below the target annual probable sunlight hours (APSH), whilst meeting the target during winter months. The living room of one unit would not meet either annual or winter sunlight guidance targets. However, the lower levels of sunlight access in these cases are caused by the location of these rooms below balconies, and occupants can seek additional sunlight by utilising their respective amenity spaces. Furthermore, a limited under-provision of BRE guidance compliance can be permitted in this case due to the highly-urbanised character of the site and the expectation of dense development in this location.
- 6.2.12 There are a number of measures included within the proposed building that are designed to minimise potential exposure of future occupants to air pollution including providing the majority of balconies away from High Road where air quality is lowest quality and by limiting window openings. Properties with balconies onto High Road would have alternative access to the private courtyard should they not wish to use the private balcony any time.
- 6.2.13 In addition, excessive noise disturbance to occupiers of the proposed flats would not occur, as confirmed by the Council's Noise Specialist, subject to conditions controlling the quality of glazing and insulation between floors.
- 6.2.14 Lighting from the internal courtyard and new public realm areas would be controlled by condition so it would not impact negatively on future occupiers.
- 6.2.15 Both residential blocks are accessed from a single core. There are no more than eight units to each floor within the High Road residential block (Block A) which meets the Housing SPG guidelines. The Bury Road block (Block B) is wider with a maximum of eleven units per floor over second to fifth floors (four floors), with nine units on floor six.

6.2.16 However, the units furthest away from the lift core benefit from close proximity to natural lighting due to the siting of windows at the end of those corridors, which improves amenity for those residents located furthest away from the core area. Furthermore, across the whole development the average number of units accessing each core is lower than eight. As such, it is considered that the core arrangement is acceptable.

6.2.17 Daylighting is available to the entrance access through the communal staircase void and glazed access doors, bringing further amenity benefits to the overall residential circulation.

6.2.18 The anticipated child yield from this development demonstrates that the communal courtyard space is of an adequate size to provide good quality formal play space for children, in accordance with the requirements of the Mayor's Housing SPG.

6.2.19 Refuse stores of an appropriate size are accessible from Bury Road, from where collections would be made. The private houses have their own individual refuse storage spaces at the front of their houses. The Council's Cleansing team have raised no objections to the proposal.

6.2.20 Accessibility

6.2.21 Thirteen flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which is more than the 10% required. Three of these are family-sized units at first floor with direct access onto the internal courtyard. The remainder are one and two bedroom flats which are split evenly over second to sixth floors.

6.2.22 Each core has two lifts so a back-up is available if one breaks down. Mobility scooter parking is available within the cycle store. Entrances and their lobbies would be wide enough for wheelchair access,

6.2.23 Security

6.2.24 The development would increase natural surveillance onto local streets, particularly Bury Road, and would provide active frontages on both sides.

6.2.25 Access to the building, private and communal area would be through the appropriate provision of key fobs. Building entrances would be well-lit at night and video entry systems would be provided. Letter boxes are located internally.

6.2.26 The Metropolitan Police is satisfied that the development would be able to gain Secured by Design accreditation, subject to conditions.

6.2.27 As such, the residential quality of the proposed development is considered to be acceptable.

6.3 Impact on Neighbouring Amenity

6.3.1 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.

6.3.2 The Mayor's Housing SPG indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility, as outlined in Policies 3.3 and 3.4 of that document.

6.3.3 The SPG also states that quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location, context and standards experienced in broadly comparable housing typologies in London, particularly as the BRE guidelines were developed with low density suburban patterns of development in mind.

6.3.4 The applicant has submitted a *Daylight and Sunlight Report* in support of the application, which is analysed and referred to in the paragraphs below. The Report analysed 42A and 45-67 High Road, plus 8-22, 52 and 49-51 Bury Road. All other properties are considered to be located a sufficiently large distance away from the site so that no negative impact from loss of day or sunlight would be possible as the result of this proposed development. This Report is assessed against the following criteria.

6.3.5 There are three detailed methods for calculating daylight, the Vertical Sky Component (VSC), the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF). For sunlight the Annual Probable Sunlight Hours (APSH) method is detailed. The VSC method calculates the amount of visible sky available to each window or to points on the façade of a building where windows have not yet been designed.

6.3.6 This is the primary assessment of daylight impacts and does not consider the size or nature of rooms behind the façade. The guidelines suggest that, post-development, properties should enjoy at least 27% VSC or that VSC is reduced to no less than 0.8 times its former value.

6.3.7 The NSC method describes the distribution of daylight within rooms by calculating the area of the 'working plane' which can receive a direct view of the

sky and hence 'sky light'. The working plane height is set at 850mm above floor level within a residential property. The BRE does not state a required amount of no-sky line but merely suggests a recommended reduction within which changes are not considered noticeable.

6.3.8 For sunlight the APSH test calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months. March 21st through to September 21st is considered to be the summer period while September 21st to March 21st is considered the winter period. For properties neighbouring a development only those windows orientated within 90° of due south and which overlook the site of the proposal are relevant for assessment.

6.3.9 The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. The guidelines also allow for a 20% reduction in sunlighting when compared to the former value with total reductions of less than 4% APSH not being considered noticeable.

6.3.10 In respect of overshadowing impacts to amenity space, such as neighbouring gardens, the BRE guidelines set out a sunlight amenity assessment to ensure the space remains adequately sunlit throughout the year. This is achieved by plotting a contour of the area which receives at least 2 hours of direct sunlight on the 21st March. An amenity space with at least 2 hours of sunlight across at least 50% of its area, or if the area retains 0.8 times or greater its former value, can be said to see acceptable levels of sunlight.

6.3.11 Daylight Impact

6.3.12 In terms of vertical sky component (VSC), all windows to the flats above 42A High Road and 45-67 High Road are shown by the Report to retain at least 0.8 times of the former value. In terms of no sky-line contour (NSC), the analysis undertaken demonstrates that for all flats at 42A and 45-67 High Road, with the exception of 55 High Road, 0.8 times of the former value is also retained. BRE guidelines are therefore met for these properties.

6.3.13 The reduction of NSC for 55 High Road falls below the 0.8 threshold, but remains above 0.6 times the former value and as such it is considered that a single instance of increased reduction compared to BRE guidelines can be permitted in the context of the overall development impact.

6.3.14 The assessed properties on Bury Road are not considered to be adversely affected by the proposed development in terms of loss of daylight, given the threshold of 0.8 times of the former value for VSC is not exceeded in respect of any property and noting that the NSC analysis also demonstrates no noticeable reduction.

6.3.15 As such, it is considered that neighbouring properties would not be adversely affected in terms of a loss of daylight.

6.3.16 Sunlight Impact

6.3.17 All of the windows within the identified properties on High Road are located outside of a ninety degree angle of due south from the development proposal and therefore do not require assessment against the BRE guidelines.

6.3.18 The windows that are within ninety degrees of due south on Bury Road were assessed against the BRE criteria for annual probable sunlight hours (APSH) and found to be accordance with these guidelines.

6.3.19 Therefore, it is considered that the proposed impact on the access to sunlight for neighbouring properties would be acceptable.

6.3.20 Overshadowing

6.3.21 Few private amenity spaces are located close to this site due to the commercial nature of High Road. Properties on Bury Road may experience some loss of direct sunlight to their amenity spaces during late periods of the day but this impact would not be significant.

6.3.22 Therefore, it is considered that the degree of overshadowing of neighbouring amenity spaces would be acceptable.

6.3.23 Outlook and Privacy

6.3.24 The nearest residential window at Page High to the north is approximately 50 metres away and as such the amenity of the dwellings within that property would not be adversely affected in terms of a loss of privacy or outlook.

6.3.25 The proposed development would be located at least 20 metres from the properties across Bury Road (and those on Westbeech Road backing onto Bury Road) and slightly further from the flats on the upper floors of properties on the opposite site of High Road.

6.3.26 This separation distance mitigates the potential for overlooking across High Road and means that loss of outlook would not occur. Loss of outlook from and privacy to properties on Bury and Westbeech Roads would also be prevented by the separation distance.

6.3.27 Whilst there is some potential for overlooking from the proposed flats towards residential gardens on Bury and Westbeech Roads, it is noted that some overlooking of these areas is already possible from properties on Page High, or from the upper service areas of commercial properties on High Road.

Furthermore, some mutual overlooking of gardens areas is typical in highly urbanised areas such as this.

6.3.28 42A High Road has flats above the ground floor commercial unit and windows are included within its upper floor elevations. The only side windows are to the south which would not be affected by this proposal. The rear windows already have low levels of outlook that would not be significantly reduced by this proposal.

6.3.29 In terms of privacy those rear windows would be located on a similar position to the rear elevation of Block A, relative to Block B, and therefore would retain a similar level of privacy to the ground floor units of Block A with an appropriate separation distance of 18 metres. Furthermore, a separation distance of this size across a private courtyard is considered to be generous within a highly urbanised area.

6.3.30 Therefore, it is considered that nearby residential properties would not be significantly affected by the proposal in terms of loss of outlook or privacy.

6.3.31 Noise, Light and Dust

6.3.32 London Plan Policy 7.14 states that developments should address local problems of air quality. Policy 7.15 of the same document requires proposals to avoid significant adverse noise impacts.

6.3.33 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

An Air Quality Impact Assessment has been submitted with this application that concludes the number of vehicle movements in the area would reduce as the result of this development, due to the adoption of a range of sustainable transport initiatives and restrained car parking provision.

6.3.34 The Assessment indicated that negligible air quality impacts are anticipated. In order to help minimise emissions from vehicles both active and passive electric vehicle charging points must be installed to the off-street parking spaces. This would be secured through the legal agreement to any grant of planning permission.

6.3.35 Any new plant units for the commercial unit would be installed within the mezzanine floor of the scheme, whilst residential plant would be at first floor level, both of which are internal locations.

6.3.36 It is considered that the increase in noise from occupants and light from internal rooms that would occur from this proposed development would not be significant in the context of this densely populated urban area with a busy commercial centre.

6.3.37 Any disturbances that may arise from dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition on any grant of planning permission.

6.3.38 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and dust pollution would be acceptable.

6.4 Transport and Parking

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

6.4.2 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.

6.4.3 The site has a very high public transport accessibility level (PTAL) of 6a. There are thirteen bus routes and two underground stations within a short walk of the application site.

6.4.4 The site is located within the Wood Green Inner Zone controlled parking zone (CPZ), which restricts parking from Monday to Sunday, between 8am and 10pm.

6.4.5 The Council's Transportation team have considered the potential parking and highway impact of this proposal in detail. Their comments are referenced in the assessment below.

6.4.6 Car Parking and Highway Impact

6.4.7 Seven wheelchair-accessible private car parking spaces would be provided at ground floor level within a secure parking area. These would be accessed from Bury Road. All parking spaces are allocated to the residential part of the development.

6.4.8 Policy 3.8 of the London Plan requires that 13 wheelchair user dwellings are provided within a development of 121 residential units. 10% wheelchair adaptable dwellings would be provided which meets the requirements of this

policy. Policy T6 of the emerging new London Plan indicates that car-free is the starting point for all developments which are (or will be) well-connected.

- 6.4.9 The Mayor of London's Housing SPG standards states that all designated wheelchair accessible units should have a car parking space. If all wheelchair adaptable dwellings are occupied by disabled occupants the policy requirement for accessible car parking spaces would be thirteen.
- 6.4.10 However, it is accepted that not all wheelchair adaptable units would usually be occupied by disabled occupants any one time and therefore the demand for accessible parking spaces is likely to vary over time.
- 6.4.11 In addition, it is understood that demand for accessible parking spaces is likely to be significantly lower than usual for a development of new flats within a highly urbanised location with very good public transport access. Therefore, it is accepted that not all wheelchair adaptable dwellings would require a car parking spaces at all times. As such, a provision of seven car parking spaces is acceptable.
- 6.4.12 Three additional wheelchair-accessible car parking spaces would be provided on-street as part of the public realm improvements proposed to Bury Road. These would be secured through legal agreement. They would not be privately allocated to the future occupiers of this proposed development, but would be accessible by any eligible 'blue badge' holders, including potentially residents
- 6.4.13 Other than for occupants with disabilities, the proposed development would be 'car-free', where no parking spaces are provided off-street and access to on-street parking is restricted by limiting access to parking permits for future occupiers (but not for occupants of the wheelchair accessible units). This approach is considered acceptable in this highly accessible location. The arrangement would be supported via a range of sustainable transport methodologies secured through legal agreement including a residential travel plan and car club membership provision, amongst other measures.
- 6.4.14 As the scheme is car free the applicant must contribute £4,000 towards amending the traffic management order to prevent applicant's applying for car parking permits. This would be secured by condition.

There are some roads to the south and east of the site which are subjected to lesser parking controls hours than the Wood Green Inner Controlled Parking Zone and may suffer from some residual car parking pressures, to that end we will be request that the developer contributes a sum of £15,000 (fifteen thousand pounds) towards the design and consultation on parking control measure in these locations.

6.4.15 Due to the car-free nature of this development it is anticipated that overall vehicle movements from the development would be reduced in comparison to the existing situation.

6.4.16 Electric vehicle parking would be provided with all spaces having at least passive provision. Effective management of the parking arrangements is required through a detailed car parking management plan that is to be secured by legal agreement in advance of the first occupation of the proposed development.

6.4.17 The development is close to three local cycle routes (nos. 54, 79 and 56). The Council's aspiration is to improve the cycle environment in Wood Green, in support of the anticipated intensification of Wood Green, as set out in the Wood Green Area Action Plan. Improve cycle and pedestrian routes and linkages within the Wood Green area is a key transport priority.

6.4.18 The Council is seeking to develop a shared surface scheme for Bury Road, in line with its objectives to enhance the public realm and provide improve pedestrian routes and cycle route linkages through Wood Green.

6.4.19 Improvements to the management of traffic on Bury Road is required as this street is anticipated to become a fully residential street over time rather than its current character as a partial service road. In addition to the provision of disabled parking bays as referenced above these amendments would be secured by legal agreement.

6.4.20 The provision of a new vehicle access from Bury Road would be acceptable.

6.4.21 Cycle Parking

6.4.22 The proposal includes a total of 223 cycle parking spaces. Out of the overall total, 9 are allocated for the proposed commercial uses with the remainder assigned for residential use, split as follows: 192 for residential use – 180 spaces for the proposed flats, located within a store at first floor level, and 12 spaces for the house – and 22 short stay spaces located on High Road. 5% of the total spaces are proposed to accommodate larger cycles.

6.4.23 The proposed cycle parking provision is above the minimum requirements as described in the London Plan.

6.4.24 The locations of the proposed cycle parking spaces are shown but further information is required relating to the design and exact location of the cycle parking spaces, in addition to information on how some of the spaces would be accessed. This information can be provided by condition in the event of an approval.

6.4.25 Servicing and Construction

6.4.26 For the commercial element of the scheme servicing and waste collection would be from High Road. Further details are required in respect of proposed timings, number and length of service visits. All deliveries and other servicing should avoid the morning peak times. These matters will be secured by condition.

6.4.27 For the residential parts of this proposal collections for refuse and recycling would be from Bury Road. The Council's Cleansing team has assessed the proposed waste collection arrangements in detail and raised no objections since the refuse store is of an appropriate size and located close to the street.

6.4.28 Exact details of the construction methodology for this development are yet to be agreed. High Road must not be blocked during works and works vehicles should follow existing on-street parking restrictions. This will be secured by condition as part of a construction management plan in the event of an approval. The financial contribution towards the monitoring of the plan will also be required.

6.4.29 Transport for London concur with the opinions of the Council's Transportation team and also request similar conditions relating to cycle parking, a delivery and servicing plan and construction management.

6.4.30 Public Transport Infrastructure

6.4.31 London Underground do not object to this development in principle, but have commented on this application requesting further information is provided in respect of potential impacts on their tunnels and other infrastructure. This would be secured by condition.

6.4.32 Transport for London recognise that this development is located outside of the Crossrail 2 Safeguarding Direction land. As such, the proposal would not impact on potential future Crossrail 2 works.

6.4.33 As such, the development is considered to be acceptable in terms of parking provision, its impact on the local highway and its impact on other transport infrastructure.

6.5 Sustainability

6.5.1 Carbon Reduction and Overheating

6.5.2 The NPPF, Policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 and 5.9 of the London Plan, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.

6.5.3 The applicant has submitted an *Energy and Sustainability Assessment* in support of this application.

- 6.5.4 The development would provide on-site carbon reduction through energy efficiency measures such as triple glazing and high quality building insulation (2%) and the installation of solar photovoltaic panels (8%). As such, the building does not meet the required 35% carbon saving target against 2013 Building Regulations.
- 6.5.5 The remaining carbon for this development must therefore be offset by way of a financial contribution, which for this proposal is estimated to be around £323,100. This would be secured by legal agreement.
- 6.5.6 The applicant has stated that they are actively investigating potential alternative on-site carbon reduction measures. As such, this off-setting figure would be re-considered at a later stage subject to the submission of an amended Energy and Sustainability Assessment.
- 6.5.7 The commercial elements of the development would achieve a 'very good' rating against BREEAM Non-Domestic New Construction (2018). This would also be secured by condition.
- 6.5.8 The proposed heating system must meet the Heat Trust scheme requirements or those of an equivalent industry approved customer protection scheme. This shall also be secured by condition.
- 6.5.9 Electric vehicle charging would be provided to support this 'car-free' development, as described in the Transport section above.
- 6.5.10 There is a risk of overheating on this development due to its location close to a busy main road, which may limit its potential for passive cooling through window ventilation. The applicant must submit an overheating study to assess this issue and this can be assessed by condition, with mitigation measures installed at a later date if required.
- 6.5.11 The Council's Carbon Reduction Officer is content with the measures secured as part of this development, subject to conditions and legal agreement requirements as described above.
- 6.5.12 Biodiversity
- 6.5.13 Policies 5.3, 5.9 and 5.11 of the London Plan require developments to meet sustainable construction, passive cooling and green roof requirements and Local Plan Policy SP13 is also concerned with biodiversity.
- 6.5.14 Green roof elements would be provided across the development which is appropriate for this site and provides biodiversity improvements on the existing building. Further information is required in respect of access restrictions,

substrate depth, planting and invertebrate habitats, but this can be secured by condition.

6.5.15 As such, the application is acceptable in terms of its sustainability impact.

6.6 Tree Protection

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

6.6.2 There are no existing trees within this new development site. Furthermore, there is an existing street tree located on High Road in close proximity to the existing shop frontage. This tree must be adequately protected with hoarding to prevent any damage during the demolition and construction phases. Protection measures can be adequately provided by condition.

6.6.3 It is proposed to plant five new trees in raised planters adjacent to Bury Road. The plans also demonstrate another 14 trees within the communal spaces within the development.

6.6.4 The Council's Tree and Nature Conservation Manager states that trees located within raised planters need careful maintenance in order to survive, whilst the container must have adequate space to accommodate both the growing tree and its roots. A preferable situation is for trees to be planted at ground floor level. Therefore, a redesign of this planting arrangement shall be secured by condition in the event of an approval.

6.6.5 As such, the application is acceptable in terms of its impact on and adequate provision of trees, subject to conditions.

6.7 Drainage and Water Management

6.7.1 Local Plan Policy SP5 makes clear that development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Policies DM24 and DM25 of the DM DPD also 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.

6.7.2 The applicant has provided a *Surface and Foul Water Management Report & FRA* document with the application, in addition to completing the Council's *SuDS Flows and Volumes* pro forma.

6.7.3 Surface Water Management

6.7.4 The application site is located in Flood Zone 1 and therefore is considered to have a low risk of flooding. As such, no specific flood risk mitigation is required.

6.7.5 Green roofs are provided to the various roof areas of the proposed structure and these would adequately attenuate surface water run-off in combination with an underground tank. Given the lack of available surface space for further drainage measures this arrangement is considered acceptable by the Council's SUDS Officer. Exact details of the proposed measures in addition to details of their maintenance and management would be secured by condition.

6.7.6 Additional SUDS such as rain gardens would be provided as part of a wider highway and public realm improvement scheme for Bury Road to which the application would contribute to financially. This contribution would be secured by legal agreement.

6.7.7 As such, the proposed surface water and flood risk mitigation arrangement provided is acceptable.

6.7.8 Ground Water Protection

6.7.9 The site is in a Source Protection Zone 1 relating to public water supply. However, the proposal is not expected to impact negatively on groundwater sources.

6.7.10 The Environment Agency has been consulted on this application and raised no objections to the proposals subject to conditions in respect of land contamination works monitoring and remediation, prevention of surface water infiltration, restrictions on piling and other groundworks such as borehole creation, in order to ensure groundwater is adequately protected.

6.7.11 Water Infrastructure

6.7.12 The site is close to Thames Water strategic water mains.

6.7.13 Thames Water has stated that the impact of the proposed development on the existing water network infrastructure capacity must be assessed further. However, Thames Water raise no objections to the development subject to conditions to protect their infrastructure during the development process.

6.7.14 As such, it is considered that the proposal is acceptable in terms of its provision for water management.

6.8 Pollution

6.8.1 Air Quality

- 6.8.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction.
- 6.8.3 An *Air Quality Impact Assessment Report* has been submitted with the application. The report states that the development would incorporate gas-fired boilers for domestic heating and hot water.
- 6.8.4 The report also demonstrates that the development would have a negligible effect on local air quality from vehicle movements.
- 6.8.5 As such, the Pollution Officer considers the proposal to be air quality neutral. An updated Air Quality Assessment, plus dust and boiler emission controls, can be secured by condition.
- 6.8.6 Land Contamination
- 6.8.7 Policy DM23 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.
- 6.8.8 A *Phase I Geo-Environmental Assessment Report* was submitted with the application. The report indicated potential on-site links to low-to-medium risk contaminants. As such, a further site intrusive investigation should be conducted. The Council's Pollution Officer considers these next steps to be appropriate and they can adequately be secured by condition.
- 6.8.9 Therefore, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

6.9 Employment

- 6.9.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.
- 6.9.2 This application would re-provide existing retail premises. There would be opportunities for borough residents to be trained and employed as part of the development's construction process.
- 6.9.3 The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies,

to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).

6.9.4 The applicant has agreed to provide employment and training opportunities during the construction of the development and this would be secured by legal agreement.

6.9.5 As such, the development is acceptable in terms of employment provision.

6.10 Fire Safety

6.10.1 Fire safety is not a planning matter and it is usually assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example.

6.10.2 There are a sufficient number fire-fighting shafts and dry riser outlets in each residential block to meet Building Regulations 2013 requirements. Dry riser main inlets are clearly indicated at the front of each block.

6.10.3 The London Fire Service has therefore raised no objections to the proposal.

6.11 Section 106 Heads of Terms

6.11.1 Policy DM48 permits the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.11.2 Planning obligations are to be secured from the development by way of a legal agreement, in the event that planning permission is granted, as described below:

1) Affordable Housing Provision

- 25% affordable by habitable room
- 6 Council rent/ London Affordable Rent and 16 London Living Rent properties
- Late stage viability review

2) Public Realm and Highway Improvements on Bury Road

- Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
- Additional landscaping including tree planting and rain gardens
- Financial contribution of £150,000 (final figure to be confirmed)

3) Energy Statement Update and Review

- Assessment of the development's potential to integrate CHP
- Review of submitted Energy Statement
- Provision of financial contribution towards carbon offsetting of £323,100 (final figure to be confirmed)

4) Considerate Contractor Scheme Registration

5) Sustainable Transport Initiatives

- Travel Plans provided for the residential and commercial uses
- Appointment of a travel plan co-ordinator
- Financial contributions towards travel plan monitoring (£2,000 per plan)
- Car club membership or bicycle purchase contributions for occupiers including enhanced provision for family dwellings
- Traffic Management Order amendment (£4,000)
- Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
- Other initiatives

6) Car Parking Management Plan

- Measures to include parking space unit allocations, details of vehicle circulatory movements, occupancy level monitoring and off-street permit allocation
- Parking priority plan
- Potential inclusion of a parking space for the commercial unit
- 20% active and 80% passive electric vehicle charging point provision, plus details of the threshold required for conversion from passive
- Monitoring (£3,000)

7) Employment Initiatives – Local Training and Employment Plan

- 20% of the on-site workforce to be Haringey residents
- 5% of the on-site workforce to be Haringey resident trainees
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
- Support fee of £1,500 per apprenticeship for recruitment
- Provision of a named contact to facilitate the above

8) Monitoring Contribution

- 5% of total value of contributions (max. £50,000)

6.12 Conclusion

- The proposed mixed-use development is acceptable in principle, as it would re-provide retail activities at ground floor level with residential properties above, in accordance with the objectives of Site Allocation SA14;
- The land use re-provision of rejuvenated retail with residential above is welcomed and is acceptable in principle
- The development would provide 25% on-site affordable housing by habitable room in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent;
- The development would be of a high quality contemporary design that would improve the visual quality of the local built environment, respects key local views and would not impact negatively on local heritage assets;
- The development would have a positive impact on the vitality and viability of this part of the High Road primary shopping frontage and the wider Town Centre;
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users;
- The development would provide a sufficient number of appropriately located car and cycle parking spaces given the development's very good access to public transport, and its additional support by sustainable transport initiatives secured by condition and legal agreement;
- The development would be acceptable in terms of its carbon reduction and sustainability measures, which includes green roofs and solar panels, plus a carbon off-setting payment, as well as providing drainage and biodiversity improvements;
- The application is acceptable for all other reasons as described above.

6.12.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

6.13 Community Infrastructure Levy

6.13.1 Based on the information submitted with the application, the Mayoral CIL charge would be £162,014.58 (3,297sqm x £35 x 1.404) and the Haringey CIL charge would be £568,032.51 (2,859.32sqm x £165 x 1.204).

6.13.2 This is based on the following figures derived from the applicant's CIL form:

- Existing floor space demolished – 8,364sqm;
- New residential floor space – 10,113sqm;
- New commercial floor space – 1,548sqm;
- Net additional floor space – 3,297sqm;

6.13.3 Which provides the net chargeable areas for CIL as follows:

- Residential CIL Liability – 2,859.32sqm;
- Commercial CIL Liability – 437.68sqm.

6.13.4 This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

6.13.5 No social housing relief or other relevant exemptions have been applied to the figures at this stage.

6.13.6 An informative will be attached advising the applicant of this charge.

7 RECOMMENDATIONS

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

7.1.2 Applicant's drawing No.(s): S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401 (all Rev. 01); GA300, 400, 402, 403; ExA_1801_P_001-003 (all Rev. B).

7.1.3 Supporting documents also approved:

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit

Schedule dated 11th September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter re Daylight and Sunlight Report dated 17th September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17th September 2018, Additional Letter re Acoustic Planning Report dated 18th September 2018, Additional Letter re Play Space dated 18th September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18th September 2018, Additional Letter re Energy and Sustainability Assessment dated 14th September 2018, Additional Letter re Air Quality Impact Assessment dated 17th September 2018, Revised Covering Letter dated 18th September 2018.

List of conditions:

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

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

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

S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401 (all Rev. 01); GA300, 400, 402, 403; ExA_1801_P_001-003 (all Rev. B).

Supporting documents also approved:

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit Schedule dated 11th September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter re Daylight and Sunlight Report dated 17th September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17th September 2018,

Additional Letter re Acoustic Planning Report dated 18th September 2018, Additional Letter re Play Space dated 18th September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18th September 2018, Additional Letter re Energy and Sustainability Assessment dated 14th September 2018, Additional Letter re Air Quality Impact Assessment dated 17th September 2018, Revised Covering Letter dated 18th September 2018.

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

3. The commercial units within the ground floor of the proposed development shall be used only for purposes falling within Use Classes A1-A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing in advance by the Local Planning Authority. Changes to the proposed uses shall only be permissible if supported by appropriate marketing or other appropriate evidence to demonstrate the uses indicated above are not viable.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policies DM1 and DM41 of the Development Management Development Plan Document 2017.

4. The commercial units at ground floor level of the development hereby approved shall be open only between 0800h and 2300h on any day of the week.

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

5. Prior to the commencement of works (other than investigative and demolition works) details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example bricks at a minimum, combined with a schedule of the exact product references for other materials, including details of any shutters to the commercial units. The development shall thereafter be completed in accordance with the approved details.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

6. All the residential units will be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (12 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 in advance 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 2016 Policy 3.8.

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

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

8. The placement of a satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

9. Prior to the commencement of any works to the relevant part of the development hereby approved full details of both hard and soft landscape works for the public realm areas on High Road and Bury Road shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Vehicle and cycle parking layouts;
- d) 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.); and
- g) Proposed and existing functional services above and below ground (eg. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- h) Planting plans;
- i) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

- j) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- k) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- l) Existing trees to be retained;
- m) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- n) Any new trees and shrubs to be planted together with a schedule of species.

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, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

10. Prior to the commencement of any works to the relevant part of the development hereby approved full details of both hard and soft landscape works for the communal private areas within the development confines shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. Details shall include:

- a) Hard surfacing and means of enclosure;
- b) Play space equipment details and layout;
- c) Planting plans (including details for trees and shrubs);
- d) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- f) Implementation and management programmes.

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 3.6 of the London Plan 2016, Policy

SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

11. Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

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

12. An updated Air Quality Assessment, taking into account emissions from boilers and combustion plant, road transport sources and the 2016 data for monitoring sites within the London Borough of Haringey must be undertaken and submitted for approval.

Reason: To comply with Policy 7.14 of the London Plan 2016 and the Greater London Authority's Sustainable Design and Construction Supplementary Planning Guidance.

13. Before development commences, other than for investigative work and demolition:
 - a) Using information obtained from the Geo-Environmental Assessment Report plus maps an intrusive site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: - a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its 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 in consultation with the Environment Agency prior to that remediation being carried out on site;
 - 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.

14. Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority for its written approval. 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 2016 and the Greater London Authority's Sustainable Design and Construction Supplementary Planning Guidance document.

15. 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 and including a Dust Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The plan shall be in accordance with the Greater London Authority's Dust and Emissions Control Supplementary Planning Guidance document (July 2014).

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

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

Reason: To protect local air quality.

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

Reason: To protect local air quality.

18. No infiltration of surface water drainage into the ground is permitted other than with the prior written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

19. Piling, deep foundations and other groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems) requiring penetrative methods shall not be carried out other than with the advance written consent of the Local Planning Authority. 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 works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water and the Environment Agency. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations or other groundworks using penetrative methods does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the Environment Agency guidance. The proposed works also have the potential to impact on local underground water utility infrastructure.

20. A scheme for managing any boreholes installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, other than for investigative work and demolition. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework.

21. The waste storage and recycling facilities shall be installed in accordance with the following details:

- Separated and appropriately-sized general waste and recycling areas;
- Provision of 14 x 1100L bins for refuse, 5 x 1100L bins for recycling and 7 x 140L food waste bins for the proposed flats;
- Provision of 1 x 240L and 5 x 360L bins for refuse, 1 x 240L and 5 x 360L bins for recycling and 6 x 25L food waste bins for the proposed houses;
- Gradient between the refuse store and the public footway shall be less than 1:20;

- Positioning of dropped kerbs to facilitate waste store access for servicing staff.

No alterations to this provision shall occur without the prior written consent of the Local Planning Authority.

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

22. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. The applicant shall seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for each building or phase of the development and accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

Reason: In accordance with the requirements of Policy DM2 of the Development Management Development Plan Document 2017.

23. The development hereby permitted shall not be commenced until detailed design and method statements for demolition, all of the foundations, ground floor structures, or for any structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority, in consultation with London Underground. The submitted information shall:

- Provide details on all structures;
- Provide load calculations;
- Accommodate the location of the existing London Underground structures and tunnels;
- Accommodate ground movement arising from the construction thereof; and
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2016 Table 6.1, draft London Plan Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance document (2012).

24. No properties shall be occupied until written confirmation has been provided to the Local Planning Authority to demonstrate that either:

- (a) All water network upgrades required to accommodate the additional flows from the development have been completed; or
- (b) A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with that plan.

Reason: The development may lead to no or low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

25. No construction shall take place within 5 metres of the water main. Information detailing how the developer intends to divert the asset / align the development (if required), so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works have the potential to impact on local underground water utility infrastructure.

26. Prior to the commencement of the development hereby approved details of the front garden layout for the houses fronting onto Bury Road shall be provided to the Local Planning Authority for its written approval. Details shall include demonstrating at least three trees (planted in tree pits) within the six front gardens, other planting and landscaping, dedicated waste storage space, plus boundary and access gate treatments, as appropriate, and in accordance with Secured by Design objectives, in consultation with the Metropolitan Police Designing Out Crime Officer.

Reason: To comply with the requirements of Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

27. Prior to the commencement of the development hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and

agreed in writing by the Local Planning Authority, in consultation with Transport for London. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards guidance document shall be followed. The approved plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 of the London Plan 2016.

28. Prior to the first occupation of the development hereby approved a Delivery and Service Plan shall be submitted to the Local Planning Authority for its written approval, in consultation with Transport for London, details of which must include servicing arrangements for both the residential and commercial units including details of parcel management arrangements. Commercial servicing shall be from High Road only.

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

29. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's written approval, in consultation with Transport for London, at least eight weeks prior to any work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on roads around the site is minimised. In addition, construction vehicle movements should be planned and coordinated to avoid the AM and PM peak periods.

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

30. Noise arising from the use of any plant or any associated equipment shall be set at 5dB below the existing background noise level (LA90 15mins) when measured (LAeq 15 mins) 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 any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 and any mitigation measures necessary to achieve the required noise level shall be submitted to the Local Authority Planning Authority in writing, for approval. The plant and relevant mitigation measures, if required, shall be installed and maintained in accordance with the approved details.

Reason: To ensure high quality residential development and protect the amenity of the locality

31. The Acoustic Planning Report (Section 4) predicts that with the installation of the specified glazing and inclusive of a fully or partially mechanically ventilated system the following internal noise levels in accordance with BS8233:2014 below will be achieved within the proposed residential units (with the windows closed):

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

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 its written approval.

Reason: To ensure high quality residential development

32. 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 installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.

Reason: To protect the amenity of the locality.

33. Prior to commencement of the development hereby approved a management and maintenance plan for the proposed drainage system(s) (detailing future responsibilities for the lifetime of the development) and final detailed drawings of the proposed system(s), shall be submitted to the Local Planning Authority for its written approval. The system(s) shall be installed and managed as approved and retained as such thereafter.

Reason: To ensure adequate site drainage and minimise risk of flooding.

34. Details of the construction standard for the proposed energy network and its ongoing operation shall be submitted to the Local Planning Authority prior to any works commencing on site. These details shall include:-

- a) Confirmation that the heat network serves all domestic and non-domestic units on the site and provides all hot water and space heating loads.
- b) 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

- c) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme (an equivalent industry approved, auditable and accountable customer protection scheme can be suggested), and that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. These standards 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 line with London Plan 2016 Policy 5.7, Local Plan 2017 SP4 and Development Management Development Plan Document 2017 Policy DM22.

35. You must deliver the sustainability measures as set out in Energy and Sustainability Statement, by Silcock Dawson and Partners Energy & Sustainability Design Group, (version 2) dated 21/08/2018.

The retail part of the development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of “Very Good” under BREEAM New Construction (2018) and shall be maintained as such thereafter. A post construction certificate or evidence issued by an independent certification body confirming this standard has been achieved must be submitted to the Local Planning Authority at least 6 months prior to first occupation for its written approval.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for the Local Planning Authority’s written approval within two 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 Planning 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 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Policy SP4 of the Local Plan 2017.

36. The applicant will undertake an Overheating Study with a London weather pattern dynamic thermal model for the residential units (TM59) using London future weather patterns (TM49). Future weather scenarios - 2020 and 2050 (high emissions scenario) shall be modelled. 5% of units must be modelled and these shall be the units most likely to overheat (i.e. those in the south-west corner). If the units do overheat in the current scenarios (2020), passive design measures and technologies shall be installed to remove this risk. If the units only overheat in the future weather patterns (2050), a strategy shall be designed as to how measures can easily be retrofitted when the weather patterns lead increase to

temperatures. This is of particular importance on this site, due to local noise and air quality pollution sources which may limit openable windows.

Reason: To ensure the design of places and spaces avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change, in line with London Plan 2016 Policy 5.9.

37. Prior to commencement of any works to the relevant part of the development hereby approved details of the living roof shall submitted to the Local Planning Authority for its written approval. Details shall include the following:

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

The living roof(s) will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency. The living roof shall then be carried out strictly in accordance with the details approved by the Local Planning Authority and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policies 5.3, 5.9 and 5.11 of the London Plan 2016 and Local Plan 2017 Policies SP5 and SP13.

38. No development shall commence until a Tree Protection Plan has been submitted to the Local Planning Authority for its written approval demonstrating a protection methodology for street tree(s) during construction that shall incorporate the installation of appropriately sized and located wooden hoardings secured to the ground to protect the trees from impact damage. Once approved the development shall be constructed in accordance with the approved details.

Reason: In order to ensure the safety and well-being of the trees on the site during construction works that are to remain after building works are completed

in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

INFORMATIVES

1. Informative: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Informative: Based on the information given on the plans, the Mayoral CIL charge will be £162,014.58 and the Haringey CIL charge will be £568,032.51.
3. Informative: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
4. Informative: The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
5. Infiltration of surface water has the potential to mobilise contamination present within the soil. Where the proposal involves the discharge of anything other than clean roof water via sealed drainage, within sensitive groundwater locations, a risk assessment and suitable level of treatment may be required. In certain circumstances the discharge may be classified as a groundwater activity and require an environmental permit.
6. During piling works (especially if the piles extend to the Chalk within Source Protection Zone 1 - saturated zone) due to the proximity of nearby potable abstractions the weekly groundwater monitoring for in-situ parameters and turbidity should be considered.
7. 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.
8. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.

9. Contractors & developers undertaking noisy construction works within the London Borough of Haringey are restricted to the following dates and times: Monday – Friday 08.00 – 18.00hrs, Saturday 08.00 - 13.00hrs, Sundays & Bank Holidays No Noisy Works Permitted. Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974.

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Appendix 1: Consultation Responses from internal and external agencies

Stakeholder	Comments	Response
INTERNAL		
Design Officer	<p><u>Summary</u></p> <p>This proposal is a well-designed redevelopment of an important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. Above this it would provide a significant amount of good quality new housing, designed to compliant space and amenity standards, notably including no north or south facing single aspect flats, very high daylight and sunlight levels for a higher density scheme, designed to appear as a sculptural cluster, well set back from street frontages, and despite being a taller building, having no detrimental impact on local views and microclimate. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street. Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.</p> <p><u>Site Location and Context</u></p> <ol style="list-style-type: none"> 1. The site of this application is currently occupied by a single, large floorplate retail building, of mostly three storeys, with some four storeys. It was probably built in the early Post-War years of the mid-twentieth century, purpose-built for the Marks & Spencer's retail chain that vacated the site some two to three years ago. The existing building is not considered to have any architectural merit. The site sits the centre of the Borough of Haringey, in the heart of Wood Green town centre, right on Wood Green High Road, which connects Turnpike Lane tube station 200m to the south of the site with Wood Green Tube Station, 	<p>Comments noted. Materials to be controlled by condition.</p>

Stakeholder	Comments	Response
	<p>600m to its north. The High Road that runs along the south-western boundary of the site is a busy, vibrant shopping street that forms the heart of the Wood Green Metropolitan Shopping Centre.</p> <p>2. Bury Road runs parallel to the High Road and forms the north-eastern boundary to the site; this is a schizophrenic street with low rised residential properties on its north-eastern side, including opposite the site, and larger scaled backs of shops and entrances to service yards on its south-eastern site, including this site as existing. The housing opposite was originally built as part of the Noel Park Estate by the “Artizans, labourers and Industrial Dwellings Company”, a philanthropic housing company, in the late nineteenth century, in a distinctive, well designed and built decorative style that has lead the larger part of the estate to be designated a Conservation Area. However, some of those immediately opposite appear to be immediate post-war bomb damage two and three storey flatted block replacements, albeit in similar brick and slate pitched roofs. The 8-9 storey high 1970’s Page High housing sits atop service yards and the Bury Road multi-storey car park at the northern end of the street.</p> <p>3. The other sides of this application site, the south-eastern and north-western sides, are party wall boundaries to adjoining buildings. The whole north-western boundary adjoins no. 48-50, another large floorplate retail building, of two storeys height with a three storey High Road facade, occupied by “Peacocks” and (mostly) “Sainsbury’s”. Beyond Sainsbury’s on the High Road frontage is a pair of late nineteenth century terraces, either side of Dovecote Avenue, a short “stub” of a street that terminates in the façade of the Page High/Bury Road Carpark building mentioned above; these two terraces were originally built as part of the Noel Park Estate mentioned above, with Dovecote Avenue continuing through to Bury Road, but this was severed by the construction of Page High/Bury Road Carpark. Beyond these is “Cheapside” a long and elaborately ornate late nineteenth century three storey retail parade; Page High/Bury Road Carpark extends along the back of both terraces.</p> <p>4. The south-eastern boundary of the application site adjoins a pair of small retail buildings on the High Road frontage, nos. 42 & 42a, with two storeys of flats above. Beyond that is a “Brutalist” 1960s block containing a former BHS and a number of medium sized, two storey</p>	

Stakeholder	Comments	Response
	<p>retail units with blank bush-hammered concrete first floor facades. Beyond that and a couple more disparate smaller retail units, leading to Turnpike Lane underground station, at the crossroads formed by the meeting of Wood Green High Road, Westbury Avenue, Green Lanes and Turnpike Lane.</p> <p>5. The opposite, south-western side of the High Road, is more consistent than this side, consisting of a mostly late nineteenth century, three storey, red brick retail parade, usually with flats above. The wider context is generally of low rise, two and three storey, red brick and slate pitched roofed terraced housing, but the High Road frontage and Wood Green Metropolitan Centre forms a focus of intensity, with several existing higher rise and larger floorplate buildings, such as the up-to-8 storey former Shopping City (now The Mall) and up to 12 storey office towers by Wood Green Station about 0.5km beyond to the north-west.</p> <p><u>Planning Policy Context</u></p> <p>6. Wood Green, including the location of the site, is identified in the London Plan as a Metropolitan and is one of the Growth Areas identified in the Council’s Local Plan 2013.</p> <p>7. Haringey’s Local Plan; Site Allocations Development Plan Document (DPD) contains detailed provisions on the Growth Area / Area of Intensification, and specific site allocations for a number of sites in the area, “Sites in Wood Green Metropolitan Centre”, including this application site, which forms part of SA14: 16-54 Wood Green High Rd.. This has been further developed in the Wood Green Area Action Plan (AAP) DPD, which contains twelve AAP area wide policies and further site allocations including once again this application site, as WG SA14: 16-54 Wood Green High Rd.. The two documents are at different stages; the Site Allocations DPD has been adopted (July 2017); the Wood Green AAP was recently consulted for a second Preferred Options Consultation (February – March 2018); a report is currently being prepared. The Site Allocations DPD has the full weight of a recently adopted document, although the version in the emerging AAP is the most recently published site allocation and has some weight.</p> <p>8. The adopted DPD Site Allocation SA14 reads:</p>	

Stakeholder	Comments	Response
	<p data-bbox="595 236 1805 379"><i>Comprehensive redevelopment of current High Road frontages for mixed use development consisting of town centre uses at ground and first floor level, with residential above, and a potential new CrossRail 2 station entrance onto Wood Green High Road.</i></p> <p data-bbox="524 400 1809 580">Site Requirements include an allocation site wide masterplan that also shows it does not compromise coordinated development of neighbouring sites, provide one or more “laneways” across the allocation site, heights and building lines that respond to context and the potential for a taller building beside Turnpike Lane station and ground and first floor town centre uses and a wider pavement along the High Road frontage.</p> <p data-bbox="479 601 1256 632">9. The emerging AAP Site Allocation WG SA14 reads:</p> <p data-bbox="595 654 1727 759"><i>Comprehensive redevelopment of current buildings for mixed use development consisting of town centre uses at ground and first floor level, with residential and employment uses above.</i></p> <p data-bbox="524 782 1771 847">The draft AAP introduces a requirement for new employment floorspace but is otherwise similar.</p> <p data-bbox="479 869 1805 1126">10. The Noel Park Conservation Area is nearby but not immediately adjacent to the application site; its significance and the impact of this proposal is dealt with by the Conservation Officer’s report. The immediately adjacent housing on the opposite side of Bury Road and retail parade just up the High Road that were originally built as part of the Noel Park Estate are not part of the conservation area as they are detached by a former railway (the Palace Gates Line, closed in the 1960s) and other later developments. They do however form a significant part of the local context.</p> <p data-bbox="479 1149 1805 1361">11. Ducketts Common is a large local park only a short walk from the application site, opposite Turnpike Lane Station, along the south-western side of Green Lanes, the southern continuation of the High Road. It contains sports and children’s play facilities, café, seating, planting, grasslands and mature trees. There is also a children’s playground at the north-eastern end of Whymark Avenue about 250m from the site. However the site lacks existing immediate doorstep play facilities. There are some street trees along both</p>	

Stakeholder	Comments	Response
	<p>The High Road and Bury Road but otherwise there is little local greenery in the setting of the site.</p> <p><u>Principal of Development & Masterplan</u></p> <p>12. The principle of development with the uses proposed is established by the Site Allocations.</p> <p>13. In accordance with those allocations, the applicants include a Masterplan Approach [section “4.5” of their Design & Access Statement] for the rest of the allocation site (that is the Sainsbury’s etc. site to the north-east and the BHS etc. site plus smaller retail units to the south west of this application site). This shows how these proposals for this site can fit in with the actual real proposals for the neighbouring site to the south-east (the “BHS Site”), that a similar pattern of development to this proposal could successfully develop the rest of the Allocation Site to the north-west (the “Sainsbury’s Site”).</p> <p>14. The applicant’s Design and Access Statement also explains how their masterplan has evolved in tandem with the masterplan for the “BHS Site”, which has been going through its own pre-application process for much of the same time as this application. The architects of the two sites started with different approaches; this application a “podium” of similar height to existing surrounding heights, with blocks of greater height set back from the site edges, the BHS site with taller blocks along the street edges, as well as creating a new route through and public space within their site. Both contrasting approaches reasonable responses to contrasting site conditions within their respective sites, but that also both proposals have evolved, in a collaborative Masterplanning exercise, to accommodate their differences.</p> <p>15. One difference is that the BHS Site will propose a “Laneway” crossing the site, in accordance with one of the site requirements of the Site Allocations, but that this application does not include a Laneway. The most obvious difference in site characteristics is that the BHS Site is over 2x as large as this site, so has more room to accommodate a Laneway. It is also important that the currently severed stump of Dovecote Avenue is repaired and somehow turned into a Laneway as part of either a development on the Page High/Bury Road Carpark site or by modifications to the existing building (possibly to open up parts of the undercrofts). The applicants for this application,</p>	

Stakeholder	Comments	Response
	<p>and those of the BHS Site, have also shown that one Laneway (plus potentially Dovecote) would be sufficient to improve access to the Bury Road houses, and reduce their isolation. This application site has only just enough High Road frontage to provide a large retail frontage, suitable for one or two of the larger, modern retail units that the Metropolitan Centre needs, alongside a narrow residential entrance. The layout of the residential access within this proposal can be seen as a “proto-Laneway”, but the site constraints make a full Laneway difficult in this site, and that the SA requirement can be considered to be satisfactorily delivered by neighbouring sites.</p> <p>16. The other major difference in approach is between the two approaches is that between “podium-and-blocks” here and “taller-blocks-on-the-street” model on the BHS Site. I believe the podium & blocks model is more suited to this application site as it is important to respond to the established parapet line of the existing retail parades that should be retained in perpetuity, to the north-west of the site. The proposals for the BHS site respond to that line in their elevational treatment but propose continuing up to eight storeys on that building line. However the buildings to the north have not only a strong parapet line but also a strongly modelled roof, with gables, domed turrets and an elaborately decorated crowned pyramid (the latter two in the centre of the Cheapside block); it is therefore important that the upper floors of the proposal on this site pull away from the building line.</p> <p>17. Towards the back of this proposal, the set-back block leaves a three storey residential elevation along Bury Road, creating a much better relationship to the houses opposite on Bury Road, whilst also relating in height to the set-back highest floors of Page High. The BHS Site proposals also would have a three storey street frontage to Bury Road, and the two applicants have used the cooperative Masterplanning process to align their height and building lines here. Only on their south-eastern and south-western (Whymark Avenue & the High Road) frontages, they propose taller blocks on the street frontage, and this is more appropriate on their site, where the Council have agreed that the southernmost end of the High Road, beside the tube station, could be an acceptable site for a tall (10 storeys and above) building.</p> <p>18. Where the two sites meet on the High Road frontage, they are separated by a small retail unit, not part of any development and therefore likely to remain; this has a higher parapet</p>	

Stakeholder	Comments	Response
	<p>line than proposed for this application site, so represents a modest attempt at transition between their two parapet height, but the main work of transition here is in the end flank elevation of the BHS Site proposals, which will be dealt with in that application.</p> <p>19. Between the blocks, both sides propose podium landscaped courtyards, and a further fruit of the collaborative Masterplanning is that the designs of these have become complimentary, with the potential to connect between them, have complimentary landscaping and fenestration onto them, despite it not being possible to align their levels.</p> <p><u>Pattern of Development & Streetscape Character</u></p> <p>20. As noted above, the pattern of development of the proposal can be described as a podium development with taller blocks rising out of that podium. A podium development contains a lower block that spreads widely towards the edges of the site with taller blocks sitting <i>on</i> the podium, well set back from all its edges. It is a well-established building form that helps permit taller buildings fit in with a lower rise context. The lower podium can enclose and contain street frontages, maintaining a lively and legible street pattern, whilst the podium level space around the taller buildings allows day and sunlight access, views and a greater sense of spaciousness to the taller housing. Wind downdraft and funnelling is kept above street level, avoiding harming pedestrian public spaces.</p> <p>21. In particular in this proposal, the two main street frontages of the application site, whilst streets of very different character, are proposed to be both treated with what can be considered to be an appropriate, street friendly, pedestrian friendly and neighbour friendly manner. The High Road frontage is proposed to continue, indeed to reinforce, the strong retail parade frontage established by Cheapside, the short terraces either side of Dovecote Avenue and the longer terraces on the opposite side of the High Road, with a lofty retail ground floor, and two floors of residential above, albeit that the residential would be more screened, with the street elevation being formed of brick balustrades and screens to deep balconies to 1st and 2nd floor flats.</p> <p>22. The more residential character of Bury Road would be repaired with this development, replacing the existing four storey, blocky, bland and relatively blank building on the site with an active residential frontage, with front gardens, residential front doors and a stepped</p>	

Stakeholder	Comments	Response
	<p>two and three storey residential frontage. This will give active frontage and passive surveillance to this currently ill-overlooked section of street (directly opposite is a row as garages and the back of a flatted block), instead, extending the best character of the existing Bury Road, that of the surviving stretches of the Noel Park Estate, onto the other side of the street. It would also cunningly hide the ugly service elements of the development; the refuse stores, disabled and bicycle parking.</p> <p>23. This application also includes provision to pay for the council to improve the public realm of Bury Road. The plan is that improvements to the entirety of Bury Road, from its junctions with Lymington Avenue to the north-west to its junction with Whymark Avenue to the south-east, would be jointly paid for by developments on the whole of the two site allocations, the one that this forms a part of and Bury Road Carpark/Page High, but would be delivered in phases as developments are completed. Improvements would include traffic calming, new surface materials, widened pavement, street trees and other soft landscaping</p> <p>24. At the centre of the site, there would be a raised podium courtyard garden, with the main residential blocks facing across this garden on either street side, roughly parallel and of 18m minimum distance apart. This podium garden is at a floor lower than the too street frontages, so that all the residential accommodation (except the houses on the Bury Road frontage) have access to this as a communal garden. This courtyard garden extends to the south-eastern boundary, where, as mentioned above, it would be open to a similar podium garden in the current design for the BHS Site. On the north-east side it is separated from the site boundary with the “slot” down to the main residential access passageway, which therefore becomes open to the sky here and contains an external staircase to the courtyard garden.</p> <p><u>Overall Height, Tall Buildings, Impact on Views</u></p> <p>25. This section considers the design of the taller elements that sit on the “podium”. As mentioned above, the podium intrinsically resolves some of the most intractable problems of taller buildings; by removing the taller elements from the street frontage, a human scale and contextual relationship to neighbouring existing buildings is maintained in the streets and public spaces immediately next to the site, wind downdraft and funnelling is avoided</p>	

Stakeholder	Comments	Response
	<p>and daylight and sunlight access is enabled.</p> <p>26. The height of the taller elements of this proposal itself falls just below the normal threshold of <i>tall buildings</i>, 10 floors; the highest elements are of 9 storeys. However the taller elements vary in height, with elements at nine, eight, seven and six storeys. This is enhanced in the modelling and elevational treatment of the lower floors of the higher blocks, with step backs and forwards, along with deep grooves between, to break up the higher elements into what would appear to be three or four separate adjacent blocks. This will give the taller elements an appealing sculptural form that breaks up the overall mass and apparent height and gives them an appealing proportion and modelling. Taller elements are also positioned where their impact will be least, away from street frontages. The images and renderings produced demonstrate that the taller elements would be less visible (often invisible) from immediately surrounding streets.</p> <p>27. The application site falls within the identified viewing corridor of the Locally Significant View no. 21, from Downhills Park Road to Alexandra Palace. The applicants have successfully demonstrated in their Townscape and Visual Impact Assessment (TVIA) does not rise high enough to appear in this view; from the viewpoint the proposal would not be visible over the roofs of houses in the foreground, whilst Alexandra Palace would remain visible.</p> <p>28. The TVIA also assesses a number of local views of the proposal, from local streets, as well as from Ducketts Common park and including from within the Noel Park Conservation Area. Many of these show the proposal would not be visible or only barely visible, obstructed by foreground buildings and trees. Close up views from Bury Road generally show the proposal would have a better or no worse impact than the existing building on the site. It is fair to say that the only viewpoints from which the proposal would have a significant impact are those from the High Road itself or from some places on the street that runs off the High Road directly opposite the site, Courcy Road. These views will honestly express the importance of the High Road. The height of the proposal will be visible, but will not be out of character with other buildings along the High Road; it will be of a comparable height to the long length of buildings around The Mall, and also of Page High. The plans for the BHS Site will also be of a similar height, and the council has</p>	

Stakeholder	Comments	Response
	<p>agreed that there could be a taller building beside Turnpike Lane.</p> <p><u>Elevational Treatment, Materials and Fenestration, including Balconies</u></p> <p>29. The applicants' architects have chosen a brick based palette which is welcome as a durable appealing and contextual material. In particular, the two lower facades, facing right onto the High Road and Bury Road, are proposed to be in materials of rich, varied, red colours, tones and textures. The High Road elevation is characterised by a composition of horizontal banding and vertical piers, in contrast to the Bury Road elevation's composition of more solid planes of brick, with alternate panels of textured brick and a residential rhythm. Contrasting with both, the above-podium higher-rise elements are proposed in a lighter, greyer, more "washed-out" colour palette, in a more framed elevational composition also including vertical bands as well as floor to ceiling windows.</p> <p>30. These three contrasting elevational composition and material strategies contain common elements to provide a unity across the proposal and tie into successful precedents from the surrounding areas. In particular, the red tones and varied textures of the High Road and Bury Road elevations to match and fit in with those of the better quality Victorian and Edwardian retail parades along the High Road and residential streets of Noel Park, whilst the greyer tones of the higher elements reference some of the alternate brick colours found in Noel Park, particularly the blue-grey glazed bricks. The textured brick of Bury Road references the chevron patterned gables of Noel Park, yet in a contemporary detail. The horizontal bands of both the High Road and higher elements, and the vertical bands of the higher elements, are both proposed to be in reconstituted stone, tinted to compliment the brick colour with which they are associated, and reference the rich pattern of banding and projecting parapets of Noel Park.</p> <p>31. Fenestration and balconies are integrated into a tight coordinated system. At the lower levels, facing the High Road and Bury Road, balconies are wholly recessed to separate them as much as possible from the street. On the High Road, the lowest residential level, at "1st Floor" that is in reality comparable to a traditional 2nd floor level, above the double height retail units high enough to accommodate a mezzanine floor and therefore above the roof of a double decker bus anyway, flats have continuous, deep, recessed balconies,</p>	

Stakeholder	Comments	Response
	<p>set behind a broad parapet interspersed with regularly spaced broad brick piers to give a significant amount of privacy and screening from the street, whilst the soffit is detailed to bring in extra higher level light, with a raised planting bed setting “2nd Floor” (podium level) balconies/roof terraces even further back and even more screened as the brick screen becomes one of narrower brick piers much more closely spaced. This is an impressive, coherent and sophisticated response to the issue of how residential accommodation can coexist close to a busy road and vibrant high street.</p> <p>32. Private external amenity space for the houses on Bury Road is also well separated and screened from the street, despite the traditional solution of providing back gardens not being available due to the layout being that they back onto the “podium”; instead they have two-level roof terraces at their 2st and 2nd floor (that act as the mezzanine and 1st floor levels in the rest of the development). The 2st floor terrace would be very private, an internal courtyard only open to the sky, with light coming also from the 2nd floor terrace that also overlooks the street, albeit set behind a planting bed to provide some screening and privacy, and benefiting from sun for most of the day. These roof terraces also provide a way to bring daylight deep into the back of the ground floor living-dining–kitchen space, which would also have a generous patio door onto a small front garden, screened from the street by opportunities for planting, yet providing good passive surveillance.</p> <p>33. Finally the higher floors benefit from generous levels of daylight due to large floor to ceiling windows. Balconies to either street side are always detailed as fully recessed, with openings in lieu of windows within the tartan gridded elevational pattern. Balconies are frequently placed at the corners, bringing in extra light and helping to avoid single aspect flats. Only on the “inside” elevations, onto the internal courtyard, are balconies projecting; here this allows residents to get longer oblique views “up” and “down” the interior of the block, into and beyond the neighbouring blocks, benefiting also from longer access to sun. Privacy and screening is less of a concern as they would not be visible from the street, but the balustrade detail used throughout of deep vertical balusters, should further control visibility.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size and quality)</u></p>	

Stakeholder	Comments	Response
	<p>34. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.</p> <p>35. Similarly, all residential units are provided with private amenity space in compliance with or better than London Plan and Mayoral Housing SPG requirements. All flats would also be able to use a variety of private communal external amenity spaces; the large central courtyard incorporating children’s playspace and quieter, sunlit roof terraces to each block. The houses on Bury Road would not access these but they have their own front doors off the street, front gardens and private, split-level roof terraces.</p> <p>36. The alignment of the site is fortunate for developers, with the two bounding streets, Wood Green High Road and Bury Road, running at close to exactly 45° of due north. Therefore provided flats are aligned with or perpendicular to the street, they will not have a face close to due north facing. There are single aspect flats within the scheme but these are a small proportion of the total (none with purely north or purely south aspects). Those flats on the Bury Road side that are theoretical single aspect, three per floor on a typical floor, whilst the other three per floor have a corner and second aspect, have deep recessed balconies with a second living room window (as well as their bedroom window) onto this balcony, so the living room will get cross ventilation and varied daylight. Those single aspect flats facing into the courtyard all benefit from projecting balconies, allowing long north-west and south-east views, day and sunlight.</p> <p>37. Thought has also been given to providing daylight, sunlight and fresh air to communal circulation space. The primary entrances from both the high Road and Bury Road are generous double height spaces that lead onto an open air courtyard space, connecting the two sides together and providing an outdoor stair to the central courtyard, as well as access to lifts and stairs to both blocks. At upper floors, all the corridors on the Bury Road block have windows at either end, providing very good daylight to circulation. This is not possible on the High Road block except on the top two floors, where it opens onto their roof terrace, but this is so the corridor can be shorter, to allow simpler fire protection.</p> <p><u>Daylight, Sunlight and Privacy / Overlooking of Neighbours</u></p>	

Stakeholder	Comments	Response
	<p>38. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p style="padding-left: 40px;"><i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p> <ul style="list-style-type: none"> <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>39. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. 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”.</p> <p>40. The assessment finds that the impact of the development on existing neighbouring residential properties is remarkably and impressively favourable, with virtually no noticeable detrimental effects on windows. In particular, the assessment finds one window in 42a High Road (immediate neighbour to the south-west) would marginally noticeable loss of daylight from the <i>cumulative impact</i> of both this proposal and that on the BHS Site (not from this development alone) to 0.7x its current levels, which considering the amount of development envisaged is a very acceptable outcome. Three rooms at no 55 would be the only ones affected of the properties opposite, and whilst they would experience a noticeable loss of No Sky Contour (NSC), but would retain adequate Vertical Sky Component (VSC) which makes the effect acceptable; in the cumulative assessment 4 additional rooms also get the same result. No other neighbouring properties are found to have noticeable detrimental loss of daylight and no noticeable detrimental loss of sunlight to neighbouring properties have been found.</p>	

Stakeholder	Comments	Response
	<p>41. Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a surprisingly good result for a higher density scheme. In particular, only two of 319 rooms do not meet the BRE daylight standard, with 4 more in the cumulative assessment; 99% & 98% respectively. The two are both secondary bedrooms. The additional four living rooms situated below balconies where that could be mitigated if the balcony design could be modified at the detailed design stage. Ten of 39 living rooms (25%) fail to meet the BRE sunlight standard, but nine of those only fail on the total standard but only marginally, and meet the winter target; in all cases it may be possible to mitigate the performance in detailed design of balcony positions. All those flats would also benefit from access to external amenity space receiving good levels of sunlight.</p> <p>42. Good levels of sunlight access to the proposed amenity spaces, in full compliance with the standards of the BRE Guide, is found.</p> <p>43. Normally in the case of higher density developments it is necessary to note 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. Therefore it is normally explained that full or near full compliance with the BRE Guide is not to be expected. However in this case, the proposals, even when cumulative impact of those with the neighbouring BHS Site are taken into account, <i>do achieve</i> near full compliance with the BRE Guide. This proposal therefore achieved a high quality of day and sunlight access.</p> <p>44. There are no concerns with overlooking and privacy with respect to neighbouring dwellings as at present there are none close enough to be affected.</p> <p><u>Conclusions</u></p>	

Stakeholder	Comments	Response
	<p>45. This proposal is a well-designed redevelopment of an important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby.</p> <p>46. Above this it would provide a significant amount of good quality new housing, designed to compliant space and amenity standards, notably including no north or south facing single aspect flats, very high daylight and sunlight levels for a higher density scheme, designed to appear as a sculptural cluster, well set back from street frontages, and despite being a taller building, having no detrimental impact on local views and microclimate. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street.</p> <p>Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.</p>	
<p>Principal Conservation Officer</p>	<p>Assessment of significance:</p> <p>The site does not contain any Listed or Locally Listed Buildings, and is not within a conservation area. Given the scale of the proposed development, it is appropriate to consider the impact it would have on the following nearby heritage assets and their settings:</p> <ul style="list-style-type: none"> • Noel Park Conservation Area is located to the north east of the site. It is a late Victorian planned housing estate comprising residential streets of terraced houses of generally modest scale, a school, community hall, and St Mark's Church. The church and adjacent hall are Listed at Grade II. The proposed development would not be visible from most of the conservation area, but would be visible in some views from south-west of the 	<p>Comments noted.</p>

Stakeholder	Comments	Response
	<p>conservation area (nearest to the site). It would also be visible in some views of St Mark's church, which is located at the south-west corner of the conservation area.</p> <ul style="list-style-type: none"> • Cheapside parade (on the High Road to the north of the site) and the Victorian houses on Bury Road and Westbeech Road (to the east of the site) were originally part of the Noel Park estate and have some heritage interest. However, these are not designated heritage assets and are not identified on the Council's Local List as having sufficient heritage interest to warrant consideration in the planning process. These buildings do contribute to the setting of the conservation area. Both are separated from the conservation area by later development and there are no direct visual connections, but they do have historical and aesthetic connections with the conservation area and contribute to our appreciation of the history of the estate and its connections to the surrounding area. • Turnpike Lane underground station (Grade II Listed) and bus station (Locally Listed), and Gaumont Cinema (Grade II* Listed) are located on the High Road at some distance from the site. The proposed development may be visible in views of and from these buildings, and it is appropriate to consider whether there would be an adverse impact on their settings. • There is potential for the development to have an impact on the strategic view (identified in the London Plan) from Alexandra Palace towards Central London and St Paul's, which could affect the setting Grade II Listed Alexandra Palace, and Grade I Listed St Paul's Cathedral. The proposed building could also affect the view of Alexandra Palace from Downhill Park Road, which is one of Haringey's locally significant views (identified in the Borough's Local Plan). <p>Comments on proposals:</p> <p>The applicants have identified key viewpoints in consultation with the Council. The impacts of the proposed development on those viewpoints is analysed in their Townscape and Views Impact Assessment. I agree that the identified viewpoint from Noel Park Conservation Area</p>	

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	<p>(view 13, adjacent to St Mark's Church) is the most likely to be adversely affected. The development would be visible from this viewpoint in behind foreground buildings, but would not be particularly prominent, and would appear similar in scale to existing High Rd buildings that form part of the view. Any adverse impact on the setting of the conservation area or St Mark's Church would be negligible.</p> <p>The development would have considerable visual impact on both the High Rd and Bury Rd, affecting Cheapside Parade and the Victorian houses on Bury Rd. The proposed building would be considerably higher than much of the surrounding context and would not be in keeping with the scale of the historic buildings. However, the higher parts of the building are set back so that both street frontages are in keeping with the existing street context. The design of the proposed building at street level responds to the character, materials and proportions of the Noel Park Estate. The proposed design would be an improvement over the existing frontages. This is particularly true of Bury Rd, as the existing building frontage is out of scale and detracts from the street scene. I also note that there are a number of existing buildings in the area that are out of scale – most notably Shopping City. Any adverse impact on the street scene would be largely outweighed by the benefits of the proposed design. There would be no direct impact on either Cheapside Parade or the Bury Rd houses that would affect their historical connection with the Noel Park estate.</p> <p>The views analysis indicates that the proposed building would not be visible in the locally identified view of Alexandra Palace from Downhill Park. The building would be visible in wide views from Alexandra Palace, but it would not appear out of scale with surrounding buildings, or be particularly noticeable. The location offers panoramic views of the area in which buildings of various types and scales are visible. There would be no adverse impact on the view, or the setting of Alexandra Palace. The new building would sit outside of the specific view corridor identified in the London Plan, and so would not affect the setting of St Paul's.</p> <p>The views analysis indicates that the proposed development would be visible in views of Turnpike Lane station, and would be noticeably larger than the existing building on the site. However, any adverse impact on the setting of the station would be negligible. It is some</p>	

Stakeholder	Comments	Response
	<p>distance from the development site. The wider streetscape is already quite mixed, and the proposed building would not appear incongruous. The setting of the Gaumont Cinema would not be affected.</p> <p>Conclusions:</p> <p>The proposed development would not cause any adverse impacts on the significance of the heritage assets identified above. It would preserve the identified Listed Buildings and their settings, and the character and appearance of the Noel Park Conservation Area.</p> <p>Recommendations:</p> <p>There is no objection to the proposed development on conservation grounds. Details of the external materials to be used in the development should be secured by condition.</p>	
<p>Transportation</p>	<p>Proposal</p> <p>The proposal entails the demolition of the existing building and erection of buildings of 3-9 story's in height to provide residential accommodation (Use Class C3) of 128 units and 1,582sqm of flexible retail use (Use Classes A1/ A2/ A3/ A4/ A5) plus associated site access, car and cycle parking, landscaping works and ancillary development.</p> <p>Site Location and Context</p> <p>The development site is located at 44 and 46 High Road, formerly occupied by Marks and Spencer. The site has frontages on both High Road Wood Green and Bury Road. High Road is a busy classified road, with high volumes of traffic and accommodates several bus routes. High Road is characterised by relatively wide footways and includes several pedestrian crossings positioned along its length. In contrast to High Road, Bury Road is a back street and is not a very welcoming environment for pedestrians and cyclists, the reason being that it is not a destination on its own right, and is lacking in pedestrian crossing facilities and cycle facilities. It is noted that there is an existing raised table located at the northern end of the Bury road, which</p>	<p>Observations have been taken into account. The recommended legal agreement clauses, conditions and informatives will be included with any grant of planning permission as</p>

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	<p data-bbox="459 236 936 268">facilitates pedestrian movements.</p> <p data-bbox="459 311 1774 411">In terms of the parking situation, the adjoining streets are included within the 'Wood Green Inner Zone' controlled parking zone (CPZ) with parking controls operating Monday to Sunday 8AM to 10PM.</p> <p data-bbox="459 454 1809 673">The site has good access by rail/ underground and bus. It is served by 13 bus routes (230, 444, 231, 217, 67, 184, 221, W4, 123, 141, 29, 41 and 144) with very good frequencies. The rail/ underground service in close proximity consists of London Underground Piccadilly Line services, running through Turnpike Lane station. Consequently, the site achieves a public transport accessibility level (PTAL) of 6a (with 0 being the worst and 6b being the best). The PTAL rates amongst the highest in London and is considered as 'excellent'.</p> <p data-bbox="459 715 689 746">Policy Context</p> <p data-bbox="459 754 1796 896">Policy 6.13, of the London Plan sets out car parking standards, and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL is up to 1 space per unit. LBH is identified on the map 2.2, as part of the outer London.</p> <p data-bbox="459 938 1787 1080">Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p> <p data-bbox="459 1121 1809 1232">In addition, Policy 6A.1, of the addendum includes parking standards for blue badge holders for non- residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.</p> <p data-bbox="459 1273 1706 1343">With regards to employment land uses, addendum necessitates that disable car parking provision is provided for disabled employee, and provision for disabled visitors.</p>	<p data-bbox="1841 236 2011 268">appropriate.</p>

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	<p>Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.</p> <p>Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users.</p> <p>Policy DM 32 on parking standards, part of the London Borough of Haringey Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.</p> <p>PolicyT6 Car parking of the emerging draft London Plan, indicates that car-free is the starting point for all developments, which are (or planned to be) well connected. Table 10.3 has the maximum parking standards based on location and PTAL score, for Outer London (PTAL4) Opportunity Areas the maximum parking provision is 0.5 parking spaces per unit.</p> <p>Trip Generation and Impacts</p> <p>The principles and methodologies for assessment the residual highway and transportation impacts of the development is considered to be acceptable. The TRICS sites used to derive the trips rates for calculation the trip generation of the proposed development were approved by the Council.</p> <p>The baseline trip generation of the site found a person trip generation of 1,485 and 1,290 two-way trips in the AM and PM peaks respectively. In terms of vehicles trips, the baseline trip generation calculations shows that the existing site generates a total of 94 two-way vehicle trips (71 arrivals and 24 departures) and 183 two-way vehicle trips (57 arrivals and 126 departures) in the AM and PM peak periods. The table below shows how the existing development trips break down. The baseline trip generation calculations shows a high volume of trips by public transport and walking.</p>	

Stakeholder	Comments	Response																																																																																																																																																														
	<p data-bbox="450 229 936 261"><i>Table 1: Existing Trip Generation</i></p> <table border="1" data-bbox="450 288 1711 746"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="3">AM Peak (0800 – 0900)</th> <th colspan="3">PM Peak (1700 – 1800)</th> <th colspan="3">Daily (0700 – 2200)</th> </tr> <tr> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> </tr> </thead> <tbody> <tr> <td>Vehicles</td> <td>71</td> <td>24</td> <td>94</td> <td>57</td> <td>126</td> <td>183</td> <td>1,172</td> <td>1,182</td> <td>2,353</td> </tr> <tr> <td>Bus</td> <td>498</td> <td>339</td> <td>836</td> <td>558</td> <td>700</td> <td>1,257</td> <td>7,682</td> <td>7,702</td> <td>15,384</td> </tr> <tr> <td>National Rail/ London Underground</td> <td>1,017</td> <td>468</td> <td>1485</td> <td>506</td> <td>784</td> <td>1290</td> <td>9122</td> <td>7859</td> <td>16981</td> </tr> <tr> <td>Bicycle</td> <td>37</td> <td>21</td> <td>59</td> <td>37</td> <td>41</td> <td>78</td> <td>442</td> <td>437</td> <td>879</td> </tr> <tr> <td>Walk</td> <td>607</td> <td>1301</td> <td>1908</td> <td>1816</td> <td>1156</td> <td>2972</td> <td>19071</td> <td>20554</td> <td>39626</td> </tr> <tr> <td>OGVs</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>9</td> <td>8</td> <td>17</td> </tr> <tr> <td>Total</td> <td>2,241</td> <td>2,159</td> <td>4,400</td> <td>2,983</td> <td>2,819</td> <td>58,02</td> <td>37,652</td> <td>37,950</td> <td>75,602</td> </tr> </tbody> </table> <p data-bbox="450 783 1816 895">The proposed trip generation for the development, which includes both the retail and residential trip generation are presented below in Table 2. The predicted trip generation for vehicles are 21 two-way trips and 36 two-way trips in the AM and PM peak periods respectively.</p> <p data-bbox="450 932 1155 963"><i>Table 2: Proposed Development Trip Generation</i></p> <table border="1" data-bbox="450 991 1711 1372"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="3">AM Peak (0800 – 0900)</th> <th colspan="3">PM Peak (1700 – 1800)</th> <th colspan="3">Daily (0700 – 2200)</th> </tr> <tr> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> </tr> </thead> <tbody> <tr> <td>Vehicles</td> <td>14</td> <td>8</td> <td>21</td> <td>12</td> <td>24</td> <td>36</td> <td>269</td> <td>275</td> <td>543</td> </tr> <tr> <td>Bus</td> <td>92</td> <td>71</td> <td>163</td> <td>111</td> <td>130</td> <td>241</td> <td>1464</td> <td>1468</td> <td>2931</td> </tr> <tr> <td>National Rail/ London Underground</td> <td>192</td> <td>114</td> <td>306</td> <td>110</td> <td>147</td> <td>257</td> <td>1768</td> <td>1532</td> <td>3303</td> </tr> <tr> <td>Bicycle</td> <td>7</td> <td>12</td> <td>19</td> <td>11</td> <td>8</td> <td>18</td> <td>96</td> <td>97</td> <td>191</td> </tr> <tr> <td>Walk</td> <td>116</td> <td>258</td> <td>374</td> <td>345</td> <td>222</td> <td>569</td> <td>3620</td> <td>3903</td> <td>7523</td> </tr> </tbody> </table>	Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2200)			Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Vehicles	71	24	94	57	126	183	1,172	1,182	2,353	Bus	498	339	836	558	700	1,257	7,682	7,702	15,384	National Rail/ London Underground	1,017	468	1485	506	784	1290	9122	7859	16981	Bicycle	37	21	59	37	41	78	442	437	879	Walk	607	1301	1908	1816	1156	2972	19071	20554	39626	OGVs	0	0	0	0	0	0	9	8	17	Total	2,241	2,159	4,400	2,983	2,819	58,02	37,652	37,950	75,602	Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2200)			Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Vehicles	14	8	21	12	24	36	269	275	543	Bus	92	71	163	111	130	241	1464	1468	2931	National Rail/ London Underground	192	114	306	110	147	257	1768	1532	3303	Bicycle	7	12	19	11	8	18	96	97	191	Walk	116	258	374	345	222	569	3620	3903	7523	
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	<p>In terms of the net trip generation (comparison of the existing with the proposed) the assessment finds a reduction in trips across all modes. With respect to the highway network, the proposal will generate fewer vehicle trips in the order of 73 two-way and 102 two-way trips in the AM and PM peak periods respectively. Additionally, the assessment shows a considerable reduction in public transport trips and indicate that the proposal will have a positive impact.</p> <p><i>Table 3: Proposed Development Net Trip Generation</i></p> <table border="1"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="3">AM Peak (0800 – 0900)</th> <th colspan="3">PM Peak (1700 – 1800)</th> <th colspan="3">Daily (0700 – 2200)</th> </tr> <tr> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> <th>Arrive</th> <th>Depart</th> <th>Two-way</th> </tr> </thead> <tbody> <tr> <td>Vehicles</td> <td>-57</td> <td>-16</td> <td>-73</td> <td>-45</td> <td>-102</td> <td>-147</td> <td>-903</td> <td>-907</td> <td>-1810</td> </tr> <tr> <td>Bus</td> <td>-306</td> <td>-225</td> <td>-531</td> <td>-448</td> <td>-553</td> <td>-1001</td> <td>-5,914</td> <td>-6,170</td> <td>-12084</td> </tr> <tr> <td>National Rail/ London Underground</td> <td>-925</td> <td>-397</td> <td>-1322</td> <td>-395</td> <td>-654</td> <td>-1049</td> <td>-7658</td> <td>-6391</td> <td>-14049</td> </tr> <tr> <td>Bicycle</td> <td>-30</td> <td>-9</td> <td>-39</td> <td>-26</td> <td>-33</td> <td>-59</td> <td>-346</td> <td>-340</td> <td>-686</td> </tr> <tr> <td>Total</td> <td>-1318</td> <td>-647</td> <td>-1965</td> <td>-914</td> <td>-1342</td> <td>-2256</td> <td>-14823</td> <td>-13808</td> <td>-28631</td> </tr> </tbody> </table> <p>Pedestrian/cycle and public realm environment The development is proximate to three (3) local cycle routes consisting of routes 54, 79 and 56. The Council's aspiration is to improve the cycle environment in Wood Green, in support of the anticipated intensification of Wood Green, as set out in the Wood Green Area Action Plan. Improve cycle and pedestrian routes and linkages within the Wood Green area is a key transport priority.</p>											Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2200)			Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Vehicles	-57	-16	-73	-45	-102	-147	-903	-907	-1810	Bus	-306	-225	-531	-448	-553	-1001	-5,914	-6,170	-12084	National Rail/ London Underground	-925	-397	-1322	-395	-654	-1049	-7658	-6391	-14049	Bicycle	-30	-9	-39	-26	-33	-59	-346	-340	-686	Total	-1318	-647	-1965	-914	-1342	-2256	-14823	-13808	-28631
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Stakeholder	Comments	Response
	<p>The Council is seeking to develop a shared surface scheme for Bury Road, in line with its objectives to enhance the public realm and provide improve pedestrian routes and cycle route linkages through Wood Green. A concept design is in development but improvements on Bury Road, under this proposal, will focus along the section fronting the site. The Council will be looking to deliver a standalone scheme for Bury Road but will develop the detailed design for a scheme encompassing the entire length of Bury Road. Such a scheme for Bury Road will be delivered in phases, depending on the timing of developments that would fund the scheme.</p> <p>Access arrangements</p> <p>The pedestrian accesses for the commercial use is from the High Road, whereas access for the residential component of the development is a split between the High Road and Bury Road. The Council has identified the need for Modifications to the public highways to enable this proposal. Those modifications consists of the removal of the redundant vehicle crossover and reinstatement of footway and creation of a new vehicle crossover in Bury Road. These highway modifications will be secured and implemented as part of the highway improvements work to be secured through a Section 278 agreement. It should be noted that the applicant will need to commission a road safety audit on the final design of a highway scheme for Bury Road. Further changes in Bury Road include amendments to the existing on-street parking, in order to enable the development. Accordingly, the existing traffic management order (TMO) will be amended.</p> <p>Car parking provision</p> <p>The proposal includes a total of 7 accessible car parking spaces on-site. All spaces are for the residential part of this development, leaving other land uses with no dedicated parking spaces. 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 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</p>	

Stakeholder	Comments	Response
	<p>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>In accordance with Policy 3.8, the proposed development should include a total of 13 residential units which are 'wheelchair accessible' at the point of construction, or easily adaptable afters.</p> <p>It has been accepted that not all of the 10% units included, will be wheelchair accessible residential units at the start of occupation, or at all times. Therefore, the percentage (%) of the wheelchair accessible units is subject to demand, and is likely to be varied over time. The 'Housing Supplementary Planning Guidance', (March 2016)-London Plan 2016 Implementation Framework, sets up standards and indicating that each designated wheelchair accessible unit, should have a car parking space. To comply with the guidance above, if all assigned wheelchair accessible units are in use, parking provision for this proposal should be a total of 13 spaces. Nevertheless, 3 additional car parking spaces for disabled users are planned to be included on the public highway, and located along Bury Road. Those spaces will not be allocated to residents of this development, but can be used by other Blue badge holders. These additional on-street disabled car parking spaces will be included within the design and scope of</p>	

Stakeholder	Comments	Response
	<p>the highway scheme for Bury Road, which will be the subject of a Section 278 agreement.</p> <p>Considering that not all disabled users who are residing in the wheelchair accessible units will have cars, it is accepted that there is no need for each unit to have an initial allocated car parking space, at all times, because the demand for parking spaces is expected to change over time, we will therefore require and obligation of the developer to submit a parking management plan. In addition as the development is a car free development it is not expected that the car parking demand generated by the development will overspill on- street, thus it is not expected to increase on street car parking stress on Bury Road.</p> <p>There are some roads to the south and east of the site which are subjected to lesser parking controls hours than the Wood Green Inner CPZ and may suffer from some residual car parking pressures, to that end we will be request that the developer contributes a sum of £15,000 (fifteen thousand pounds) towards the design and consultation on parking control measure in these locations.</p> <p>The Council would generally require the provision of an adequate number of disabled parking spaces for non-residential use. However, we noted that the site has constraints that would preclude such provisions. Furthermore, the occupiers of the commercial uses are not known at this time. It is therefore recommended that the applicant produces a Car Parking Management Plan (CPMP) for the site, detailing how parking will be allocated for the proposed uses, management of the car park and other appropriate provisions relating to the use of the proposed car parking.</p> <p>Additionally, the development must include Electric Vehicle Charging Points (EVCP) in accordance with London Plan requirements – a minimum of 20% active and 20% passive EV charging points from the outset.</p> <p>Cycle Parking</p> <p>This proposal includes a total of 223 cycle parking spaces. Out of total, 9 are allocated for the commercial uses contained in this proposal, and the rest are assigned for residential use, split</p>	

Stakeholder	Comments	Response
	<p>as: 192 for residential use (180 spaces for flats which are located at the first floor; 12 Mews Houses at the ground floor), and 22 short stay spaces located on the High Street. 5% of the total spaces are proposed to accommodate larger cycles.</p> <p>Cycle parking standards for new developments are set out within the London Plan. The proposed provision is above the minimum requirements. Thus, cycle parking provision is acceptable.</p> <p>The locations of the proposed cycle parking spaces are shown on the submitted drawing however there are some issues with spaces proposed to be placed on the public highway, i.e. how easy is to get to and use the proposed cycle parking spaces. It is therefore recommended that the applicant submit further details of the type of parking proposed and details on how these spaces will be accessed.</p> <p>Refuse/recycling Refuse and recycling for the commercial units is proposed to be undertaken using the High Road. Further details are required on the proposed timings when this operation takes place. For limited number of pick-ups (frequency), this will be supported, however further details that presents the trip generation for refuse vehicle is requested. Recommendations are to avoid AM peaks, in the interest of minimising traffic impacts along High Road.</p> <p>For the residential element of this proposal collection for refuse and recycling is proposed to be done via Bury Road. Further details are required on: pick-up point and frequency of collections. The proposed includes a statement saying that the management company will bring the bins to the kerbside. However, due to the amount of bins required the Council will need to be convinced that this is workable solution, this must be included in the service and deliver plan.</p> <p>Delivery and Servicing Plan Details of some information related to delivery and servicing was included on the TA. The commercial units are proposed to be serviced and take deliveries, from the High Road. The</p>	

Stakeholder	Comments	Response
	<p>timing of this operation must be controlled at all times. In addition, at mezzanine level above the parking spaces would provide the commercial units with a dedicated plant area. Details such as, how deliveries/servicing are planned once the development is occupied and required.</p> <p>Matters such as: access to parts of the site to enable servicing, for deliveries; measures to encourage better coordination with suppliers, aiming to make fewer trips, servicing bays, ongoing management and monitoring of deliveries (trips per day), there are details which are required, and will be dealt with. A condition requiring the submission of a detailed DSP is recommended.</p> <p>Construction Logistic Plan (CLP) The 'Construction Logistics Plan' (CLP), is recommended to be secured by pre-commencement condition. The applicant can refer to the TfL's guidance document through this link when compiling this document. TfL has expressed opinion that they should be consulted upon submission of the final CLP.</p> <p>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 Bury Road, the High Road, and the roads surrounding the site is minimised.</p> <p>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. Given the sensitivity of this location the CMP will require monitoring. The developer will be required to pay £3,000 (three thousand pounds) per year towards monitoring of the CMP.</p>	

Stakeholder	Comments	Response
	<p>Travel Plans</p> <p>The Council welcomes the submission of a Framework Travel Plan (TP) for residential part of this development was included. The document is consistent with the content of a standard travel plan, but will need to include the final targets and measures appropriate for the development. Therefore a detailed Residential Travel Plan will need to be submitted to the Council for approval in writing, within six (6) months of first occupation of the development. There is a lack of information on other land uses included in this proposal, a Travel Plan for the non-residential use will need to be submitted to the Council for its approval in writing.</p> <p>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 style="list-style-type: none"> 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. 2. <u>Travel Plan (Residential)</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 	

Stakeholder	Comments	Response
	<p>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 (3 plus bed 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 per travel plan 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 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.</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</p>	

Stakeholder	Comments	Response
	<p>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) 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>Control Parking Zone consultation CPZ</u> The applicant developer will require to contribute byway of a Section 106 agreement a sum of £15,000 (Fifteen thousand pounds) towards the design and consultation on the implementing parking management measures to the south and east of the site, which may suffer from displaced parking as a result of residual parking generated by the development proposal. Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</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>5. <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</p>	

Stakeholder	Comments	Response
	<p>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 £313,055 (three hundred and thirteen thousand and fifty five 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>6. <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 (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the High Road, Bury 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) per year toward the monitoring of the CMP.</p> <p>Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p>	

Stakeholder	Comments	Response
	<p data-bbox="463 236 891 268">7. <u>Parking Management Plan</u></p> <p data-bbox="555 277 1776 480">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 data-bbox="607 528 1814 815" style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed (10/13)- 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 and studios units. <p data-bbox="463 863 1776 967">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 data-bbox="463 1046 640 1078">Conditions:</p> <ol data-bbox="463 1118 981 1150" style="list-style-type: none"> 1. <u>Cycle parking Design and Layout</u> <p data-bbox="463 1160 1809 1362">The applicant will be required to provide accessible cycle parking space in line with the Local Cycle design standard including details of how residents/staff will gain access to the cycle parking areas, and maintenance arrangements of the areas reserved for cycle parking 5% of all cycle parking spaces must be able to accommodate larger cycles. Cycle parking spaces must be available before the occupation, with all spaces retained thereafter.</p>	

Stakeholder	Comments	Response
	<p>Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2. <u>Electric Charging Points</u> The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.</p> <p>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.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>	
Financial Viability Consultant	<p>We have undertaken an assessment of the proposed Development with 9.1% affordable housing by units (6 x three bedroom mews houses) as offered by the Applicant.</p> <p>Taking into account the recommended amendments stated within paragraph 5.2 of this report, we have concluded that the proposed Development with the offer proposed by the Applicant of</p>	<p>Comments noted.</p> <p>Additional affordable</p>

Stakeholder	Comments	Response
	<p>9.1% affordable housing generates a deficit of £1,493,750 is in comparison to the deficit of £6,556,000 concluded in the Savills appraisal.</p> <p>For the reasons identified in paragraph 5.3 we recommend the Council include a review mechanism within the Section 106 Agreement.</p>	<p>housing has been requested and provided.</p>
<p>Housing</p>	<p>Affordable Housing Provision</p> <p>1.1 The proposed development comprises of 121 residential units. The applicant has proposed to deliver a mixed used development with 25% affordable housing 6 mews houses (5x4 and 1x3) London Affordable Rent and 16 London Living Rent (6x1b, 4x2b and 6x3beds) total of 22 units 78 habitable rooms . This level of affordable units will contribute to Haringey’s Strategic Policies of 40% Borough wide target.</p> <p>1.2 Further, this does not comply with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p>1.3 The scheme is below our desired affordable housing requirement and subject to viability considerations as set in the Local Plan and NPPF.</p> <p>2. Dwelling mix and Tenure</p> <p>2.1 The Council will seek 40% affordable housing, includes 60% Social Rent/London Affordable Rent mix-11% 1beds, 45% 2beds, 33% 3beds and 11% 4beds and 40% intermediate housing- Intermediate rent at London Living Rent levels, mix 30% 1 beds, 60%2beds, 10% 3beds.</p> <p>2.2 This site sits within the Wood Green AAP (emerging policy) this is a</p>	<p>Comments noted.</p>

Stakeholder	Comments	Response
	<p>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>2.3 The council requires 10% of new residential developments to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>2.4 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>2.5 The applicant will need to give careful attention to the new Intermediate Housing Policy adopted February 2018</p> <p>3. Consultation</p> <p>3.1 Negotiations for the transfer of the affordable housing 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>	

Stakeholder	Comments	Response
	<p>3.2 The Affordable Housing units to be transferred at the values stated in the viability assessment dated June 2018 that is £128 psf for the affordable rent, the value of the intermediate units has not been provided .</p> <p>CONCLUSION:</p> <p>A viability assessment has been undertaken and accepted that 9.1% affordable housing by units is delivered on this site.</p> <p>The applicant's has increase their original offer from 9.1% to 25% affordable housing by habitual rooms.</p> <p>This level of affordable housing is accepted provided the above tenure is delivered on site.</p>	
Drainage Engineer	<p>We have now reviewed the drainage strategy for 44 – 46 High Road, Wood Green. We can confirm our initial queries have now been addressed and this revised surface water drainage strategy meets Haringey's criteria, the LLFA, are satisfied that this application can proceed to the next stage.</p>	<p>Comments noted, condition attached.</p>
Carbon Management	<p>Energy</p> <p>Overall the scheme delivers an on-site carbon reduction of 35% against Building Regulations 2013. The energy efficiency measures that are to be installed on development will save 2% of the total carbon emissions. Savings from the community heating and hot water systems (CHP) are 28%. Carbon savings from renewable technologies (Solar PV) is 8%.</p>	<p>Comments noted, conditions and legal agreement clauses attached.</p>

Stakeholder	Comments	Response
	<p data-bbox="517 272 1816 379">This means that the development gives a saving of 35% against Building Regulations 2013 on regulated energy. In line with Policy 5.2 of the London Plan the remaining 65% will be offset. They have offered this value of the offsetting at £245,880.</p> <p data-bbox="517 421 1816 491">These measures, including the site wide energy network, makes the scheme policy compliant and should be secured through conditions and legal agreement.</p> <p data-bbox="517 533 1816 676">The Council believe that the number of residential units does not warrant a CHP system. And is at risk of putting future residents in economic disadvantage. The developer should reassess the need of implementing one as high operational costs could leave some residents in fuel poverty.</p> <div data-bbox="562 715 1800 1375" style="border: 1px solid black; padding: 10px;"> <p data-bbox="568 719 954 751">Suggesting Condition (1)</p> <p data-bbox="568 794 1749 901">You must deliver the Energy standards as set out in Energy and Sustainability Statement, by Silcock Dawson and Partners Energy & Sustainability Design Group, dated April 2018.</p> <p data-bbox="568 943 1783 1050">The development shall be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% reduction beyond BR 2013. This shall include:</p> <ul data-bbox="629 1091 1783 1235" style="list-style-type: none"> - The U-values as set out in 4.1.1. and 4.2.1. of the Energy and Sustainability Statement; - A 37 kWp solar PV installation of mono-crystalline PV panels. Covering at least 232 m² of flat roof area to accommodate the estimated PV capacity. <p data-bbox="568 1276 1715 1347">The equipment and materials to deliver this standard shall then be maintained as such thereafter.</p> </div>	

Stakeholder	Comments	Response
	<p>Confirmation of these measures and standards being achieved must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £4,000 in total (per tonne of carbon for 30 years) or by delivering a solar PV installation on a nearby school.</p> <p>Reason: To comply with London Plan Policy 5.2. and Local Plan Policy SP:04.</p> <p>Suggested Condition (2)</p> <p>Details of the construction standard of the site wide energy network and its ongoing operation shall be confirmed to the Council 3 months prior to any works commencing on site. These details shall include:</p> <ul style="list-style-type: none"> a) Confirmation that the heat network serves all domestic and non-domestic units on the site. Providing all hot water and space heating loads. b) 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 c) 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 	

Stakeholder	Comments	Response
	<p>then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.</p> <p>Reason: To ensure the facility and associated infrastructure are provided in line with London Plan Policy 5.7 and Local Plan SP:04 and DM 22.</p> <p>Suggested Condition (3)</p> <p>Overheating Risk in Dwellings</p> <p>There is risk of overheating in new development, and on this mixed-use development (with sources of noise and air quality) may mean that and simple passive cooling (opening the windows) may not be a viable option. The applicant will need undertake a London weather pattern dynamic thermal model using future weather patterns (2050 medium emissions scenario). They will need to pick most likely to overheat units (south-west corner) to model. If the units do overheat, design measures and technologies should be installed to minimise this risk (such as Brise soleil). If they only overheat in the future, a strategy should be designed as to how measures can easily be retrofitted when the weather patterns increase temperature.</p> <p>This takes on greater importance on this site, due to local noise and air quality pollution sources which may limit openable windows.</p> <p>Reason: To ensure the design of places and spaces avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change, in line with London Plan Policy 5.9.</p> <p>Suggested Condition (4)</p> <p>Noise</p>	

Stakeholder	Comments	Response
	<p>The site is close to several noise sources (industrial building yard, over ground train line, and road junctions all with 50m of the units) which will affect the liveability of the dwellings. The scheme should be designed to ensure that these external noise sources do not affect internal living. This should be designed in through sound insulation measures on this site. This can be demonstrated through achieving at least three out the four credits under HEA 05 (Residential) under BREEAM New Construction 2018.</p> <p>Reason: to Support the London Plan Policy 7.15 and local plan DM23.</p> <p>Suggested Legal Agreement The Owner agrees to pay the Carbon Offset Contribution of £245,880.00 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>Biodiversity and Green Roofs</p> <p>A green roof is considered within the submitted Surface Water Management Report Part 1.</p> <p>We recommend that this is conditioned to be delivered.</p> <p>Suggested Condition</p> <p>That prior to commencement on site details on the living roof shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located; • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional Policies 5.3, 5.9 and 5.11 of the London Plan (2011) and Local Policy SP:05 and SP:13.</p> <p>Sustainability</p> <p>There is no assessment proposed on the sustainability of either the residential or retail aspects of the development. Due to the mixed use of this scheme many benefits would be shared. This standard should be conditioned to be delivered.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Suggested Condition</p> </div>	

Stakeholder	Comments	Response
	<p>The development shall be constructed in strict accordance of the details so approved, and shall achieve the rating of <u>Home Quality Mark Level 4</u> for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</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 authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) Policies 5.1, 5.2, 5.3 and 5.9 and Policy SP:04 of the Local Plan.</p> <p>Parking and EVs</p> <p>There are 7 disabled parking bays as part of this development. These are only for residents. The Wood Green Area Action plan seeks to have 100% active and smart charging infrastructure of bays. While the emerging London Plan requires 40% active provision.</p> <p>If only 40% of the bays are electric, then unless a management strategy is outlined to show how the electric bays will be allocated to residents, the Council recommend all bays to be electric. The Ultra Low Emission Zone (ULEZ) has been confirmed by the GLA on June 8th</p>	

Stakeholder	Comments	Response
	<p>2018 that the ULEZ will expand to North and South Circular roads – affecting all residents in Haringey. Therefore, in upcoming years, we expect to see a significant shift to plug-in vehicles.</p> <p>We recommend a rapid charging unit is installed to provide a charging solution for delivery services for the retail unit.</p> <div data-bbox="560 491 1787 975" style="border: 1px solid black; padding: 10px;"> <p>Suggested Condition</p> <p>The applicant will deliver electric recharging infrastructure in at least 40% disabled parking bays on site. These shall be maintained and fully operable thereafter.</p> <p>The applicant will deliver recharging infrastructure in 100% of the disabled parking bays on site. This shall be maintained and fully operable thereafter.</p> <p>The applicant shall install a rapid recharging point to serve the delivery bays on site. This shall be maintained and fully operable thereafter.</p> <p>Reason: To comply with London Plan Policy 6.13 and Wood Green Area Action Plan Policy WG11, respectively.</p> </div> <p>Additional comments:</p> <p>The applicant has responded on 5 points and these are:</p> <p>1) Carbon reduction. They have redone the Energy Assessment. This has now altered the building design for improved energy efficiency. The Energy Assessment has also removed the CHP for communal boilers. Due to this the applicant has re-worded the condition to take this on board. We agree to the following condition.</p>	

Stakeholder	Comments	Response
	<p>Action: To add on the following condition to the development.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>You must deliver the Energy standards as set out in Energy and Sustainability Statement, by Silcock Dawson and Partners Energy & Sustainability Design Group, (version 2) dated 21/08/2018.</p> </div> <p>The development shall be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 20% reduction beyond BR 2013. This shall include:</p> <ul style="list-style-type: none"> - The U-values as set out in 4.1.1. and 4.2.1. of the Energy and Sustainability Statement; - A solar PV installation of mono-crystalline PV panels with an output of at least 37 kWp or covering at least 232 m2 of flat roof area. <p>The equipment and materials to deliver this standard shall then be maintained as such thereafter.</p> <p>Confirmation of these measures and standards being achieved must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £4,000 in total (per tonne of carbon for 30 years) or by delivering a solar PV installation on a nearby school.</p>	

Stakeholder	Comments	Response
	<div data-bbox="562 233 1809 312" style="border: 1px solid black; padding: 5px;">Reason: To comply with London Plan Policy 5.2. and Local Plan Policy SP:04.</div> <p data-bbox="555 352 1805 459">Action: The applicant has agreed to offset the remaining carbon emissions and offered the Council a total payment of £323,100.00 (covering retail and residential). This should be secured through s106 and paid on completion.</p> <p data-bbox="506 499 1702 679">2) Heat Trust The Applicant has accepted the suggested condition but ruled out the Heat Trust requirement. The Heat Trust is designed to protect future residents. No other suggested accountable and auditable system of customer protection has been proposed.</p> <p data-bbox="555 719 1711 791">The emerging London Plan (SI3) makes reference to this expectation as does the Energy Strategy Guidance issued by the GLA in March 2018.</p> <p data-bbox="555 831 1796 938">They have asked for the Council to alter the condition to say “The installation shall be in accordance with general rules of the Heat Trust scheme to allow an operator to and manage the installation without need to install any additional equipment”.</p> <p data-bbox="555 978 1792 1121">The terminology of “general rules” are too vague. And with the addition of “without the need for any additional equipment” may not protect residents or offer best services to them. Therefore we cannot accept this alteration and suggest the following condition is added:</p> <div data-bbox="562 1161 1809 1385" style="border: 1px solid black; padding: 5px;"> <p data-bbox="568 1166 1778 1273">Details of the construction standard of the site wide energy network and its ongoing operation shall be confirmed to the Council 3 months prior to any works commencing on site. These details shall include:-</p> <p data-bbox="618 1313 1778 1385">a) Confirmation that the heat network serves all domestic and non-domestic units on the site. Providing all hot water and space heating loads.</p> </div>	

Stakeholder	Comments	Response
	<p>b) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and</p> <p>c) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme (an equivalent industry approved, auditable and accountable customer protection scheme can be suggested). And that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. These standards shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.</p> <p>Reason: To ensure the facility and associated infrastructure are provided in line with London Plan Policy 5.7 and Local Plan SP:04 and DM 22.</p> <p>3) Sustainability Assessment The applicant has rejected the requirement for a Sustainability Assessment for the residential units (Home Quality Mark). But they have highlighted the retail units will be designed to a BREEAM Standard “Very Good”. The retail unit should therefore be conditioned as such:</p> <p>You must deliver the sustainability measures as set out in Energy and Sustainability Statement, by Silcock Dawson and Partners Energy & Sustainability Design Group, (version 2) dated 21/08/2018.</p> <p>The retail part of the development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of “Very good” under BREEAM New Construction (2018) and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent</p>	

Stakeholder	Comments	Response
	<p>certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>4) Over Heating Assessment They have agreed to the Condition on the overheating assessment. This was:</p> <p>The applicant will undertake a London weather pattern dynamic thermal model for the residential units (TM59) using London future weather patterns (TM49). And future weather scenarios - 2020 and 2050 (high emissions scenario) shall be modelled. 5% of units will be modelled and these will be the units most likely to overheat units (south-west corner).</p> <p>If the units do overheat in the current scenarios (2020), passive design measures and technologies should be installed to remove this risk. If the units only overheat in the future weather patterns (2050), a strategy should be designed as to how measures can easily be retrofitted when the weather patterns increase temperature.</p> <p>This takes on greater importance on this site, due to local noise and air quality</p>	

Stakeholder	Comments	Response
	<p data-bbox="568 236 1812 272">pollution sources which may limit openable windows.</p> <p data-bbox="568 309 1812 416">Reason: To ensure the design of places and spaces avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change, in line with London Plan Policy 5.9.</p> <p data-bbox="510 459 1086 496">5) Electric Vehicle Recharging Points</p> <p data-bbox="555 501 1812 608">They have not answered the requirement of a parking strategy that answer who gets / how the 20% of recharging bays will be managed by residents. And what the design of passive provision looks like.</p> <p data-bbox="555 644 1812 719">They have rejected the need for rapid recharging points for the freight deliveries. This is found in T7 of the emerging London Plan. And D1 (10) of the current London Plan.</p> <p data-bbox="555 756 1733 831">Action: To require a management strategy of residential Electric Vehicle Charging Points and a Freight Rapid Point in the Parking Management Plan.</p> <p data-bbox="456 868 1823 943">They did not comment on the condition on the Biodiversity Roof. Therefore I assume that these will be included. This is:</p> <div data-bbox="465 1015 1693 1364" style="border: 1px solid black; padding: 5px;"> <p data-bbox="474 1019 801 1056">Suggested Condition</p> <p data-bbox="474 1099 1648 1174">That prior to commencement on site details on the living roof shall submitted to the local authority for approval. This will include the following:</p> <ul data-bbox="506 1217 1659 1364" style="list-style-type: none"> <li data-bbox="506 1217 1429 1254">• A roof(s) plan identifying where the living roofs will be located; <li data-bbox="506 1259 1648 1334">• Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); <li data-bbox="506 1339 1659 1370">• Details on the diversity of substrate depths across the roof to provide contours </div>	

Stakeholder	Comments	Response
	<p>of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;</p> <ul style="list-style-type: none"> • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self-colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional Policies 5.3, 5.9 and 5.11 of the London Plan (2011) and Local Policy SP:05 and SP:13.</p>	
<p>Pollution</p>	<p><u>Air Quality</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)) 	<p>Comments noted and conditions attached</p>

Stakeholder	Comments	Response
	<p>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</p> <ul style="list-style-type: none"> • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>An Air Quality Impact Assessment Report referenced 11295 and dated March 2018, compiled by ITP Energised was submitted with this application.</p> <p>The proposals include a centralised energy centre comprising a gas-fired Combined Heat and Power (CHP) plant and gas-fired boilers for domestic heating and hot water which details have been presented in the report.</p> <p>The assessment revealed that the proposed development will have a negligible effect on local air quality and is considered suitable for future residential and commercial development.</p> <p>The proposed development was assessed to be air quality neutral.</p> <p>Find below my comments:</p> <ul style="list-style-type: none"> • Was the development-generated traffic estimate by the Transport Consultants (Transport Planning Associates) agreed with TFL; the assessment made a conclusion that the number of daily HGV construction vehicle movements during peak construction 	

Stakeholder	Comments	Response
	<p>has been estimated to be between 10-50 HGV movements and will therefore not exceed the EPUK criteria. The additional number of vehicle movements is not considered to be high enough to have the potential to cause a significant adverse effect at any local air quality sensitive receptor. The effect on local air quality sensitive receptors will be not significant and construction phase road traffic emissions are therefore not considered further in this assessment.</p> <ul style="list-style-type: none"> • Details of the centralised energy centre comprising a gas-fired CHP plant (2 x 49.5kW SAV Systems XRGI-15 units) and two gas-fired boilers (up to 533kW output Hoval Ultra-Gas Condensing boilers) for domestic heating and hot water should be provided to the local authority • The 2016 data for LBH monitoring sites are suitable for model verification within the study area. <p>The following conditions are recommended:</p> <p><u>Air Quality Assessment</u></p> <ul style="list-style-type: none"> • An updated Air Quality Assessment, taking into account emissions from boilers and combustion plant, road transport sources and the 2016 data for LBH monitoring sites must be undertaken and submitted for approval. <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:</u></p>	

Stakeholder	Comments	Response
	<p>A Phase I Geo-Environmental Assessment Report 44-46 High Road, Wood Green, London, N22 6BU referenced LS 3193 (V1.1) and dated April 2018 and compiled by Land Science was submitted with the application.</p> <p>The Geo-Environmental Assessment Report plus maps referenced LS 3193 (V1.1), dated April 2018 was submitted at the application stage. This report presents amongst other issues a preliminary conceptual site model of contamination, identifying possible pollutant linkages. The conceptual model indicates potential pollutant linkages with a risk of low to medium from the potential historical use of heating oil, made ground and off- site former railway land.</p> <p>The report recommends that an intrusive investigation should be conducted including:</p> <ul style="list-style-type: none"> • <i>Shallow boreholes, or trial pits, to assess the composition and depth of any Made Ground and any field evidence of contamination into the underlying soils.</i> • <i>Selected samples (including materials bearing field evidence of contamination) should be sent for laboratory analysis. The main analytical suite is identified below.</i> • <i>If Made Ground or alluvial deposits is proven to be >1m thick, several shallow standpipes should be installed in boreholes with different response zones, to assess the potential for ground gas generation on site, along with return monitoring.</i> <p><i>The analytical suite, based on the known site history and walkover survey, should include:</i></p> <ul style="list-style-type: none"> • <i>General parameters: Acidity (pH), fraction of organic carbon.</i> • <i>Metals; Arsenic, Cadmium, Chromium (total), Lead, Mercury, Selenium, Boron, Copper,</i> • <i>Nickel and Zinc.</i> • <i>Organic Compounds; TPH, BTEX, Speciated PAHs and PCBs (to be targeted so that they are close to the electrical substation).</i> • <i>All samples of Made Ground should be laboratory screened for the presence of asbestos.</i> 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> • <i>Where possible asbestos fibres or ACMs are identified, these should be examined under a microscope to determine type.</i> <p><i>Further positions may be required, additional samples analysed or additional determinands added to the analysis, as appropriate, based on any field evidence of possible contamination encountered.</i></p> <p><i>Water is not anticipated at the site but if encountered it should be sampled and tested. In addition, the requirement for Waste Acceptance Criteria (WAC) testing should be considered to categorise soils in terms of disposal.</i></p> <p><i>It would be prudent to confirm the scope of ground investigation works with the Local Authority and other stakeholders before carrying out these works.</i></p> <p>The proposed works are generally acceptable.</p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <p>Before development commences, other than for investigative work and demolition:</p> <ol style="list-style-type: none"> a) Using information obtained from the Geo-Environmental Assessment Report plus maps an intrusive site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: - a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. 	

Stakeholder	Comments	Response
	<p>b) If the approved risk assessment and approved 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>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</u></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><u>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</u></p> <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. 	

Stakeholder	Comments	Response
	<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>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 Dust and Emissions Control and shall also include a Dust Risk Assessment. <p><i>Reason: 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>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <p><u>NRMM</u></p> <ul style="list-style-type: none"> No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <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>	

Stakeholder	Comments	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> 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>	
Waste Management Officer	<p>1 x 3 bed Mews House & 5 x 4 bed Mews House:</p> <p>Required: 1 x 240L refuse, 1 x 240L recycling, 1 x 25L food waste. 5 x 360L refuse, 5 x 360L recycling, 5 x 25L food waste. Pulling distance within 25m Green garden waste is now an opt in paid service.</p> <p>RAG traffic light status of GREEN</p> <p>82 x 1 bed, 33 x 2 bed, 7 x 3 bed flats:</p> <p>Required: 14 x 1100L refuse, 6 x 1100L recycling, 7 x 240L food waste Pulling distance within 10m</p>	<p>Comments noted. Condition attached.</p>

Stakeholder	Comments	Response
	<p>1280L bins and 340L food waste bins are not used in Haringey due to the operational problems they produce in weights and dimensions. BS calculation was incorrect and it is only guidance. The calculations are not robust enough we are however aware that the application did make some additional calculations.</p> <p>The above requirements are what's needed to be assured.</p> <p>There needs to be assurances that gradients will be within the 1:20 Haringey requirements and dropped kerbs installed.</p> <p>Application has stated management service to be in place to ensure receptacles are within 10m of Vehicle: ACCEPTED</p> <p>RAG traffic light status of AMBER</p> <p>Commercial Waste:</p> <p>Commercial waste must be stored and collected separately from residential waste. Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required.</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.</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>	

Stakeholder	Comments	Response
	<p>Total overall rating AMBER</p> <p>Additional comments:</p> <p>I agree that based on the attached notification the status can be moved from Amber to Green</p>	
Building Control	<p>This department has no objection to this application.</p> <p>This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p> <p>You may also contact Haringey Building Control for Free Application advice/meeting to discuss the scheme further in particular B5 - fire brigade Access.</p> <p>Please contact us with any queries you may have at: Building.control@haringey.gov.uk</p>	Comments noted.
Arboricultural Officer	<p>There are no existing trees within this new development site. It is proposed to plant 5 new 'street trees' at the rear in planters adjacent to Bury Road. The Landscaping Statement also proposes a number of additional new trees within the central communal area.</p> <p>I have concerns about the new street trees being installed in planters. Careful consideration must be given to this as there are a number of problems that would seriously impact the trees ability to grow successfully. The container must have adequate space to accommodate both the growing tree and its roots. The soil used must maintain sufficient aeration and drainage while retaining suitable amounts of moisture. Good container soil retains adequate levels of water without becoming waterlogged. Trees in containers require constant maintenance throughout their lifespan, particularly irrigation. Containers are very prone to drying out. The soil</p>	Comments noted. Conditions included for tree protection and landscaping.

Stakeholder	Comments	Response
	<p>will also have to be enriched annually as the existing nutrients in the soil at the time of planting will soon diminish. Tree roots in containers may also die during summer if the soil temperature becomes too hot, exceeding air temperatures. The heat from pavement can quickly cause the soil in containers to become excessively hot, burning the roots and drying out the soil.</p> <p>It would always be preferable to create tree pits in the existing ground to enable the planting of new trees.</p> <p>There is an existing street tree to the right at the front of 44-46 High Road, N22. This tree must be adequately protected with hoarding to prevent any damage during the demolition and construction phases.</p>	
<p>Noise Specialist</p>	<p>I have read the acoustic planning report produced by Acoustic Logic doc reference no 20170025.1-BG-APR.01 dated 3rd April 2018. There are no objections made in principle to this proposed development however the following conditions shall apply;</p> <p>External Plant Noise Design Criteria Noise arising from the use of any plant or any associated equipment shall be set at 5dB below the existing background noise level (LA_{90 15mins}) when measured (LA_{eq 15mins}) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant equipment does not cause noise nuisance within any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 and any mitigation measures necessary to achieve the required noise level shall be submitted to the Local Authority Planning Authority in writing, for approval. The plant shall be installed and maintained in accordance with the approved details. <i>REASON: to ensure high quality residential development and protect the amenity of the locality</i></p> <p>Internal Noise Criteria in Habitable Rooms Section 4 of the report assessed the existing environmental noise level and predicted the</p>	<p>Comments noted. Conditions included.</p>

Stakeholder	Comments	Response											
	<p>glazing requirement for the proposed development at the North-east, North-west and South-east elevations. The report predicts that with the installation of the specified recommended glazing inclusive of a fully, or partially mechanically ventilated system the following internal noise levels in accordance with BS8233:2014 below will be achieved within the proposed residential units (with the windows closed);</p> <table border="1" data-bbox="461 453 1659 681"> <thead> <tr> <th data-bbox="461 453 860 489">Time</th> <th data-bbox="864 453 1234 489">Area</th> <th data-bbox="1238 453 1659 489">Maximum Noise level</th> </tr> </thead> <tbody> <tr> <td data-bbox="461 493 860 564" rowspan="2">Daytime Noise 7am – 11pm</td> <td data-bbox="864 493 1234 564">Living rooms and Bedrooms</td> <td data-bbox="1238 493 1659 564">35dB(A)</td> </tr> <tr> <td data-bbox="864 568 1234 604">Dining Room/Area</td> <td data-bbox="1238 568 1659 604">40dB(A)</td> </tr> <tr> <td data-bbox="461 608 860 679">Night Time Noise 11pm - 7am</td> <td data-bbox="864 608 1234 679">Bedrooms</td> <td data-bbox="1238 608 1659 679">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. <i>REASON: To ensure high quality residential development</i></p> <p>Scheme of 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 Council’s Noise Team about the end user. The scheme shall be installed as approved prior to any commercial occupation of the site, including the music studio, and shall be maintained thereafter. <i>REASON: to protect the amenity of the locality.</i></p> <p>Advisory – Construction and Demolition Contractors/Developers undertaking noisy construction works within the London Borough of Haringey are restricted to the following dates and times;</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)	Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
Time	Area	Maximum Noise level											
Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)											
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Night Time Noise 11pm - 7am	Bedrooms	30dB(A)											

Stakeholder	Comments	Response
	<p><i>Monday – Friday 08.00 – 18.00hrs</i> <i>Saturday 08.00 - 13.00hrs</i> <i>Sundays & Bank Holidays No Noisy Works</i></p> <p><i>(Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974)</i></p>	
School Places	<p>Thanks for your latest planning application. Having looked through the plans we feel that although the development may result in some additional need for local school places there is enough existing surplus capacity in Planning Area 5 (Noel Pak, West Green, Woodside, South half of Bounds Green and north half of Harringay wards) to cope with the likely additional yield.</p> <p>We therefore have no comments on this application from a school place planning perspective.</p>	Comments noted.
Emergency Planning	No immediate concerns with this application from me.	Comments noted.
Licensing	No objections raised.	Comments noted.
Regeneration	No objections raised.	Comments noted.

EXTERNAL		
Environment	Thank you for consulting us on the above planning application. We have reviewed the	Comments are

<p>Agency</p>	<p>information submitted and have no objections to the proposals subject to the conditions listed below being invoked on any planning permission granted.</p> <p>This site is in a source protection zone 1 for public water supply and without these conditions the proposed development poses an unacceptable risk to the environment.</p> <p>Condition 1 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons</p> <p>To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework. Condition 2 No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reasons</p> <p>To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework.</p> <p>Condition 3 Piling, deep foundations and other groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details. Reasons</p> <p>To ensure that any proposed piling, deep foundations or other groundworks using penetrative methods does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework.</p> <p>Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation</p>	<p>noted. Conditions included.</p>
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	<p>measures should be submitted with consideration of the EA guidance.</p> <p>Condition 4 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development. Reasons To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework</p> <p>Informative</p> <p>Surface water drainage informative</p> <p>Infiltration of surface water has the potential to mobilise contamination present within the soil. Where the proposal involves the discharge of anything other than clean roof water via sealed drainage, within sensitive groundwater locations, a risk assessment and suitable level of treatment may be required. In certain circumstances the discharge may be classified as a groundwater activity and require an environmental permit.</p> <p>Piling informative</p> <p>During piling works (especially if the piles extend to the Chalk within SPZ1 saturated zone) due to the proximity of nearby potable abstractions the weekly groundwater monitoring for insitu parameters and turbidity should be considered. http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf</p>	
<p>Thames Water</p>	<p>Waste Comments Thames Water would advise that with regard to waste water network and waste water</p>	<p>Observations have been</p>

	<p>process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes.</p> <p>The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Water Comments Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a water strategy but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure</p>	<p>taken into account and conditions and informatives included</p>
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phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website
<https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development>.

Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains and have contacted the developer in an attempt to agree how the, asset will be diverted / development will be aligned. We have been unable to agree a position in the time available and as such Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

	<p>Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water have contacted the developer in an attempt to agree a piling methodology, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes.</p> <p>Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk</p>	
Metropolitan Police	Thank you for allowing us to comment on the above planning proposal.	Observations have been

	<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/2018/1472 and would like to offer the following comments, observations and recommendations. These are based on available information, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>1.0 It is my professional opinion that crime prevention and community safety are material considerations 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 met favourably with the project architects to discuss their intentions around security or Secured by Design (SbD).</p> <p>2.1 I have reviewed the planning application and have areas of concern that 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. If the L.B Haringey, are to consider granting consent, I would ask that the recommendations detailed below be attached. This is to mitigate the impact and deliver a safer development in line with national, regional and local planning policies. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix) in supporting my recommendations.</p> <p>3.2 The development shall only be carried out in accordance with the approved details.</p> <p>(1) 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</p>	<p>taken into account and amendments to the plans made where possible. Condition included.</p>
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such building or use and thereafter all features are to be permanently retained.
(2) The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for each building or phase of the development and accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.

The services of MPS DOCOs are available free of charge and can be contacted via ***docomailbox.ne@met.police.uk*** or 0208 217 3813.

Crime Figures:

4.0 Crime and disorder is a factor for consideration with this application. Crime data affecting this application is highlighted in appendix 2 below.

Legislation & SBD Guidance:

5.0 SP11: Design All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall:

- Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high quality public realm that is easy and safe to use; and by applying the principles set out in 'Secured by Design' and Safer Places;
- Seek the highest standards of access in all buildings and places;

Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.

That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products

	<p>have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. I would therefore request that the benefits of certified products be pointed out to applicants 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.</p>	
London Fire Service	<p>The Brigade is satisfied with the proposals.</p> <p>This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and 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. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	Comments noted.
Transport for London	<p>TfL Reference: 18/2036 Planning Application: HGY/2018/1472 44-46 High Road, N22 6BX</p>	Comments noted and will be dealt with

	<p>Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A5) plus associated site access, car and cycle parking, landscaping and ancillary development</p> <p>Thank you for consulting Transport for London with regard to the above planning application. TfL has the following comments:</p> <p>The site is located on the A105 High Road which forms part of the Strategic Road Network (SRN). TfL have a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The site is also adjacent to the Crossrail 2 safeguarding area.</p> <ol style="list-style-type: none"> 1. The footway and carriageway on the A105 High Road should not be blocked during the works. Temporary obstructions during the conversions should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A105 High Road. All vehicles should only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. 2. The development is proposed to be car-free apart from disabled spaces, which is welcome given the excellent public transport links that the site benefits from. 3. A total of 7 disabled parking bays are proposed on-site. A further 3 public disabled parking bays are available on Bury Road. TfL finds this acceptable from the outset. In line with draft New London Plan Policy T6.1, a Car Parking Design and Management Plan should be secured by condition. This should outline how the remaining disabled bays up to a total of one per dwelling for 10% of dwellings can be requested and provided as disabled parking in the future. 4. In line with draft New London Plan Policy T6.5, the applicant should explore the provision of a disabled bay for the commercial element of the development. 5. The applicant proposes to provide Electric Vehicle Charging Points (EVCPs) in line with the current London Plan for the disabled car parking spaces (20% active EVCPs and 20% passive EVCPs). The applicant is strongly encouraged to increase this to meet draft New London Plan standards – 20% active and the 	<p>by conditions and legal agreement as appropriate.</p>
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	<p>remaining spaces all being provided with passive provision (80%).</p> <ol style="list-style-type: none"> 6. With regard to trip generation, TfL would have preferred the use of surveys for the existing site as they provide a more accurate representation of the current use than selecting sites from TRICS. It is also unclear why local Census data has not been used to derive mode shares, as this is likely to provide a more accurate forecast than TRICS. The applicant should provide a response on this. 7. The applicant has provided a PERS and CLoS assessment, which is welcome. In line with draft New London Plan Policy T2, Haringey Council are encouraged to use the results of this to secure improvements to the local walking and cycling environment. 8. Residential cycle parking exceeds current London Plan standards which is welcome. 9. The commercial cycle parking quantity has been calculated using Gross Internal Area (GIA). The current London Plan and draft New London Plan both require Gross External Area (GEA) to be used to calculate cycle parking standards. The applicant should therefore provide the GEA of the commercial floorspace so TfL can assess the required cycle parking quantity. 10. Residential cycle parking is located on the first floor and is accessed via a lift. In line with London Cycle Design Standards (LCDS) guidance the lift should be at least 1.2mx2.3m. It is understood that residential short-stay cycle parking is proposed to be included as part of the secure internal facility. TfL's preference would be for this to be provided in the public realm/on-street if possible. 11. The applicant is reminded that in line with LCDS guidance, at least 5% of spaces should be enlarged, to provide space for larger or adapted cycles. This should be provided. 12. Details of cycle parking in accordance with LCDS guidance should be secured by condition. The applicant should consider the type of cycle parking proposed; if two-tier racks are used they should be fitted with a mechanically or pneumatically operated system for accessing the upper levels. 13. A Construction Logistics Plan should be secured by pre-commencement condition, which TfL should be consulted on. This should follow TfL guidance, available here: http://content.tfl.gov.uk/construction-logistics-plan-guidance-for- 	
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	<p>developers.pdf</p> <p>14. Details on delivery and servicing have been provided in the Transport Assessment. The applicant proposes that the existing loading bay on High Road will be used for retail servicing and refuse collection. TfL will need to be reassured that this bay can cope with the amount of vehicles that will service the site. A Delivery and Servicing Plan should be secured by condition which TfL should be consulted on. This should follow TfL guidance, available here: http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf</p> <p>15. Framework Travel Plans have been provided for the residential and retail use. TfL finds the content of these acceptable. The Full Travel Plan should be secured, monitored and reviewed through the section 106 agreement.</p> <p>16. The site is in close proximity to London Underground infrastructure. Therefore London Underground Infrastructure Protection have responded to this application and requested certain condition are secured.</p> <p>TfL requires the above to be addressed before we can be supportive of this application.</p> <p>Additional comments:</p> <p>We have no objection to the proposals.</p>	
<p>London Underground Infrastructure Provision</p>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. Therefore, it will need to be demonstrated to the satisfaction of LUL engineers that:</p> <ul style="list-style-type: none"> • the development will not have any detrimental effect on our tunnels and structures either in the short or long term • the design must be such that the loading imposed on our tunnels or structures is not increased or removed • we offer no right of support to the development or land 	<p>Comments noted. Condition included.</p>

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for demolition, all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- provide load calculations
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular

	with regard to: demolition; excavation and construction methods;	
Crossrail 2 Safeguarding	<p>Thank you for your letter dated 22 May 2018, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction.</p> <p>I have no comment on this application.</p>	Comments noted.

<p>LOCAL REPRESENTATIONS:</p> <p>68 LETTERS FROM RESIDENTS – 7 IN OBJECTION, 59 IN SUPPORT & 2 COMMENTS</p> <p>1 OBJECTION FROM LONDON ASSEMBLY MEMBER</p> <p>1 OBJECTION FROM MEMBER OF PARLIAMENT</p>	<p>Land Use</p> <ul style="list-style-type: none"> • Loss of commercial uses • Residential use is inappropriate for this location 	<p>A large retail unit would be provided fronting onto High Road.</p> <p>The site is allocated for housing as part of the Council’s Development Plan.</p>
	<p>Housing</p> <ul style="list-style-type: none"> • Insufficient provision of affordable housing • Overcrowding • Flats are too expensive • Lack of affordable rent units 	<p>Affordable housing provided is above the maximum level viable as indicated by the Financial Viability Appraisal.</p> <p>Density is only marginally above the indicative levels in the London Plan matrix.</p> <p>22 discount rental properties would be provided.</p> <p>All affordable units would be provided at discounted rental levels.</p>
	<p>Design</p> <ul style="list-style-type: none"> • Poor design 	<p>The design is appropriate for the area and is supported by the Council’s Design Officer.</p>

	<ul style="list-style-type: none"> • Excessive height • Excessive size and scale • Overbearing appearance • Out of keeping with local character 	<p>The proposed height is of a similar scale to other buildings in the area, including Page High.</p> <p>The height is similar to other properties, whilst set back from street and articulation would minimise massing of the buildings.</p> <p>Upwardly projecting elements are set back behind a ground floor podium.</p> <p>The materials, size and scale take cues from buildings in the surrounding area.</p>
	<p>Heritage</p> <ul style="list-style-type: none"> • Lack of consideration of retail heritage 	<p>Building is dated, not listed in any form, and not fit for current retail demands.</p>
	<p>Residential Amenity</p> <ul style="list-style-type: none"> • Loss of day/sunlight; • Loss of outlook; 	<p>Impact on daylight and sunlight to nearby properties would be almost entirely within BRE guidelines.</p> <p>The separation distance of the proposed building from neighbouring properties would</p>

	<ul style="list-style-type: none"> • Loss of privacy • Increased overlooking • Increased air pollution • Increased light pollution • Increased pollution (general) • Increased noise disturbance from vehicles and servicing • Disturbance from building works; 	<p>be significant enough to prevent loss of outlook.</p> <p>See above.</p> <p>See above.</p> <p>Expected vehicle movements from this site would decrease as the result of the development, improving air quality. No other significant air quality impacts.</p> <p>Light from properties would not affect nearby dwellings.</p> <p>Street pollution is not anticipated to increase by an excessive level.</p> <p>Anticipated number of vehicles would reduce compared to the existing activities. Servicing would be from High Road, where traffic is already common.</p> <p>Building works cannot be avoided for new developments and are controlled by non-planning legislation.</p>
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	<p>Highways and Transport</p> <ul style="list-style-type: none"> • Insufficient local parking availability • Loss of pedestrian safety • Insufficient local transport infrastructure • Impact on Crossrail 2 route 	<p>Very good public transport connections mean that car ownership levels for this development would be low.</p> <p>Pedestrian activities would not be impacted by this development.</p> <p>Local transport infrastructure is very good, and due to improve in coming years.</p> <p>The Crossrail 2 Safeguarding threshold is located outside of this site.</p>
	<p>Health and Social Facilities</p> <ul style="list-style-type: none"> • Insufficient local social care infrastructure • Lack of space in local schools 	<p>No anticipated increase in demand for social care infrastructure.</p> <p>Council’s School Places Planning team have stated that there is adequate space in local schools.</p>

	<p>Other</p> <ul style="list-style-type: none"> • Damage to Bury Road from additional traffic • Impact on television and internet reception • Council should not sell public land • Developer cannot be trusted 	<p>Expected number of vehicle movements from this development would reduce overall. Bury Road would see physical improvements resulting from this and adjacent developments.</p> <p>No impact is anticipated.</p> <p>The application site is in private ownership.</p> <p>This is not a material planning consideration.</p>
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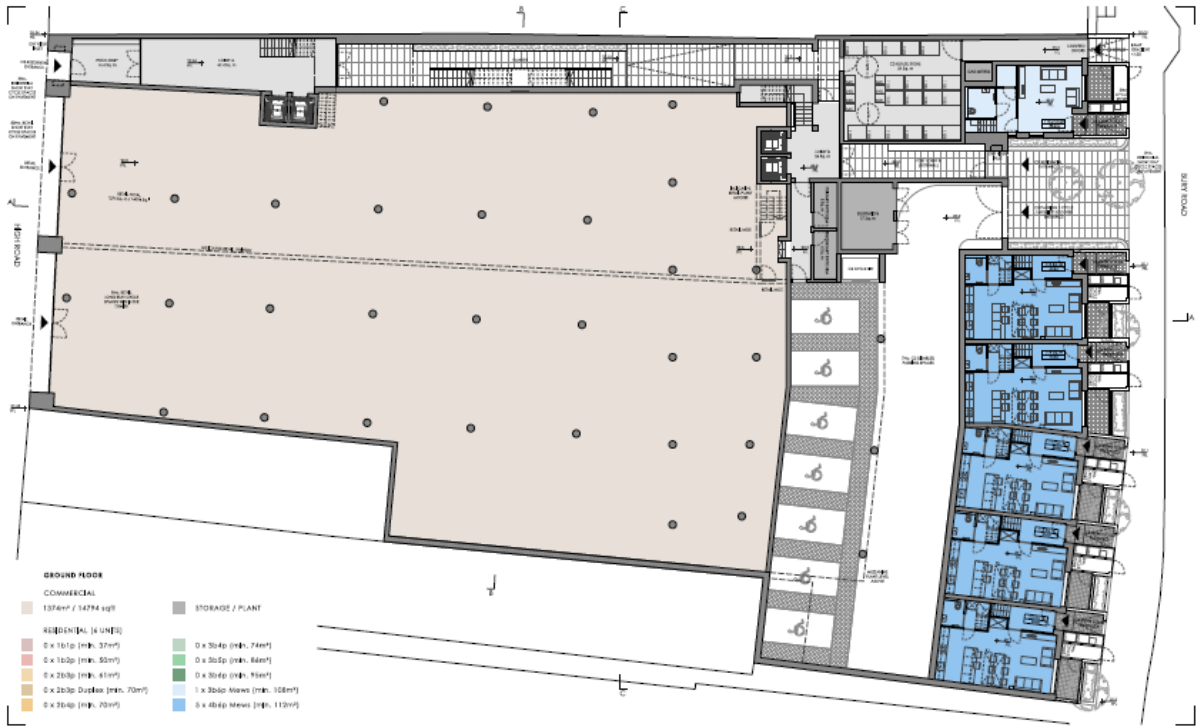
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Appendix 2: Plans and Images

Existing Location Plan



Ground Floor Layout Plan



First Floor (Podium) Layout Plan



Typical Upper Floor Layout Plan



Roof Layout Plan



View from South-East on Bury Road



View from North-West on High Road



View from South-East on High Road



Appendix 3: Quality Review Panel Reports

First Review – 13th December 2017

Summary

The Quality Review Panel is grateful for the opportunity to make early comments on the emerging proposals to redevelop 44-46 High Road. It appreciates the enthusiasm and creativity of the design team, and welcomes the collaborative approach between the design teams of this site and the neighbouring site at 22-42 High Road. The panel feels that, although the proposed height on the High Road frontage is broadly acceptable, it considers that the massing of the rear of the development requires further consideration, and considers that a reduction in height towards Bury Road is necessary to avoid the creation of a 9-10 storey wall of development facing the existing terrace of houses opposite. A three-dimensional model of the proposal within its context, showing the likely future configuration of the neighbouring sites to north and south, would help inform decisions about massing and bulk.

The townhouses fronting onto Bury Road are well-considered in layout and expression, however there is scope for some refinement of the architectural expression and articulation of the other elements of the scheme. Significant changes will need to be made to the ground floor layout of the scheme. The panel is not convinced that the retail unit can be satisfactorily serviced from the High Road alone, although it accepts that this is a matter primarily for the Highway Authority to consider. The residential elements of the scheme will need a more generous ground floor allocation of space to accommodate more attractive entrance lobbies, and to provide convenient cycle and disabled parking space to meet policy standards. The bin stores will also need to be reconsidered to allow for service access directly from Bury Road. Further details on the panel's views are provided below.

Massing and development density

- Whilst the panel feels that the proposed increase in scale of the High Road frontage is broadly appropriate, it considers that the overall bulk and massing of the proposals requires further thought in order to reduce the negative impact of the ten storey residential block at the rear of the site looming above the three storey townhouses fronting onto Bury Road.
- This will require a reduction in the bulk and height of this block to probably 6/7 storeys, with the top storey articulated to avoid the creation of a linear 'wall' behind the townhouses.
- At the same time, although the design of the townhouses seems to work well, consideration could be given to raising their height by one storey, to reduce the abruptness of the increase in scale between these two elements of the scheme.

- The panel would like to know more about the levels of daylight and sunlight within the courtyard, and how this will impact upon the quality of the space at key times of the day (particularly in the afternoon).
- It notes that the retail unit to the north of the site may well come forward for development in the future, and it would encourage the design team to explore what the consequence of this might be for the development of this site.
- The panel regrets that the single property that sits on the frontage between this site and Nos 22-42 High Road is not being incorporated into either development at this stage. The implications of the possible future redevelopment of this site will need to be thought through.
- The panel would ideally like to see a three-dimensional physical model of the proposals for 44-46 High Road, set in the context of the other potential proposals for redevelopment of the remainder of Site Allocation SA14. This will inform consideration of the massing, overshadowing and relationship between the emerging schemes.

Place-making and access

- The panel is generally unconvinced about the quality of the central communal courtyard garden. As well as having potentially poor daylight and sunlight, the scale of the two blocks could make it feel oppressive (even if the scale of the rear block is reduced as suggested above). The three-dimensional model could help to interrogate these concerns, as well as clarifying the relationship of this space to the adjacent courtyard garden being proposed on the neighbouring development to the south.
- The panel would like to know more about the external planting strategy; in addition, the inclusion of street trees at the front and rear of the site would be supported.
- Play space will be very important; the panel would like to see robust well-designed play space integrated within the landscape.
- It questions whether the trees shown at roof terrace level are realistically scaled as they will be located in raised planting beds set within terrace spaces in private ownership.

Scheme layout

- The panel notes that priority has been given to maximising the retail space at ground floor level, and assuming front servicing for the retail unit from the High Road.
- Although this servicing strategy has the benefit of removing heavy traffic from Bury Road, it will undoubtedly cause conflicts with traffic on the High Road frontage. The panel is not convinced by this approach to servicing such a

large retail unit, but accepts that this is primarily a matter for the Highway Authority to consider, and for the Planning Authority to weigh the pros and cons.

- However, significant changes will need to be made to the ground floor arrangements to accommodate the needs of the high density residential component of the development.
- More generosity is required in the design of the entry, access and ancillary accommodation for residents at ground floor level, and this will inevitably require a reduction in ground floor retail area.
- This should include consideration of the experience of residents and visitors entering from the street into the communal areas and circulation cores. In addition, conveniently located cycle and bin storage, and space for mail and parcels should also be included.
- The panel therefore considers that the provisions for access, circulation and ancillary accommodation for the residential units is currently unacceptable. Bin storage should not be located so that paladins have to be taken out through the primary residential entrance for collection from the street. Direct servicing access from Bury Road should be provided. In addition, cycle parking should be at ground level and to the adopted standard.
- The panel highlights that 13 off-street car parking spaces would be required for the accessible residential units to meet current standards (10% of the total).
- The panel would encourage the design team to simplify access and circulation for the residents, to avoid the creation of circuitous corridors.
- The current proposals include a large proportion of single aspect flats. It would strongly encourage further work to improve the quality of the proposed accommodation and the provision of a much higher proportion of dual aspect flats.
- The central location of the residential entrance off the High Road seems perverse. As well as bisecting the retail accommodation and reducing its future flexibility, it also creates a long dark corridor to the residential core. Alternative access arrangements to the front residential block could perhaps be explored.
- Consideration could be given to introducing a mezzanine level of retail accommodation as a means of making up for space lost to residential and other uses at ground level.

Architectural expression

- The overall quality of the architectural expression of the development seems to have been well considered. The panel agrees that the High Road frontage would benefit from variation in the emerging elevations of the different development plots, so a different approach to the expression and massing of the façade (to that of 22-42 High Road) could work well.
- However, the current frontage design seems to have been conceived as if this was a free-standing block, rather than part of a continuous frontage. The design will need further refinement to anticipate future frontage developments to the north and south.
- The level of thought and detail within the configuration and expression of the proposed townhouses is welcomed; the panel would also like to see a greater level of richness and detail in the elevational treatment of the taller elements of the scheme.
- The articulation of the blocks fronting onto the central courtyard should be considered together, as they are framing a space.

Next Steps

- The panel would welcome a further opportunity to review the proposals, before a planning application is submitted. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.

Second Review – 28th March 2018

Summary

The panel is generally supportive of the development proposals for 44-46 High Road, which promises to provide good quality homes for this part of Haringey. The panel welcomes amendments that have been made to the ground floor layout, configuration of entrances, circulation and servicing arrangements. There remains some scope for refinement in the design of the central courtyard, the articulation of the Bury Road roofline, and the design of fenestration. In particular, the panel would encourage the design team to revisit the arrangement of windows to increase daylight and sunlight into internal corridors, whilst mitigating overheating in highly glazed external corridors. It feels that the level - and quality – of residential amenity space will be critical to the success of the scheme, and should be prioritised in negotiations concerning the mix and balance of uses accommodated on site. Further detail on the panel's views are outlined below.

Massing and development density

- The panel considers that the massing of the scheme is at the limit of what is acceptable in this location.

Place-making, character and quality

- It remains to be convinced about the amenity value of the central courtyard, and questions whether the two tall tower elements that frame the space will make the courtyard feel canyon-like and uncomfortable.
- Further refinement of the design of the courtyard would be welcomed, in order to create a more human-scaled and comfortable environment for the residents who will use it.

Scheme layout

- The panel welcomes the improvements that have been made to the layout of the proposals.
- In particular, the adjustments to the ground floor layout have resulted in a significantly improved entrance, circulation route and servicing / waste management for the residential accommodation. This will greatly enhance the liveability of the residential accommodation as a whole.
- The panel notes that despite careful consideration by the design team, there remains a relatively high proportion of single aspect flats, as the configuration of the site is very challenging.
- However, it feels that this level of compromise is acceptable, given the nature of the site and the requirements of the brief, as the residential accommodation is orientated to the south-west and north-east, which presents fewer problems than single aspect flats orientated directly northwards or southwards.
- Some scope remains to improve the quality of the residential circulation routes. The panel would encourage the design team to increase the levels of daylight and sunlight within the corridors where possible.

Architectural expression and roofline

- The panel is broadly happy with the expression of the High Road frontage.
- It would encourage further consideration of the Bury Road frontage. Currently the scheme presents a lengthy flat roofline on this north-eastern edge of the site, which would benefit from further articulation and variety, to break down the visual bulk of the scheme at Bury Road.
- The panel also notes that the upper storey of accommodation fronting onto High Road is largely glazed, and is orientated towards the south-west, so may have problems with overheating. Further consideration of the detailed design of this upper storey could help to mitigate this issue.

Commercial accommodation

- The panel understands that there is pressure to increase the level of commercial accommodation on the site in line with current planning policy in the borough.
- Whilst policy matters governing the mix and balance of uses are essentially matters for consideration by Haringey officers, the panel feels that in design terms, the scheme has an extremely challenging brief in terms of the configuration and location of the site, in tandem with the mix and balance of uses prescribed.
- The proposals are currently at the absolute limit in terms of bulk and massing, so any additional commercial accommodation could result in a potentially significant compromise of quality and amenity for the residential units, or a reduction in the amount of residential accommodation achievable.
- The panel feels that protecting the level and quality of communal residential amenity space should be the priority in design terms. If additional commercial accommodation is required, the panel considers that the least harmful way of incorporating it would be to locate smaller commercial studios / workshop spaces in the area currently identified as 'mews housing' fronting onto Bury Road.
- This would minimise nuisance and conflicts with the residential accommodation due to commercial servicing requirements; but would also unfortunately result in the loss of the well-considered larger family 'mews' units.

Next Steps

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

Appendix 4: Development Management Forum – Briefing Note

Attendees

Members of the public were present, five Councillors and Catherine West MP.

Overview

The Forum was advertised to residents by Haringey Council via A4 notices posted by the site and in the local area. The Forum was held at Grace Baptist Church, Park Ridings, N8.

The Forum was led by the Head of Development Management.

Generally, the discussion was robust and attendees had the chance to raise any concerns or questions and have them answered by officers, the applicant, their architects or other representatives.

Issues

Issues raised broadly covered the following areas:

- Affordable housing provision
- Detailed design, including height

These matters will be discussed in detail in the case officer's committee report.

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/0187

Ward: Northumberland Park

Address: The Goods Yard, 36 and 44-52 White Hart Lane, N17 8DP

Proposal: Hybrid Application with matters of layout, scale, appearance, landscaping and access within the site reserved for residential-led mixed use redevelopment to comprise the demolition of existing buildings/structures and associated site clearance and erection of new buildings/structures and basement to provide residential units, employment (B1 Use), retail (A1 Use), leisure (A3 and D2 Uses) and community (D1 Use) uses, with associated access, parking (including basement parking) and servicing space, infrastructure, public realm works and ancillary development. Change of use of No. 52 White Hart Lane (Station Master's House) from C3 use to A3 use.

Applicant: Tottenham Hotspur Football Club (THFC)

Ownership: Private

Case Officer Contact: James Hughes

Site Visit Date: 26/01/2018; 13/04/2018

Date received: 16/01/2018 **Last amended date:** 13/04/2018

Plans and Document: See **Appendix 1** to this report.

- 1.1 The planning application referenced in this report is currently the subject of an appeal for non-determination. Non-determination means that the Council did not deliver a planning decision before the 16-week period set by the government expired, and the applicant has exercised their option to appeal. A Planning Inspector (instead of the Council or the Mayor) will now make the planning decision.
- 1.2 This report is therefore presented to Planning Sub-Committee seeking a resolution to endorse recommended putative reasons for refusal. Putative reasons for refusal are the reasons why committee would have been recommended to refuse hybrid planning permission if the application was considered prior to the lodging of the appeal. The putative reasons for refusal in this report will be submitted to the Planning Inspectorate in support of the appeal. The appeal is likely to be heard at a Planning Inquiry in May 2019.

- 1.3 The hybrid planning application is major development and is accompanied by an Environmental Statement. It was referred to the Greater London Authority (GLA) upon receipt. A concurrent minor application at the same site for conservation area demolition is also the subject of a non-determination appeal. Putative reasons for refusal for this case are to be submitted to the Planning Inspectorate on a delegated basis by officers.

2 RECOMMENDATION

- 2.1 Planning Sub-Committee (PSC) resolve that should the development proposal the subject of this report have been determined by PSC, committee would have resolved to REFUSE hybrid planning permission for the following reasons:
- 1) In the absence of a full viability appraisal, the ability of the development to deliver the maximum reasonable amount and type of affordable housing, and to meet the requirements of Policy NT5, is unable to be determined. The proposal therefore fails to provide its contribution to the estate renewal required in NT5 and fails to meet the housing aspirations of Haringey's residents. The development proposal is contrary to the revised NPPF, London Plan Policies 3.9, 3.11 and 3.12, Draft London Plan Policies H5 and H6, Policy SP2, Policies DM 11 and DM 13, and Policies AAP3 and NT5.
 - 2) In the absence of a S106 agreement securing proportionate planning obligations, the development proposal makes an insufficient contribution to infrastructure and other obligations, including those specifically required by the High Road West Master Plan Framework and Site Allocation NT5. This insufficient contribution jeopardizes the viability and deliverability of the NT5 site. The development proposal is contrary to the revised NPPF, London Plan Policy 8.2, Draft London Plan Policy DF1, Strategic Policies SP16 and SP17, Policy DM48 and Policies AA1, AAP11 and NT5.
 - 3) The proposed access from White Hart Lane will give rise to a development that fails to improve connectivity and permeability for pedestrians and cyclists. The development fails to enhance White Hart Lane Station as a transport interchange. The development makes an insufficient contribution to place making and legible, pedestrian-focused Healthy Streets. The proposal is contrary to the revised NPPF, London Plan Policies 6.9 and 6.10, Draft London Plan Policy T1, Policy SP7 and Policies DM31, AAP7 and NT5.
 - 4) In the absence of a planning obligations agreement, the planning balance between harm to heritage assets and public benefit is not able to be determined and the less than substantial planning harm to heritage assets has been given appropriate weight. The development proposal is therefore

contrary to the revised NPPF, London Plan Policy 7.9, Draft London Plan Policy HC1, Policy SP12, Policies AAP5, DM9 and NT5.

2.2 Authorisation is delegated to the Head of Development Management and/or Assistant Director - Planning to:

- 1) Refer this report to the Mayor for information
- 2) Continue to defend the Council's position at appeal
- 3) Engage with the applicant to agree a Statement of Common Ground (SoCG) prior to the Planning Inquiry.

2.3 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

2.4 Summary of Reasons for the Recommendation

- The provision of a mixed use scheme comprising housing and commercial uses is acceptable in principle however concerns remain around the outline nature of the proposal and its comprehensiveness in relation to the site allocation NT5 and the High Road West Master Plan Framework (HRWMF).
- The access to the site is unacceptable and will undermine the public realm and the Council's regeneration objectives for White Hart Lane. Balancing planning harm against amenity impacts is not possible in the absence of a planning obligations agreement, as the benefits of the scheme to the wider locality cannot be quantified.
- The lack of re-provision of social housing is not acceptable. In addition, the applicant has failed to consider the early phasing of the site as set out in the HRWMF in articulating the affordable position. This demonstrates a lack of comprehensiveness. The development proposal undermines affordable housing delivery in the locality.
- In the absence of securing planning obligations, a range of conventional planning issues remain unaddressed and would result in harm. The proposal would result in 'less than substantial harm' to heritage assets which is not outweighed by public benefits without such obligations.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY

APPENDICES:

- Appendix 1: Drawing and Document List
- Appendix 2: Plans and Images
- Appendix 3: Quality Review Panel Report
- Appendix 4: DM Forum Notes
- Appendix 5: Internal and External Consultee comments
- Appendix 5A: Natural England Comments
- Appendix 6: Greater London Authority – Stage 1 Report
- Appendix 7: Neighbour and Councillor Consultation Comments
- Appendix 7A: Lendlease Objection
- Appendix 7B: Applicant's Plan and High Road West Master Plan Framework
- Appendix 8: HRWMF Extract – White Hart Lane

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed Development

- 3.2. The applicant sought hybrid planning permission. The outline element of the application proposes the mixed use re-development of the site to provide a maximum of 316 residential units, and employment (B1 Use), retail (A1 Use), leisure (A3 and D2 Uses) and community (D1 Use) uses.
- 3.3. Matters of layout, scale, appearance, landscaping and access within the site were all reserved by the applicant. The full element of the application proposed the change of use of Station Master's House, a locally listed building, from a disused dwellinghouse to a restaurant. An extension to Station Master's House was also proposed.
- 3.4. While matters of layout and scale were reserved, the applicant submitted a set of Parameter Plans to control the development by defining the location of building blocks, maximum building heights, basement extent, internal circulation, building uses and open space.
- 3.5. The Parameter Plans were supported by a Development Specification document and a Design Code. The remaining details of the scheme were illustrative. The application was accompanied by an Environmental Statement (ES).
- 3.6. The Parameter Plans defined six blocks (Blocks A to F) extending northwards along the railway from White Hart Lane. Three primarily residential blocks (Blocks A, B and C) were located in the north of the Site, with three mixed use lower rise blocks (Blocks D, E and F) located in the southern part of the site, closer to White Hart Lane.
- 3.7. A range of building heights were proposed. These included two tall buildings of maximum heights of 21-storeys and 18-storeys (Blocks B and C), and a taller building of up to 8 storeys (Block A). The remaining blocks toward White Hart Lane are of a low-rise character. (Blocks D, E and F).
- 3.8. Station Master's House was proposed to be retained in its current location. A single-storey extension of approximately 65m² was proposed as part of the change of use of Station Master's House, to provide space for future kitchen and bar facilities.
- 3.9. The applicant undertook alterations to the scheme during the application process following feedback from Haringey's Quality Review Panel (QRP) and the Greater London Authority (GLA). The Parameter Plans and indicative images of the proposal are contained in **Appendix 2**.

3.10. The development falls within the scope of Paragraph 10B to Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulation 2017 (the EIA Regulations). An Environmental Statement (ES) was submitted.

3.11. Site and Surroundings

3.12. The application site lies on the north side of White Hart Lane and is irregular shaped. The plot is approximately 1.25 Ha in area and is bounded by a rail line to the west and a disused supermarket and the Peacock Industrial Estate to the north and east. A row of Grade II listed Georgian dwellinghouses (32, 34 and 35a White Hart Lane) lie to the east on White Hart Lane.

3.13. The site contains a locally listed building (Station Master's House) and the part of the site fronting White Hart Lane lies within the North Tottenham Conservation Area within the Tottenham High Road Historic Corridor. The most southern portion of the site lies in Flood Risk Zone 2.

3.14. Part of the site is currently being used as a construction compound pursuant to a temporary planning permission (Ref: HGY/2015/3002) to facilitate the construction of the new THFC stadium. The site was previously a car breakers' yard. Part of the site comprises the Carbery Enterprise Park.

3.15. The site lies within Site Allocation NT5 (High Road West) of the Tottenham Area Action Plan (AAP). The site has a Public Transport Accessibility Rating (PTAL) rating of 4/5 which means the site has good access to public transport. The list lies within an area of archaeological interest and within a Growth Area.

3.16. Relevant Planning and Enforcement History

3.17. The site was granted a temporary planning permission (Ref: HGY/2015/3002) for a period of three years to be used as a construction compound associated with the new stadium. This temporary permission expires on 12 February 2019. The Carbery Enterprise Park was approved and constructed between 2004 and 2008.

3.18. Improvements to White Hart Lane Station (Ref: HGY/2016/2573) adjoining the site were granted 3rd November 2016 including a new station entrance, ticket hall, station facilities and station forecourt.

3.19. Consultation and Community Involvement

3.20. The applicant submitted a Statement of Community Involvement (SCI) with the application. The SCI notes the applicant undertook three days of public exhibitions in November 2017.

- 3.21. The original scheme was considered by Haringey's Quality Review Panel (QRP) on 28th February 2018. The QRP Report addressing the scheme is attached as **Appendix 3**. The QRP had a number of comments about the original scheme.
- 3.22. The proposal was presented at a Development Management (DM) Forum on 19th February 2018. A summary of responses from the Forum are attached as **Appendix 4**.
- 3.23. The proposal has not previously been presented to Planning Sub-Committee at pre-application stage as would be expected pursuant to Haringey's Planning Protocol. The applicant sought pre-application advice from Haringey but lodged an application for planning permission prior to the issue of the Council's written pre-application advice note. The applicant did not seek formal pre-application advice from the Greater London Authority.

4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Tottenham Regeneration
- LBH Carbon Management
- LBH Housing
- LBH Tree Officer
- LBH Economic Regeneration
- LBH Waste Management
- LBH Environmental Health
- LBH Planning Policy
- LBH Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control
- LBH Drainage
- LBH Transportation

External Consultees

- Ministry of Housing, Communities and Local Government
- Greater London Authority
- Network Rail
- London Overground
- London Fire Brigade
- Historic England
- Transport For London
- Environment Agency
- Natural England
- Thames Water
- Greater London Archaeology Advisory Service (GLAAS)
- Metropolitan Police - Designing Out Crime Officer
- Love Lane Residents Association
- Tottenham Civic Society

4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in **Appendix 5**. Due to their tabulated format, Natural England's full comments are **Appendix 5A**.

Internal:

LBH Carbon Management - The submitted energy strategy is pre-design and shows that policy compliance can be achieved through lean, clean and green measures, with residual emissions being offset. Final details cannot be confirmed at this stage. As the scheme moves forward through the design process towards detailed design, a detailed and updated Energy Strategy should be delivered for approval to the Council.

LBH Environmental Health – The Air Quality Dispersal Modelling is considered unsatisfactory for the proposed application. The assessment is considered obsolete because the traffic data (provided to WSP by the Applicant's Transport Consultants (Vectos)) used in the modelling and appended the Air Quality report has not been approved by TfL. TfL's initial position and comments on the initial submission were made on 2nd February 2018 and the issues raised have not been resolved. Air Quality methodology concerns identified. Recommend refusal of the proposed application on air quality grounds. Conditions recommended in the event of approval.

LBH Waste Management – No RAG status indicated. The management plan would need to refer to pest control of waste storage areas. Commercial enterprise must make arrangements for a scheduled waste collection with a Commercial Waste Contractor. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Informatives required. Updated comments 23.04.2018 – No change to initial comments.

LBH Conservation Officer – (Initial Comments) At present, the proposal would be considered to cause less than substantial harm at the least. Further assessment and impact on setting of heritage assets would only be possible if the applicant considers a wider master plan for the site, with a coherent approach towards scale, massing and circulation prior to developing only part of the site. Consideration towards openings should keep in mind the urban morphology of the area.

LBH Transportation – (Initial Comments) Concerns regarding TA methodology. Access Point poorly considered. Contributions to public realm required via S106 and S278 agreements. Obligations around parking required. Revision around car parking quantum required. Further detail around cycle parking required. Standard obligations and conditions required. Recommend refusal.

External:

Greater London Authority – Application does not currently comply with the London Plan and the draft London Plan. Provision of non-residential space (Use Classes B1, A1, A3, D1 and D2) floorspace is supported. Relocation strategy for existing businesses required. Heritage and design concerns outstanding. (The full text of the GLA Stage 1 Planning Report is **Appendix 6**).

Environment Agency - The EA have reviewed the proposals and have no objections. A small strip to the South of the site is located in Flood Zone 2, however there is no [vulnerable] development proposed in this area and we therefore have no comments. Updated comments 16.04.2018 – No change to initial view.

Historic England - This application should be determined in accordance with national and local policy guidance, and on the basis of specialist conservation advice.

Historic England – Archaeological Service - The planning application lies in an area of archaeological interest. Condition is recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. Informatives recommended.

London Overground – Rail for London (RfL) is responsible for Infrastructure Protection matters relating to White Hart Lane station (just south of the site). Based on the nature of the scheme, planning condition on cranes/lifting equipment recommended.

Network Rail - No adverse comments on this proposal. However please ensure that the developer contacts the Asset Protection team once the application has been approved. Updated comments 17.05.2018 – no change to initial position.

Thames Water –TW is unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided - 'Grampian Style' condition should be applied. Scheme should incorporate a non-return valve or other suitable device. Petrol / oil interceptors should be fitted in all car parking/washing/repair facilities. Groundwater Risk Management Permit required. Updated comments 14.05.2018 – Concerns unresolved – conditions recommended in the event of approval.

Transport for London - The layout and design of the site should not prevent the opening access separate from White Hart Lane in the future. Routes through the site seem to be dominated by routes for vehicles with little thought for pedestrian / cyclist access. The applicant has not provided an analysis of local cycling conditions. Conditions required.

NHS Clinical Care Group – Haringey - Proposal could generate between 550 – 600 additional residents. Currently no surplus primary healthcare capacity and that, without mitigation, the development would have a minor adverse effect at the local level. A s106 contribution from the Goods Yard scheme would mitigate

the primary healthcare impact of the development and would help deliver the new facility. This would meet the tests in Regulation 122.

Natural England – Screening Checking complete. Hybrid application for mixed use redevelopment (including residential and commercial). Low risk – nearest SSSI 2km and no PL – no buffers triggered – no further comment.

LOCAL REPRESENTATIONS

- 5.1. First Round of Consultation – On 26th January 2018 notification was sent to the following:
- 626 Letters to neighbouring properties
 - 1 Letter to a Resident’s Association (as noted above)
 - 1 Letter to a Civic Society (as noted above)
 - 2 site notices erected in the vicinity of the site, publicising:
 - an application for Hybrid Planning Permission (Major Development)
 - an application accompanied by an Environmental Statement
 - development affecting the setting of the North Tottenham Conservation Area
 - 3 Press Advertisements (placed in Haringey Independent on 26th January 2018) advertising:
 - an application for Hybrid Planning Permission (Major Development)
 - an application accompanied by an Environmental Statement
 - development affecting the setting of the North Tottenham Conservation Area
- 5.2. Updates to the application were submitted by the applicant (including Further Information to the Environmental Statement pursuant to Regulation 25 of the EIA Regulations) on 13th April 2018. A second round of consultation was undertaken to publicise changes to the proposal. The second round of consultation was undertaken on 13th April 2018. The consultation replicated the first round of consultation in terms of letters and site notices, and e-mail notification to those who already commented was also sent. Three press advertisement as per the above ran in the Haringey Independent on 13th April 2018.
- 5.3. The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:
- No of individual responses: 6
Objecting: 3
Supporting: 2
Others: 1
- 5.4. The following Councillor made representations:
- Cllr John Bevan. An officer summary of the representation is below:

Scheme would prevent the provision of the various elements of the High Road West scheme. The agreed master plan should be implemented thus providing the public benefits that have been promised following on from the wide spread public consultation.

- 5.5. The full text of neighbour and councillor representations and the officer response are set out in **Appendix 7**. Due to its length, an objection from Lendlease is **Appendix 7A**. The issues are summarised as follows:
- Consenting of piecemeal development would undermine the securing of comprehensive redevelopment of the High Road West Regeneration Area (HRWRA).
 - The grant of planning permission for proposal would undermine the viability of the wider regeneration of the NT5 site because it would constrain options for the delivery of HRWRA
 - The grant of permission would preclude the consultation for wider proposals for the NT5 area and limit community benefit.
 - The proposed affordable housing mix should be oriented towards social housing.
 - The development should not incorporate high-rise tower block development.
 - The design of the scheme may allow for the retention of existing businesses.
 - The development should be sensitive to heritage assets in the vicinity of the site.
 - The development should have a boundary wall treatment adjoining existing commercial users.
 - Clear parking limits should be imposed and future occupiers should be prevented from holding on street permits.
- 5.6. The following issues raised are not material planning considerations:
- The applicant is a large landholder in the area
 - Construction times should have a clear cut off point in the evening.
- 5.7. As noted above, the applicant lodged an appeal for non-determination to the Planning Inspectorate (PINS) following the expiry of the statutory determination period. The appeal was lodged in the absence of a committee resolution on the scheme and the Mayor's Stage II assessment.
- 5.8. This appeal was started on 1st August 2018 by PINS. The statutory and non-statutory consultees as well as neighbours and any commenters on the application were notified of the appeal. PINS has decided the appeal will be heard by way of a public inquiry. The same parties will be notified of the details of the public inquiry when are they set by PINS.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Policy Background
3. Policy Assessment
4. Development Design
5. Amenity of Adjoining Occupiers
6. Heritage Conservation
7. Transportation and Parking
8. Waste and Recycling
9. Basement Development
10. Flood Risk, Drainage and Water Infrastructure
11. Energy and Sustainability
12. Air Quality
13. Land Contamination
14. Archaeology
15. Trees
16. Ecology
17. Fire Safety and Security
18. Conclusion

6.2 Principle of the development

6.2.1 *Policy Background*

6.2.2 The National Planning Policy Framework NPPF was updated in July 2018. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

6.2.3 *The Development Plan*

6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) alongside the London Plan (2016) and draft London Plan.

6.2.5 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site - NT5 (High Road West). A key policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved

masterplan. Details of this plan – the High Road West Masterplan Framework (HRWMF) - are set out in further detail below.

The London Plan

- 6.2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.2.7 The current London Plan is the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but the draft plan gains more weight as it moves through the process to adoption.
- 6.2.8 Public consultation on the Draft London Plan took place from 1st December 2017 to 2nd March 2018. On 13 August 2018 the Mayor published a version of the draft Plan that includes minor suggested changes. The plan is proceeding to an Examination in Public (EiP).

Upper Lea Valley Opportunity Area Planning Framework

- 6.2.9 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.10 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development.

The Local Plan

- 6.2.11 The Strategic Policies DPD sets out the long term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

6.2.12 The site is located within the Northumberland Park Area of Change as per Haringey's Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.2.13 SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan

6.2.14 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers and visitors. The plan sets area wide, neighbourhood and site specific allocations.

6.2.15 The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises the Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

NT5 Site: High Road West

6.2.16 The site allocation for the wider area (NT5 – High Road West) calls for a master planned, comprehensive development creating a new residential neighbourhood and a new leisure destination for London. The residential-led mixed-use development will include a new high quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.2.17 The NT5 site allocation contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type and unit size (including the re-provision of existing social rented council

homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).

- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area, and includes listed and locally listed buildings. Development should follow the principles under the 'Management of Heritage Assets' section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:
 - A new Learning Centre including library and community centre;
 - Provision of a range of leisure uses that support 7 day a week activity and visitation; and
 - Provision of a new and enhanced public open space, including a large new community park and high quality public square along with a defined hierarchy of interconnected pedestrian routes.

NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.

- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.

High Road West Master Plan Framework (HRWMF)

6.2.18 The current High Road West Master Plan Framework (HRWMF) prepared by Arup in September 2014 highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMP also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.2.19 The new THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build

and cement the area's reputation as a premier leisure destination within North London.

6.3 Policy Assessment

Principle of provision of housing

- 6.3.1 London Plan Policy 3.3 sets a target for the Council to deliver a minimum of 15,019 homes per year in the period 2015-2025. The Draft London Plan Policy H1 and Table 4.1 of the draft London Plan sets Haringey a target of 1,958 of homes per year between 2019/20 and 2028/29. Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.2 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the AAP (NT5) as an appropriate place for residential development alongside a mix of other uses. Subject to detailed consideration of design and quality issues at reserved matters stage, the principle of the provision of new homes on the site (alongside a mix of other uses) is therefore acceptable. An assessment of the specific quantum of proposed housing and the indicative dwelling mix is set out in the sections below.

Principle of Loss of Existing Employment Land

- 6.3.3 London Plan Policy 4.4 requires a rigorous approach to industrial land management, but recognises that managed release may be required to provide other uses in appropriate locations. Draft London Plan Policy E4 continues this approach and identifies that sufficient land and premises need to be retained for industrial and related functions.
- 6.3.4 Policy SP8 supports the Borough-wide provision of B1a/b floorspace as part of mixed-use development on suitable sites. Policy SP9 also supports small and medium sized businesses that need employment land and space. Policy DM40 seeks to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace in accessible locations.
- 6.3.5 The site currently contains 1,125m² of Use Class B1 light industrial/office space, and Use Class B2 general industrial space (both within the Carbery Enterprise Park). Following the expiry of the temporary use of the site as a construction compound, the site would revert to lawful use as a car breaker's yard.
- 6.3.6 Given the site is strategically allocated in the development plan and the proposal incorporates replacement employment floorspace (as discussed below) the loss of 1,125 m² of B1 and B2 floorspace is acceptable. Greater London Authority officers consider a planning condition requiring a Relocation Strategy for existing

businesses should be sought in the event permission is granted. Officers will seek to agree the imposition of such a condition in the course of the appeal, should the Planning Inspector be minded to approve the development.

Principle of Provision of Employment Uses

- 6.3.7 Policy DM40 supports proposals for mixed use, employment-led development where necessary to facilitate the renewal and regeneration of existing non-designated employment sites within highly accessible or otherwise sustainable locations. All proposals for mixed use development must also satisfy the requirements of Part A of Policy DM38.
- 6.3.8 Policy NT2 of the AAP states the Council will support development which increases job density and therefore helps to meet the employment needs of the Borough and enables small firms to start up, and grow, in flexible industrial space.
- 6.3.9 The principles of the HRWMF seek to create a net increase in jobs and business opportunities in the area through an increase in commercial space and provision of a range of workspaces. The principles of the plan also seek to provide a range of retail and commercial units to encourage a greater mix and wider retail offer.
- 6.3.10 The application proposes up to 1,450 m² of non-residential space (Use Classes B1, A1, A3, D1 and D2), including at least 400 m² of Use Class B1 space and up to 400 m² of retail space. The non-residential elements of the application are in outline (except Station Master's House). The quantum of non-residential floorspace is indicatively proposed to be delivered on the ground floors of Blocks D, E and F, as well as Block S (Station Master's House). The applicant indicatively proposes active frontage surrounding Block F, on the western elevation of Block E and on the eastern elevation of Block D.
- 6.3.11 The quantum of employment floorspace proposed at outline stage is generally considered to make a proportionate contribution to NT5 allocated requirements however further detail is required at reserved matters stage. The applicant notes the proposed provision would deliver 8% of the non-residential site capacity and this delivery would be proportionate to the Goods Yard application site area, which is 11% of the NT5 allocation. The provision is judged generally consistent with the principles of the High Road West Master Plan Framework (HRWMF) in so far as it relates to an increase in employment space and job creation, however a rigorous assessment at reserved matters stage would be required to ensure employment provision is maximised and enhanced.
- 6.3.12 The applicant's planning statement notes that affordable workspace could be provided on-site subject to viability. A planning obligation around the provision of an affordable workspace plan will be sought in the course of the appeal process.

6.3.13 Subject to detailed assessment at reserved matters stage provision of up to 1,450 m² of non-residential space (Use Classes B1, A1, A3, D1 and D2), including at least 400 m² of Use Class B1 space and up to 400 m² of retail space is acceptable. In the event planning permission is granted by the Planning Inspector, officers consider a planning condition specifying the maximum quantum of non-residential floorspace (in accordance with the above) should be imposed.

Principle of Comprehensive Development

6.3.14 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP.

6.3.15 AAP1 sets out the criteria applicants will be required to demonstrate, to show how any proposal:

- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
- b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
- c) Optimizes development outcomes on the site

6.3.16 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

6.3.17 Whilst the AAP states that component parts of the NT5 site may be progressed separately, it is vital that a comprehensive approach is undertaken to ensure that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought. The applicant's redline plan superimposed over an indicative plan of the High Road West Master Plan Framework is **Appendix 7B**.

6.3.18 The development is acceptable in principle, however elements of the outline scheme do not comply with the principles of the HRWMF (as set out below) and the failure to comply with those principles is likely to jeopardise development of the remainder of High Road West and may compromise aims for the wider area. These concerns around comprehensive development manifest themselves in the

detailed sections below and relate to the applicant's lack of engagement to re-provide social homes for Love Lane Estate tenants, the impacts of a singular site access on place making objectives and the comprehensive delivery of infrastructure within an allocated site.

6.3.19 The applicant's choice of application type also remains a concern to both Haringey and GLA officers. A proposal that is substantively in outline has failed to yield the level of detail expected to allow for an assessment of comprehensiveness against AAP policy within a strategic site. If permission is granted on appeal, this lack of detail will lead to a requirement for detailed and burdensome conditions and obligations to ensure the comprehensive principles of NT5 are preserved. Officers consider the lack of detail provided by the application type is manifested in the outstanding condition and obligation requirements as set out in the sections below.

Principle of the Development – Summary

6.3.20 The provision of a mixed use scheme comprising housing and commercial uses is acceptable in principle given the site allocation, however concerns remain around the outline nature of the proposal and the comprehensiveness of the scheme in relation to the wider HRWMF. Planning obligations around affordable workspace provision and relocation are required to make the employment elements of the scheme acceptable. Standard planning conditions around outline permission implementation timelines and content of reserved matters are also required to make the scheme acceptable.

Outline Development Density

6.3.21 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. This approach to density is reflected in the Tottenham AAP. While the draft London Plan proposes to remove the London Plan's density matrix, the current adopted London Plan retains the matrix. The local approach to density mirrors the current London Plan.

6.3.22 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels. This is currently up to 700 habitable rooms per hectare or equivalent, to meet the upper target of the London Plan density guidelines for urban sites with a PTAL level of 4-6.

6.3.23 The applicant proposes up to 316 residential units in outline and the site has a PTAL rating of 4/5. The proposal would contain up to 933 habitable rooms and the redline area is 1.25 Hectares (Ha) in area.

- 6.3.24 The updated outline scheme consequently would yield a density of 270 units/hectare (u/ha) and 746 habitable room/hectare (hr/ha). The scheme would yield average of 2.9 habitable rooms/unit (hr/u).
- 6.3.25 The London Plan sets a target range of 70-260 u/ha and 200–700 hr/ha for schemes with an average hr/unit of 2.7-3.0 and a PTAL of 4-6. The outline proposal therefore slightly exceeds the London Plan density range for both units per hectare and habitable rooms per hectare.
- 6.3.26 Given the site location within a growth area, and the AAP policy objectives to maximise development potential of land, the outline density is acceptable subject to a detailed assessment at reserved matters stage, including the design scrutiny referred to by GLA Officers. Officers consider that in the event planning permission is granted by the Inspector, a condition specifying the maximum quantum of residential development to be 316 units would be required to make the development acceptable.

Outline Dwelling Unit Mix

- 6.3.27 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 and Policy DM11 of the Council's Development Management DPD continue this approach.
- 6.3.28 Policy DM11 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes. A key principle around homes set out in the HRWMF is provision for a mix of housing sizes, types and tenures.
- 6.3.29 The scheme proposes the following indicative unit mix for the outline residential element of the scheme, which would comprise both market and affordable housing:

Bedroom Size	No. of Units	% by unit	Hab. rooms	% by Hab. rooms
1 bed 2 person	92	29%	184	20%
2 bed 4 person	182	58%	546	58%
3 bed 5 person	27	8%	114	12%
4 bed 6 person	15	5%	89	10%
Total	316	100%	933	100%

6.3.30 The proposed indicative dwelling mix is mostly of 1 and 2 bedroom units for both the affordable and market components of the scheme (87% by unit). The applicant's Development Specification and Framework document notes that family housing (3+bedroom units) will be provided at 20% (+/- 5%) of the number of units. The proposal is not considered to represent an unacceptable over-concentration of 1 and 2 bedroom units given the site location.

6.3.31 The indicative outline dwelling mix is generally consistent with the AAP approach to deliver smaller units in close proximity to public transportation. Subject to a detailed consideration at reserved matters stage, the indicative dwelling mix is acceptable and considered to meet with HRWMF principles.

6.3.32 Officers will seek to secure an obligation around family size housing in the course of the appeal. Haringey officers consider that should the Planning Inspector grant permission, a condition securing the indicative dwelling mix will be required. Officers will seek to agree such a condition in the course of the appeal. An assessment of the suitability of the dwelling mix as it relates to affordable housing is contained in the section below.

6.3.33 *Affordable Housing*

6.3.34 Paragraph 62 of the revised NPPF states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. London Plan Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing having regard to affordable housing targets, and the need to encourage rather than restrain residential development.

6.3.35 Draft London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H6 identifies a minimum threshold of 35% (by habitable room) (or 50% on former industrial sites) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, and meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, can follow the 'fast track route' set out in the SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review.

6.3.36 Policy H7 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and share ownership being the default tenures), and the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.

- 6.3.37 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%. Haringey's Planning Obligations SPD notes that if the proposed development is achieving 35% affordable housing on the site without grant funding, then the Council will not require a full viability appraisal and independent review.
- 6.3.38 Policy AAP3 sets out the affordable tenure split (DM13 A[b]) in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation.
- 6.3.39 Haringey's Housing Strategy 2017-22 and Haringey's Intermediate Housing Policy statement 2018 provide guidance on the preferred tenure mix for affordable housing across the borough in order to deliver the overall aims of the Local Plan and meet housing need.
- 6.3.40 Revisions to the Housing Strategy agreed by Cabinet in January 2018 set out that the Council's preference for General Needs affordable housing is Social Rent or London Affordable Rent and the preference for intermediate rented housing is London Living Rent or Discount Market Rent, at rent levels equivalent to London Living Rent.

Affordable Housing Position

- 6.3.41 The application is substantially in outline, however the applicant has submitted an indicative Affordable Housing Statement and an Affordable Housing Statement Addendum. The applicant has also submitted a "short form" viability assessment. This submission is to set a 'baseline' only.
- 6.3.42 The applicant indicatively proposes 35% affordable housing by habitable room with the indicative tenure split for the affordable proportion of the scheme as follows:
- 40% affordable rent by habitable room
 - 60% shared ownership by habitable room
- 6.3.43 The affordable rent units are proposed to have the following reduction of local market rent:
- 1 bedroom units – up to 80%
 - 2 bedroom units – up to 65%
 - 3 bedroom units – up to 55%
 - 4 bedroom units – up to 45%
- 6.3.44 The applicant notes the final unit mix and location of the affordable housing within the scheme would be agreed at the reserved matters stage, however

based on the indicative housing mix provided for the illustrative scheme, the proposal would yield 41 affordable rented units and 80 intermediate units. This yield of 121 affordable units is modelled on an assumption of securing grant funding to raise the headline percentage from 35% to 40%. Officers are not aware the applicant has secured grant funding for affordable housing.

- 6.3.45 As the site is a non-designated industrial site, GLA officers consider a minimum threshold of 50% affordable housing is required in order to follow the 'fast track route' in relation to viability.
- 6.3.46 London Plan Policy 3.4 resists the loss of affordable housing unless this is replaced at existing or higher densities with at least the equivalent amount of floorspace reprovided. London Plan paragraph 3.82 confirms that the redevelopment of affordable housing should not be permitted unless it is replaced by better quality accommodation and at least the equivalent amount of affordable housing floorspace. This approach is continued in the draft London Plan.
- 6.3.47 A key NT5 site requirement is the re-provision of existing social rented council homes arising from the demolition of the Love Lane Estate. The Love Lane Estate contains 297 units and lies south of the Goods Yard site within the NT5 site allocation on the opposite side of White Hart Lane. The Estate was built in the 1960's and includes three 10-storey 'Y' shaped blocks and several four storey slab blocks. The High Road West Master Plan Framework calls for the demolition of the Love Lane Estate as part of the delivery of the wider NT5 site and the HRWMF.
- 6.3.48 The requirements of NT5 in respect of the form of affordable housing are therefore different from those in other parts of the Borough. In order to facilitate the comprehensive redevelopment of the NT5 site and facilitate estate renewal, and taking account of the phasing proposed in the HRWMF which sets part of the site out in phase 1C, the application site will need to provide a proportionate quantum of Social Rented Housing to address the loss on the Love Lane Estate.
- 6.3.49 Although it is recognised that the tenure split in favour of intermediate housing is in line with Local Plan policy, in the area covered by NT5 the split would need to be reversed or the affordable housing to be exclusively provided as social rented housing. If intermediate housing is to be provided officers would expect that to be London Living Rent.
- 6.3.50 The short form viability statement does not provide sufficient detail as to how assumptions in respect of Gross Development Value and Residual Land Value have been derived. It is unclear to officers if the applicant has had sufficient regard to contributions addressing infrastructure and other obligations within the NT5 site in setting out the short form viability position. The viability statement

has not taken account of the requirement for the replacement of social rented housing.

6.3.51 In addition, to make the scheme acceptable, an Early and Late Stage Viability Review should be secured by a planning obligation. These obligations would reconsider viability in the event any outline permission is not implemented in two years and once 75 per cent of homes are sold. Officers will seek to secure these obligations as the appeal progresses.

6.3.52 Officers consider that a planning condition related to the provision of an Affordable Housing Plan that secures details of affordable housing (including nominations agreement) would also be required to make the scheme acceptable if the Planning Inspector was minded to approve the application.

6.3.53 In the absence of a full viability appraisal, the ability of the development to deliver the maximum reasonable amount and type of affordable housing, and to meet the requirements of NT5, is unable to be determined. The proposal therefore fails to provide its contribution to the estate renewal required in NT5 and fails to meet the housing aspirations of Haringey's residents. The development proposal is contrary to the revised NPPF, London Plan Policies 3.9, 3.11 and 3.12, Draft London Plan Policies H5 and H6, Policy SP2, Policies DM 11 and DM 13, and Policies AAP3 and NT5.

6.3.54 *Planning and Infrastructure Obligations*

6.3.55 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through the Community Infrastructure Levy (CIL) and use of planning obligations addressing relevant adverse impacts.

6.3.56 Two issues concerning planning obligations are considered below. Firstly, there are typically a range of usual planning issues which would normally be addressed by planning obligations, however because the applicants have lodged a non-determination appeal, no agreement on these issues has yet been secured in a S106 agreement. Secondly, some strategically allocated sites (such as NT5) may have requirements that go beyond normal planning obligations. The applicant has not offered an adequate contribution to address the specific obligations that are pursuant to NT5. As the applicant has appealed for non-determination, further discussions on these specific obligations have not taken place.

6.3.57 The revised National Planning Policy Frameworks sets out that Planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in CIL Regulation 122. London Plan Policy 8.2 states that development proposals should address strategic as well as local

priorities in planning obligations, prioritising transport and affordable housing. Draft London Plan Policy DF1 continues this approach.

6.3.58 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth. This approach is reflected in the Tottenham Area Action Plan in Policies AAP1 and AAP11. DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SDP provides further detail on the local approach to obligations and their relationship to CIL.

NT5 Infrastructure Requirements and the HRWMF

6.3.59 The NT5 site envisages large scale redevelopment giving rise to infrastructure obligations above those that may be required on smaller and less complex sites addressed by CIL. The overarching vision for the High Road West area is for a significant increase in the provision of community facilities and envisages that the local community will have the best possible access to services and infrastructure. Key to the AAP site delivery for NT5 is the creation of new leisure, sports and cultural uses that provide seven day a week activity. The infrastructure requirements for the wider NT5 site are broadly identified in the NT5 site allocation, including:

- A new Learning Centre including library and community centre;
- Provision of a range of leisure uses that support 7 day a week activity and visitation; and
- Provision of a new and enhanced public open space, including a large new community park and high quality public square along with a defined hierarchy of interconnected pedestrian routes.

6.3.60 Haringey's Infrastructure Delivery Plan (IDP) Update (2016) draws on the HRWMF and sets out an indicative list of infrastructure with associated costings to deliver the NT5 site allocation. The IDP Update notes these items and costs may be subject to change as feasibility studies continue to be developed. The North Tottenham Infrastructure list sets out the costed obligations into 7 areas that accord with the vision and principles of the High Road West Master Plan Framework. The Council expects the applicant to make a proportionate contribution to these costs.

6.3.61 The AAP is clear that the Council will monitor government and London-wide policy and changes in legislation to make sure that the AAP continues to be consistent with relevant national, regional and local planning policies, and identify the need to review or reassess the approach taken in the Plan. Since the IDP

Update (2016) the cost of infrastructure has increased when considered against inflation and other appropriate pricing indices.

Current Situation – Planning Obligations

- 6.3.62 In a usual planning situation, an applicant and the Local Planning Authority would work together to agree the Heads of Terms of a S106 agreement prior to Planning Sub-Committee. These Heads of Terms would then inform the drafting of a S106 planning obligations agreement. In this instance, because the applicant has lodged an appeal following the expiry of the statutory timescale, no agreed Heads of Terms are presented in this report and no planning obligations agreement has been signed between the parties.
- 6.3.63 The financial and non-financial obligations identified in the relevant sections of this report would go toward mitigating the impacts of the development and make it acceptable. These conventional obligations would be in addition to financial obligations making a proportionate contribution to affordable housing and infrastructure within the wider NT5 site.
- 6.3.64 Statutory consultation has also identified that the Haringey NHS Clinical Care Group consider a site specific financial obligation is required, although officers take no formal view on this obligation due to a lack of discussion with the applicant concerning its policy basis.

Planning Appeal – Statement of Common Ground

- 6.3.65 Haringey's Planning Obligations SPD states that in the event of an appeal, the Council can continue negotiations with the developer to establish and set out the nature of the planning obligations which would be sought, should the application be granted. Officers will be discussing the planning obligations as set out above through the course of the appeal and the Statement of Common Ground process.
- 6.3.66 The applicant may submit a Unilateral Undertaking (UU) to the Planning Inspector, which is similar to a S106 but the agreement is sanctioned by the Planning Inspector as opposed to agreed with Haringey. The Planning Inspector will take a view of the applicant's proposed obligations as set out in a UU at the Planning Inquiry, unless the appeal parties reach agreement before the case is heard.
- 6.3.67 In the absence of a S106 agreement securing proportionate planning obligations, the development proposal makes an insufficient contribution to infrastructure and other requirements made necessary by new development and population growth. This insufficient contribution jeopardizes the viability and deliverability of the NT5 site. The development proposal is contrary to the NPPF, Policy SP17, Policy DM48 and Policies AA1, AAP11 and NT5.

6.3.68 Should the Planning Inspector grant hybrid planning permission by way of an appeal decision, this will trigger a Mayoral and Local CIL charge to be collected by Haringey as collection authority.

6.4 Development Design

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

6.4.2 The application is substantively in outline. The applicant has provided a set a Parameter Plans and a Design Code. The applicant has also submitted a Development Specification and Framework document. The applicant’s Environmental Statement (ES) sets out a Townscape Assessment with an indicative scheme to show how the outline development may appear in various views. In the event the Planning Inspector grants permission, the applicant will be required to submit reserved matters in conformity with any approved drawings and documents, likely including the Design Code should the Inspector consider it acceptable. However as the applicant has chosen to reserve all matters except site access, only a limited assessment of development design is possible at outline stage.

Quality Review Panel Comments

6.4.3 Haringey’s Quality Review Panel (QRP) considered the initial outline scheme at application stage, and the applicant revised the proposal in response, however due to the lodging of the appeal, the updated scheme has not been reconsidered the by Panel. The applicant’s updated proposed was accompanied by a Design and Access Statement (DAS) addendum.

6.4.4 The QRP’s initial comments together with the applicant’s response (as summarised from the DAS addendum) and the officer response is set out in the table below.

QRP Comment	Applicant Response	Officer Response
Massing and Development Density		
Proposed density of development is exceeding	The applicant has reduced the maximum number of units in the	The reduced density slightly

<p>that identified within the adopted wider masterplan for the area.</p>	<p>scheme to 316 from 330.</p>	<p>exceeds with London Plan Density Matrix guidelines but is judged broadly acceptable given the policy context and subject to a detailed review at reserved matters stage.</p>
<p>Amount and quality of open space is compromised. Neighbouring developments will have to make up the shortfall.</p>	<p>The amount of open space on the site has been increased by 440m² with the reduction in the building footprint.</p>	<p>The increased provision broadly is considered a proportionate contribution to the wider site, however a detailed assessment of layout is required.</p>
<p>In comparison to the wider masterplan, the scale of the towers are wider and broader, which will have a negative impact on the courtyards, open spaces and accommodation adjacent, in terms of place quality, overshadowing, and reduced access to daylight and sunlight.</p>	<p>Comparative diagrams and calculations of the respective tall buildings show that the proposals are neither broader or wider than those illustrated within the HRWMF layout diagrams. The footprints are commensurate with Brook House, recently approved by the LPA.</p>	<p>The applicant has submitted a daylight/sunlight assessment. While an update is required at reserved matters stage, a SHOG assessment indicates that sunlight provision to new and existing amenity areas may be acceptable. Further layout and design details would be required at reserved matters stage.</p>
<p>A rethink of the distribution</p>	<p>The applicant has undertaken a</p>	<p>Officers note</p>

<p>of the accommodation is required to ensure the amount (and quality) of open space provided, the amenity of courtyards within blocks, the nature of the routes and the interface with future developments to the east within the master plan area.</p>	<p>reduction in the footprint to Building Plots C3 & C4 to remove the east side of Block C.</p> <p>The east-west routes and the north-south route along the eastern and western boundary will ensure that there will be many access points to the future phases of the wider comprehensive regeneration, as envisioned within with HRW Masterplan.</p>	<p>that internal site access is a reserved matter, however in the absence of the S106 agreement to secure future east-west connectivity, the indicative scheme layout is unacceptable. The reduction in Block C is supported by officers.</p>
<p>There may be some flexibility in adjusting the heights of the towers subject to a detailed assessment of their impact on long distance views.</p>	<p>At the reserved matters stages the final material choices, architectural proportions and high quality detailing will be provided. These will make reference to context to ensure that the new buildings are clear interventions, distinct from the existing buildings, but are still rooted in their location. Long distance views have been provided.</p>	<p>Comment noted. The AOD heights of the buildings will be fixed in the event the Planning Inspector grants outline planning permission. The policy context supports the provision of tall buildings but more information is required to undertake a full assessment.</p>
<p>Scheme layout and architectural expression</p>		
<p>Configuration of blocks C and B requires further consideration, as they currently create a very difficult junction at the boundary to the neighbouring areas of the masterplan to the east.</p>	<p>The amendment to Block C provides greater flexibility for the scheme to coordinate with future development of the adjacent land to the east, and eliminates the previously identified constraint for wider comprehensive regeneration to be delivered as envisioned within with HRW Masterplan.</p>	<p>Officers consider a detailed assessment at reserved matters stage would be required, however the applicant's amendments have sought to</p>

		<p>mitigate the interface between proposed and planned blocks. A planning obligation to secure connectivity is required.</p>
<p>The internal courtyard of block C is now also much smaller, with a reduction in quality and amenity, and a greater degree of overshadowing due to the increase in width of the tower element in addition to the new wing of accommodation that closes the courtyard at the eastern end of the site.</p>	<p>Block C has been reduced with a consequent improvement in the amenity of the courtyard.</p>	<p>Officers consider a detailed assessment at reserved matters stage would be required, however the reduction in the footprint of Block C has generally reduced the enclosed nature of the subject courtyard.</p>
<p>The proposal for a mixed-use 'shared surface' space at the southern entrance to the site around the Station Master's House seems well-considered.</p> <p>However, this will only be successful if vehicle access at this point is seen as a short-term measure. Once the remaining parts of the master plan area are developed the main vehicle access to the site should be taken through the site to the east as shown on the master plan, and this should be secured through a S106 Agreement.</p>	<p>Following completion of the wider street network it is considered that the designated and defined 'Secondary Road' to the east, as established in the Masterplan, would be favoured by motorists over the shared surface route through the Goods Yard Site, as envisioned in the HRW Masterplan Transport and Movement Diagram.</p>	<p>As per the assessment below, officers consider that once circulation patterns are established, it may be difficult to reorient the focus of the shared surface away from vehicle access and the wider master plan objectives for White Hart Lane are not met by a single access point to the proposed development.</p>
<p>Inclusive and Sustainable Design</p>		

The panel would like to see more information on the technical aspects of the proposals, including results of studies undertaken, plus plans and sections marked up to illustrate the findings (in terms of daylight, sunlight, and wind).	N/A	Comment noted.
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Tall Building Height and Massing – Policy Context

- 6.4.5 London Plan Policy 7.7 requires that tall buildings generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport. Draft London Plan D8 continues this plan-led approach and states that the visual, functional and environmental elements of tall buildings should be considered in planning decisions.
- 6.4.6 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Strategic Policy SP11 requires all new development to ‘enhance and enrich Haringey’s built environment and create places and buildings of high quality’. Policy AAP6 states that, in line with DM6, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.
- 6.4.7 The High Road West Master Plan Framework (HRWMF) sets out the principle that tall buildings will only be considered in parts of the masterplan area where existing character would not be affected adversely by the scale, mass or bulk of a tall building. The HRWMF envisages a “legible tall building spine” that descends from Brook House to create an appropriate heritage setting for statutorily listed and locally listed assets.
- 6.4.8 The HRWMF also sets the principles that tall buildings should be located to minimise overshadowing of adjacent development and used as part of a way finding and movement strategy (for example located towards the end of east-west routes). Key views of the stadium should be considered and maintained in the profile of buildings.

Building Scale, Form and Massing

- 6.4.9 The applicant’s parameter plans indicate that the development proposal would contain two tall buildings as defined by policy, if built to maximum parameters. The buildings (Building B and Building C) would rise to 21 and 18 storeys respectively. The height of the towers would be located in the northeast corner of larger perimeter blocks. The applicant has submitted a Townscape and Visual

Impact Assessment (TVIA) within the Environmental Statement. No local or strategic views cross the site.

- 6.4.10 The Quality Review Panel has considered the initial outline proposal (as per the summary table above). The Panel noted that in comparison to the High Road West Master Plan Framework, the scale of the towers was wider and broader than that envisaged. The applicant declined to amend the footprint of the taller elements of Buildings B or C in submitting an amendment to the scheme.
- 6.4.11 The principle of tall buildings is acceptable within the growth area, and the spatial location of the two tall buildings on site is considered to be broadly appropriate in the context of the HRWMF and the outline parameters would generally allow for decreasing buildings heights abutting the rail line southwards.
- 6.4.12 An assessment of the views in the TVIA indicates the outline massing impacts to be broadly acceptable, however a full assessment is not possible without further details around the visual appearance of the buildings, their design and materials.
- 6.4.13 A full consideration of the criteria in Policy DM6 (including if the buildings will yield an elegant urban form) is not possible given the outline nature of the application. Likewise a consideration of the visual, functional and environmental elements of the buildings as described in the draft London Plan is not possible given the application type.
- 6.4.14 Officers anticipate additional details would be presented at reserved matters stage. To make the scheme acceptable a condition requiring an update of the TVIA setting out the buildings appearance would be required. Officers will seek to secure such a condition in the course of the appeal.

Matters of Site Access

- 6.4.15 A key principle of the High Road West Master Plan Framework (HRWMF) is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.
- 6.4.16 The HRWMF speaks to a movement network that is organised around a legible street network. The Framework is clear that the White Hart Lane access to the site is envisaged to be a shared surface. The hierarchy set out by the HRWMF shows White Hart Lane as a primary road, with a secondary connection east of the applicant's proposed access, extending north.
- 6.4.17 The applicant's site access Parameter Plan shows an access arrangement that would give rise to a circulating and self-contained internal road system that does not interface with the wider master plan area. The applicant's Transport Assessment (at Paragraph 5.7.1) sets out that the internal access roads are proposed to run through the site from north to south and along the western side

of the site. Three east-west cul-de-sacs will extend from this primary internal road.

- 6.4.18 While the transportation impacts of the access arrangement in terms of highway safety and operation are assessed in the section below, the design and place-making implications of the proposed access point are considered following.
- 6.4.19 While the layout is indicative, the access point shown on the Parameter Plan would give rise to a vehicle-focused arrangement leading inward toward a proposed 79 residential and 22 commercial car parking spaces. The shared surface would initially be the lone access point to the site for vehicles, pedestrians and cyclists.
- 6.4.20 While the scheme's outline density is broadly acceptable (and podium car parking is depicted in the HRWMF on the western edge of the site) the applicant's access point would conflict with the HRWMF's proposed circulation hierarchy, and create a wider and more vehicular-focused route where a narrow shared surface is envisaged. If the current proposed access is allowed then this would not be possible to reverse when the rest of NT5 site comes forward, and this would undermine the internal circulation strategy envisaged in the HRWMF, and create an unacceptably car-focused layout. Officers consider that once vehicle circulation patterns are established, the access point may remain car focused into the future.
- 6.4.21 It is accepted a secondary connection would draw vehicular traffic north of White Hart Lane from east to west (toward the applicant's part of the site) in any access scenario. However, the low rise area between Building E and Buildings D and F (and between Station Master's House and the Grange) would be traversed by a higher number vehicles than the HRWMF envisages. Officers consider this would have place-making implications and may lead to a car-focused piece of urban realm in a sensitive area that lies between heritage assets. This is contrary to the HRWMF principles of attractive walkable streets, and improved connectivity and circulation for pedestrians.
- 6.4.22 The HRWMF speaks to public realm improvements to create an enhanced setting for retained heritage assets and significant uplift in the shopping and café experience along the White Hart Lane. Officers consider a higher number of car movements across the applicant's White Hart Lane access would detract from these objectives and undermine the pedestrian priority to a narrow, shared surface access route. An indicative image of a future White Hart Lane from the HRWMF is **Appendix 8**.
- 6.4.23 Likewise, a higher number of vehicle movements in this location would also weaken the pedestrian connection between the proposed development and an improved pedestrian access to White Hart Lane Station and future retail space on the south side of White Hart Lane. Station forecourt improvement works are

proceeding. There is also concern the access would not optimise the cycle route along White Hart Lane.

6.4.24 The proposed access from White Hart Lane will give rise to a development that fails to improve connectivity and permeability for pedestrians and cyclists. The development fails to enhance White Hart Lane Station as a transport interchange. The development makes an insufficient contribution to place making and legible, pedestrian-focused Healthy Streets. The proposal is contrary to the revised NPPF, London Plan Policies 6.9 and 6.10, Draft London Plan Policy T1, Policy SP7 and Policies DM31, AAP7 and NT5.

6.4.25 It is accepted that the HRWMF envisages that a portion of the applicant's site (Phase 1C) is to be delivered separately and in practice, the complete east-west connectivity envisaged in the plan would be achieved incrementally as the plan area is built out.

6.4.26 Officers understand the applicant may be open to the possibility of planning obligations to require the developer to link the three cul-du-sac streets (and the northern tip of the site) on the access Parameter Plan into a future street network. To make the scheme acceptable, an obligation to secure a future network connectively plan and the phasing of the development as generally envisaged by the HRWMF is required.

Matters of Layout

6.4.27 While matters of layout are reserved, the Parameter Plans indicate a perimeter block typology with interspersed circulation spaces and amenity areas. The updated scheme proposes minimum separation distances between blocks. The revised Parameter Plans identify minimum separation distances between the blocks of 12 metres, which is below the 18-21 metres usually identified as good practice. GLA officers consider distances should be increased and the indicative layout is somewhat constrained. The representations of Peacock Estate Management Limited in relation to a suitable boundary to the east of the site given indicative separation distances are noted. Officers will further engage the applicant regarding this point during the Statement of Common Ground Process. A more detailed assessment of layout is required at reserved matters stage.

Open Space

6.4.28 A key principle of the HRWMF and a development guideline as per the AAP site allocation (NT5) is the production of a net increase in the amount and the quality of public open space. The HRWMF identifies broad building typologies to frame open space, and the site allocation calls for the creation of open space in addition to the creation of a legible network of east-west streets that connect into the surrounding area and the existing lanes off the High Road.

- 6.4.29 The HRWMF proposes 39,400m² of open space in total, compared to 21,000m² of (poor quality) open space in the NT5 site area currently. This seeks to achieve an overall increase of 80% open space in the area. While matters of layout are reserved, the applicant's Parameter Plans would yield the indicative provision of 4,800m² of open space, of which a minimum of 900m² is proposed to be provided as a public square. This open space figure includes play space and public realm and excludes private residential amenity areas. This quantum of open space was increased following amendments to the scheme in April 2018.
- 6.4.30 There is currently no public open space on the application site. The applicant sets out a comparison with the HRWMF and notes the application site comprises 11% (1.28 Ha) of the HRWMF area (11.69 Ha) and notes the proposed open space and play space provision would equate to 12% (4,800m²) of the 39,400m² open space proposed in the Framework.
- 6.4.31 Subject to a detailed assessment at reserved matters stage addressing the accessibility, layout quality and design of public space (including the public square), the quantum of open space proposed is considered proportionate and broadly in line with the site allocation and HRWMF principles. Officers will further discuss any planning obligations concerning open space during the Statement of Common Ground process.

Child Play Space

- 6.4.32 London Plan Policy 3.6 and Policy S4 of the draft London Plan seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good quality, accessible play provision for all ages, of at least 10 square metres per child.
- 6.4.33 Matters of layout and landscaping are reserved. The applicant's illustrative scheme identifies a requirement for 1,000m² of play space, with 420m² for under-fives. A minimum of 1,360 m² of play space is proposed in residents' communal courtyards, public open spaces, and a proposed dedicated play space at the north end of the site. An indicative design of the play space has also been provided.
- 6.4.34 Any reserved matters application would need to fully detail play space proposals taking account of existing and proposed off-site facilities. To make the development acceptable, a Play Space Plan should be secured by way of a planning obligation. Subject to reserved matters assessment the outline provision of playspace is acceptable. Officers will further discuss any planning obligations concerning child play space during the Statement of Common Ground process.

Residential Unit Quality

- 6.4.35 To control the design quality that the development will deliver, a Design Code document accompanies the planning application. The Design Code is submitted for approval and sets out a series of design requirements that any future reserved matter application must adhere to. The Design Code covers matters relating to the internal layout and the appearance of the residential buildings.
- 6.4.36 The submitted Code notes the 316 units will meet London Plan standards around size and private amenity. Subject to detailed assessment at reserved matters stage, a Design Code is considered to be an acceptable method of controlling unit quality. Officers will seek to secure the Code as an approved document in the course of the appeal. Further details of unit aspects would be required at reserved matters stage.
- 6.4.37 Conditions around noise mitigation to preclude undue noise transmission between residential and commercial uses would be required to make the scheme acceptable. Officers will seek to secure such conditions (or a detailed noise assessment to accompany reserved matters applications) in the course of the appeal. Officers would also expect that Secure by Design conditions would be required at reserve matters stage.

Development Design – Summary

- 6.4.38 A limited assessment is undertaken given the outline application type. The site is suitable for Tall buildings, however further information around the visual appearance of the Tall buildings proposed is required. The Parameter Plan layout indicates that separation distances between blocks will require robust assessment at reserved matters stage. The access to the site is unacceptable and will undermine the public realm and the Council's wider regeneration objectives for White Hart Lane and the upgraded rail station. Subject to further assessment, the provision of open and child playspace is broadly acceptable. The proposal is likely to yield acceptable quality housing units based on the submitted Design Code, although again further assessment is required.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.
- 6.5.2 The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings.

- 6.5.3 Developments should provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development.

Daylight/Sunlight Assessment - Methodology

- 6.5.4 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.
- 6.5.5 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.5.6 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model. This may not be appropriate for higher density, urban London locations and the Mayor's Housing SPD notes that guidance should not be applied rigidly to proposals in urban areas as developments in urban areas are of much higher density than developments in more suburban areas.
- 6.5.7 It is considered that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable within a high density urban location. Paragraph 2.3.47 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 6.5.8 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.
- 6.5.9 A Sun Hours On Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines.

Daylight/Sunlight – Assessment

- 6.5.10 The applicant has submitted a daylight/sunlight assessment and an addendum to the daylight/sunlight report following updates to the proposal. The applicant's

Environmental Statement (ES) and ES addendum also consider the issues of daylight and sunlight.

6.5.11 The applicant's ES has undertaken an assessment of daylight and sunlight impacts to adjoining occupiers. Regarding daylight conditions in a baseline scenario, 303 (68%) of the 443 windows assessed meet the BRE criteria for VSC by achieving a VSC level of 27% or above. For NSL, 257 (98%) out of the 261 rooms assessed meet the BRE criteria with 80% or above daylight distribution. In line with BRE methodology additional assessment of non-compliant windows is undertaken. The non-compliant properties that would experience noticeable effects and the relative impacts are set out below.

- *Negligible*: 8-16 (Even) White Hart Lane; 24 White Hart Lane; 28 White Hart Lane; 1-60 Charles House; 57-63 (Odd) White Hart Lane; 38 Pretoria Road; 39 Pretoria Road.
- *Minor Adverse*: 18 White Hart Lane; 26 White Hart Lane; 30 White Hart Lane; 1-8 Pretoria Road
- *Minor to Moderate Adverse*: 34-37 Pretoria Road
- *Moderate Adverse*: 9-12 Pretoria Road; 15-17 Pretoria Road; Lorenzo House

6.5.12 While there is some localised non-compliance with BRE criteria (generally along Pretoria Road and to a lesser extent along White Hart Lane) London Plan guidance notes that the application of BRE criteria should take account of the context of urban London. The site is located in a growth area that is programmed for tall buildings. The HRWMF envisages a descending spine of tall buildings toward the rail station in this location. Given the policy context and the impacts in the assessment, localised daylight/sunlight impacts would be expected.

6.5.13 Officers consider that given the variation noted in plot Parameter Plans, and the indicative nature of the scheme (i.e. unit layouts are not yet resolved), an updated Daylight/sunlight assessment would be required at reserved matters stage to confirm the impacts to adjoining occupiers and ensure new unit quality. Officers would seek to secure a planning condition to this effect in the event the Planning Inspector is minded to grant outline planning permission. At this stage given that the overall benefits of the scheme cannot be determined in the absence of a section 106 agreement and given the lack of replacement social rented housing it is not possible for officers to assess if, in the overall planning balance, the benefits of the scheme would outweigh any adverse impacts.

Overlooking/Privacy

6.5.14 The site is comparatively isolated and is not in close proximity to adjoining residential development. The site is separated from residential development on Pretoria Road by an existing rail line. The northern most Y-Block in the Love

Lane estate across White Hart Lane is separated from the southern site boundary by more than 20 metres.

- 6.5.15 There have been no specific objections from adjoining occupiers in relation to overlooking and privacy issues. Subject to a detailed assessment at reserved matters stage, including specific placement of balconies and amenity areas, the scheme would not be anticipated to give rise to undue privacy or overlooking impacts.

Wind and Microclimate

- 6.5.16 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. This approach is reflected in the draft London Plan. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy AAP6 requires a high quality public realm for developments in Tottenham.

- 6.5.17 The Lawson Criteria (Bristol Method) may be used to determine the acceptability of wind conditions for pedestrian safety and comfort in baseline and proposed scenarios. The Lawson Criteria provide it is not only the velocity of wind that is considered but also the frequency of occurrence of these velocities. The frequency of occurrences is used as an indicator of the likely duration of certain wind speeds.

- 6.5.18 As part of the submitted ES, wind tunnel testing of a physical scale model was combined with long-term wind statistics to provide an assessment of pedestrian and podium level wind conditions in and around the site. The assessment demonstrates that the key wind effects are downdraughts, from the west elevations of the towers (for prevailing winds), reaching pedestrian level before channelling along the western facades and accelerating around the north-west corners and into the west-to-east passages. The assessment concludes that micro-climate effects are expected to range from negligible to minor adverse depending on the location.

- 6.5.19 The applicant's ES states that the development includes proposals for substantial soft landscaping which will help alleviate channelling of winds, particularly around the bases of the towers and that the details of this landscaping will be confirmed at reserved matters stage. Given the applicant is relying on landscaping details to mitigate the identified impacts, officers consider an update to the wind and micro-climate assessment is required in the event the Planning Inspector is minded to grant permission.

Amenity Impacts – Summary

6.5.20 Subject to assessment at reserved matters stage, the scheme is not anticipated to give rise to privacy or overlooking impacts given its separation distance from existing residential development.

6.5.21 The daylight/sunlight impacts to adjoining occupiers may be acceptable for an urban site in London although as per the discussion above a balancing exercise is not able to be conducted given the numerous planning issues that are unresolved and given the absence of the planning obligations agreement. The wind and microclimate impacts require updated information and details of landscaping mitigation at reserved matters stage.

6.5.22 Officers note the broader issue of amenity impact must to be considered in the overall planning balance, with any harm weighed against benefit. Given that the benefits of the scheme cannot be confirmed (officers note the absence of a planning obligations agreement to date) a balancing exercise in relation to amenity is unable to be undertaken at this juncture.

6.6 Heritage Conservation

6.6.1 Paragraph 196 of the revised NPPF sets out that 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, where appropriate, securing its optimum viable use.

6.6.2 London Plan Policy 7.8 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. The draft London Plan Policy HC1 continues this approach and places an emphasis on integrating heritage considerations early on in the design process.

6.6.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

6.6.4 Policy AAP5 speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.

6.6.5 Policy NT5 requires consistency with the AAP's approach to the management of heritage assets. The High Road West Master Plan Framework's approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to inward to the Master Plan area.

- 6.6.6 The HRWMF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use.

Legal Context

- 6.6.7 There is a legal requirement for the protection of the North Tottenham Conservation Area. The Legal Position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.6.8 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."
- 6.6.9 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended 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."
- 6.6.10 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.
- 6.6.11 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court

of Appeal emphasized in Barnwell, 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 strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.6.12 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.

Assessment of Significance

- 6.6.13 Chapter 12 of the Environmental Statement (ES) addresses heritage and conservation, and the applicant has also submitted a Heritage Statement prepared by F3. An identification of the significance of relevant assets is set out below, including the relevant sections of the North Tottenham Conservation Area, the locally listed Station Master's House, and the listed terrace of Georgian properties southeast of the site.
- 6.6.14 The Tottenham High Road Historic Corridor consists of a sequence of six conservation areas. The North Tottenham neighbourhood is at the northern end of the historic corridor; it is, therefore, a threshold or point of entry to the historic corridor as a whole. The whole North Tottenham Conservation Area is in a fragile condition and it is currently designated a "Conservation Area at Risk" by Historic England.
- 6.6.15 The southern boundary of the application site is a prominent frontage within Sub Area B, situated directly in front of White Hart Lane station. This subject area of White Hart Lane is significant in that it has retained buildings representative of each period from Georgian through mid to late Victorian up to post war housing.
- 6.6.16 The Conservation Area appraisal considers the collection of Georgian buildings, including the Grange and Station Master's House to be good examples of early railway buildings, which were key to the transportation developments in the area during the 19th Century.
- 6.6.17 The Grange has two later flank wings to the Georgian structure that are early to mid-19th century. These have been restored. The Grange is listed Grade II (Historic England Ref: 1358877). The house and its extensions form an

impressive Georgian group but its setting is marred by the projecting blank end wall of the Victorian terrace on one side and the open yard entrance with security fencing on the other. Station Master's House is locally listed.

Impact to Assets

- 6.6.18 The impact on the Conservation Area and its setting are considered in the Townscape and Visual Impact Assessment (TVIA) which shows the maximum parameters of the development, including the tall buildings. These views also show how the scheme would appear alongside other consented developments that are due to be constructed in the vicinity of the site. Key extracts from the TVIA are contained in Appendix 2.
- 6.6.19 The impacts of the tall buildings (18 and 21 storeys) on the Conservation Area would be comparatively minor along the High Road and the eastern end of White Hart Lane, where they would be visible but partly screened by industrial buildings. The impacts would increase closer to White Hart Road Station, where the site is more visible and includes the street edge. This assessment would be subject to a detailed consideration at reserved matters stage including matters of appearance, which would allow for an assessment of materials against the character and appearance of the Conservation Area. However, it is concluded from the applicant's outline submission that the harm to the Conservation Area from the tall buildings is likely to be less than substantial.
- 6.6.20 The frontage to the Grange property would be improved with redevelopment and the setting at the rear would be retained and strengthened. The tall buildings would appear in views from William Street. It is concluded the harm to the Grange is likely to be less than substantial. The impacts to Station Master's house are judged to be positive and would allow for reuse of the building to provide a new function (an A3 restaurant use). Details of the extension to the locally listed structure would be required to make the scheme acceptable. The broader outline scheme is designed to decrease in height towards White Hart Lane, and elements adjoining the Conservation Area and listed and locally listed buildings are of a low rise character.

Heritage Conclusion

- 6.6.21 Historic England raises no objection to the proposal, but notes the application should be determined in accordance with national and local policy guidance, and on the basis of Haringey's specialist conservation advice. GLA officers note the strong presumption against granting permission that would harm the character or appearance of the Conservation Area, and place considerable importance and weight to the harm caused to the setting of the listed buildings. Haringey Officers are also bound to consider this strong presumption in line with the legal context above.

- 6.6.22 The Conservation Officer has assessed that there is likely to be less than substantial harm to identified heritage assets. A balancing exercise against public benefit is therefore required.
- 6.6.23 The scheme will provide housing for which there is a pressing need in the locality, although, as set out above, it is not clear that a proportionate number of social rented homes are re-provided to meet a need created by estate renewal. The proposal is considered to be a piecemeal scheme that will undermine the Council's regeneration and place making objectives in relation to High Road West. The provision of employment space (and consequent employment opportunities) open space and child play areas are all acknowledged to be benefits of the scheme.
- 6.6.24 There is clear difficulty in definitively assessing public benefit at this juncture given the lack of a planning obligations agreement and the outstanding planning issues noted elsewhere in this report.
- 6.6.25 In the absence of a planning obligations agreement, the planning balance between harm to heritage assets and public benefit is not able to be determined and the less than substantial planning harm to heritage assets has been given appropriate weight. The development proposal is therefore contrary to the revised NPPF, London Plan Policy 7.9, Draft London Plan Policy HC1, Policy SP12, Policies AAP5, DM9 and NT5.

6.7 Transportation and Parking

- 6.7.1 The revised NPPF (July 2018) is clear at Paragraph 108 that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up.
- 6.7.2 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. London Plan Policies 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets parking standards.
- 6.7.3 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.7.4 A key principle of the High Road West Master Plan Framework (HRWMF) is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

- 6.7.5 The applicant has submitted an Environmental Statement (ES) and Transport Assessment (TA) as well as an addendum to both these documents with the updated scheme. The applicant's consultant has also responded to Transport for London's (TfL's) initial comments on the scheme. Haringey's Principal Transportation Officer has assessed the proposal.

Trip Generation

- 6.7.6 The multi-modal trip generation was derived using selected sites from the TRICS database. Following discussion with the applicant, TfL considers that the trip generation has been assessed in accordance with TfL guidance and is acceptable. TfL considers the trip generation may give rise to impacts to the bus network and mitigation may be required in the form of a S106 contribution for additional bus capacity. Haringey Officers take no view on such an obligation in the absence of further discussions with the applicant.

Matters of Site Access

- 6.7.7 Site access is not a reserved matter. The application proposes the main point of access for the site will be via the existing access from White Hart Lane. While matters of internal access are reserved, the Parameter Plans indicate this access to be a shared surface.
- 6.7.8 The applicant's Design and Access Statement (DAS) Addendum notes that the proposed shared surface is envisaged to "give priority to pedestrians over other users in the following order of descending importance: pedestrians, including those with mobility, visual and other impairments; cyclists, service and maintenance vehicles and finally private motor vehicles".
- 6.7.9 The Principal Transportation Officer notes there are design issues outstanding with respect to this access point and that a detailed technical audit may be required. While some of the access issues noted in the Principal Transport Officer's initial observations have been subsequently resolved (following discussion between TfL and the applicant's consultant) there are still outstanding matters that officers intend to pursue by way of the Statement of Common Ground process. Officers consider the proposed outline access point to the site may be feasible in transportation terms, but further information is required to confirm this.
- 6.7.10 However, there are place-making and design implications to the access point (separate to issues of highway operation and safety) that are set out in the section above and indicate the development proposal should be refused planning permission, as the access point will undermine the Council's regeneration objectives for White Hart Lane.

Car Parking

6.7.11 The amended outline scheme proposes 79 parking spaces for residential use, equating to a ratio of 0.25 spaces per unit. Of the residential parking spaces, 32 Blue Badge spaces are proposed in accordance with draft London Plan requirements. 27 car parking spaces are proposed for commercial/business users, of which 22 are for employees and 5 are 'visitor' spaces. GLA Officers consider these provisions are acceptable and in accordance with London Plan and the draft London Plan Policies.

6.7.12 Haringey Officers consider that a S106 obligation precluding the issuance of on street parking permits to future occupiers will be required to make the development acceptable. A detailed car parking management plan (that encompasses the location and details of Electric Vehicle Charging Points and Blue Badge spaces) will also be required by condition. An obligation to ensure that residential parking spaces be used only by residents of the development, and made available before occupation, is also required.

6.7.13 Haringey Officers consider that a planning obligation securing a Highways Agreement pursuant to S278 the Highways Act 1980 is required to address:

- 1) Improvements to the public realm, pedestrian and cycle routes, and crossing facilities on the public highway;
- 2) Reinstatement of the two redundant accesses; and
- 3) Footway improvements in the immediate vicinity of the site.

6.7.14 Officers will further discuss these obligations (including S278 agreement costings) with the applicant in the Statement of Common Ground process.

Cycle Parking

6.7.15 GLA Officers note that limited detail is provided on cycle parking matters and that any cycle parking provided should conform to current London Plan policy. Haringey Officers consider that the site is capable of meeting London Plan standards in respect of cycle parking and that the issue may be addressed at reserved matter stage in the event outline permission is granted by the Inspector. The applicant should propose to meet draft London Plan standards, which would offer a higher quantum and quality of provision than the current London Plan.

6.7.16 A cycle parking plan would be required to ensure future provision is in accordance with London Cycling Design Standards. Officers will seek to secure a planning condition to address cycle parking should the proposal be granted outline planning permission.

Future Access Points

6.7.17 The TA indicates that the internal road network has been designed to allow future connections through to the east of the site, however the applicant to date has not articulated a detailed mechanism to allow this future connection to be realised and this element of the proposal remains unresolved. GLA Officers note the layout and design of the site should not prevent the future opening of the four potential access routes. While layout is a reserved matter, given Parameter Plan layouts, Haringey Officers will seek a planning obligation to secure the east-west connectivity in the event the outline permission is granted.

Other Obligations

6.7.18 GLA officers note that a full Delivery and Servicing Plan (DSP) should be secured by condition, including plans demonstrating vehicle access to the site and servicing bays, as well as measures to promote a safe and sustainable pattern of deliveries and servicing. A construction logistics plan (CLP) should be provided (including measure to ensure Considerate Constructor registration) and a detailed CLP should be secured by pre-commencement condition. Haringey Officers consider travel-planning obligations (including monitoring costs and provision of a car club) would be required to make the scheme acceptable. As per the consultation responses from Network Rail and London Overground, conditions addressing asset protection are also required to make the scheme acceptable.

6.7.19 Officers are broadly of the view the above items are capable of resolution, but that the lodging of the appeal has prevented the progression of discussions to secure relevant conditions and obligations. Officers will again seek to secure these measures in the course of the appeal should the Inspector be minded to grant planning permission.

6.8 Waste and Recycling

6.8.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.8.2 The applicant has submitted an Occupational Waste Management Plan at outline stage. The plan estimates the proposed development would require approximately 52 bins for general rubbish and 23 bins for recycling based on a collection once per week for the residential flats. The Council's Waste Management Team has assessed the proposal and raises no objection subject to ensuring commercial collection is contracted.

6.8.3 Officers consider that storage and collection of the estimated volume of generated waste is feasible, but that further details would be required at reserved matters stage including details of commercial collection and pest management.

Should a Planning Inspector be minded to grant planning permission, a condition around an updated Waste Management Plan will be sought by officers.

6.9 Basement Development

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

6.9.2 The outline development proposes non-residential basement space. The applicant has submitted a Basement Impact Assessment (BIA) prepared by Lyons O'Neil dated December 2017. The report notes the document is an initial screening at outline stage to determine if a full BIA is required. The report also notes there are no other basements in the vicinity of the site that would result in cumulative impacts. Chapter 14 to the Environmental Statement notes that an updated BIA is required should the scheme progress to reserve matters stage to propose mitigation and inform a Construction Management Plan.

6.9.3 Should the Planning Inspector be minded to grant planning permission, officers will seek to secure a planning condition requiring an updated the BIA, setting out a suitable basement design and construction methods.

6.10 Flood Risk, Drainage and Water Infrastructure

6.10.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy 5.12 continues this requirement. London Plan Policy 5.13 and Local Policy SP5 expects development to utilize Sustainable Urban Drainage Systems (SUDS). Policy 5.14 requires proposals to ensure adequate wastewater infrastructure capacity is available.

6.10.2 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

6.10.3 The applicant has submitted a Flood Risk assessment and Chapter 14 of the Environmental Statement also considers the issue of flood risk. The ES Addendum updates the flood risk position. The southern tip of the site lies in Flood Risk Zone 2. The applicant has prepared an outline surface water drainage strategy.

6.10.4 The applicant has undertaken a sequential approach to flood risk, and located more sensitive development in Flood Risk Zone 1. No residential development is proposed to be located in Flood Risk Zone 2. The Environment Agency has assessed the proposal and raises no objection in flood risk terms.

6.10.5 The applicant has submitted a Water and Waste Water Utilities Assessment. Thames Water raises several water infrastructure issues concerning the proposal, and officers understand these issues remain unresolved at the time of the lodging of the appeal. Thames Water has specifically identified an inability of the existing surface water infrastructure and existing water network infrastructure to accommodate the needs of the development proposal.

6.10.6 Should the Inspector be minded to grant outline planning permission, officers will seek to secure an updated Surface Water Drainage Strategy as per Thames Water's comments of 14th May 2018 and other relevant conditions including conditions around water network upgrades and/or housing and infrastructure phasing. Officers will seek to secure a planning condition concerning a Construction Environmental Management Plan as per Thames Water's comments. Officers also consider the Statement of Common Ground process may allow further engagement with stakeholders, including Thames Water if required.

6.11 Energy and Sustainability

6.11.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

6.11.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

6.11.3 The applicant's Energy Statement sets out the cumulative CO₂ savings on site that are estimated to be 50.1% for the domestic part and 27.1% for the non-domestic part of the development, against a Part L 2013 compliant scheme. The statement notes the regulated CO₂ savings for the site as a whole are 45.0%. To achieve this the Energy Statement indicates that photovoltaic cells and air source heat pumps should be incorporated into the proposed scheme.

6.11.4 To achieve 'zero carbon' for the residential portion of the scheme, 172.1 tonnes per annum of regulated CO₂, equivalent to 5,162 tonnes over 30 years, from the new-build domestic portion would need to be offset offsite. The Sustainability

Statement states that the non-residential spaces proposed within the development are targeting BREEAM certification to the level of 'Excellent'.

6.11.5 The Council's Carbon Management Team and GLA officers have assessed the proposal. The Council's assessment considers the carbon savings to be policy compliant, but notes that further information is required in respect of a connection to a District Energy Network and a condition is required to secure a future connection. A connection charge may be required by way of a planning obligation. Additional conditions are also recommended by the Carbon Management Team, including conditions requiring an updated Energy Strategy, Dynamic Thermal Modelling, BREEAM accreditation and living roof details. In the event the Planning Inspector is minded to grant planning permission, officers will seek to secure these conditions at reserved matter stage.

6.12 Air Quality

6.12.1 Policies DM4 and DM23 provide guidance on air quality in relation to development proposals. Policy indicates that development proposals should consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate.

6.12.2 Where adequate mitigation is not provided planning permission will be refused. This approach is reflected in the London Plan Policy 7.14. Additional Air Quality issues are addressed by London Plan SPGs around dust control and sustainable design and construction. Haringey is an Air Quality Management Area (AQMA).

6.12.3 Chapter 9 of the applicant's Environmental Statement (ES) provides a consideration of air quality. The Council's Environmental Health Officer (EHO) has assessed the submission. The issue concerning transport modelling and its consequent impacts on air quality is currently unresolved between the applicant and the Council's HMO, however officers anticipate further discussions concerning this matter may be undertaken during the Statement of Common Ground (SoCG) process. Given the final agreement between TfL and the applicant around transport modelling (as per the GLA Stage 1 report) the issue is likely capable of resolution.

6.12.4 Should the Planning Inspector be minded to grant planning permission officers will seek to secure an updated Air Quality Assessment, stipulating that any updated assessment reflects the various comments of the EHO concerning assessment methodology.

6.12.5 The other conditions noted by the EHO concerning combustion and energy plant, Combined Heat and Power details, Dust Management, and Non-Road Mobile Machinery registration are all required to make the scheme acceptable in air

quality terms. Officers will seek to secure these conditions in the event planning permission is granted by the Inspector.

6.13 Land Contamination

6.13.1 Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Preliminary Remediation Strategy Report as per Chapter 13 of the Environmental Statement. The site is a former car breaker's yard with a history of industrial uses.

6.13.2 The Council's Environmental Health Officer (EHO) has assessed the proposal and considers the imposition of pre-commencement planning conditions around land remediation with the grant of planning permission should be imposed. Officers will seek to secure such conditions in the event permission is granted.

6.14 Archaeology

6.14.1 The revised NPPF states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. London Policy 7.8 states that development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve a site's archaeology. This approach is reflected at the local level.

6.14.2 The site lies in an area of archaeological interest. The Greater London Archaeological Advisory Service (GLAAS) has assessed the proposal and indicates the need for field evaluation to determine appropriate mitigation. GLASS note a two stage process of archaeological investigation comprising evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. Should the Planning Inspector be minded to grant outline planning permission, officers will seek to secure such planning conditions to ensure evaluation and mitigation.

6.15 Trees

6.15.1 The applicant has submitted an Arboriculture Statement including a Tree Survey. The survey records 98 trees on the site (mostly silver birch and sycamores), the majority running along the fringe of the industrial land next to the railway. Of these trees, none are Category A (the highest quality), 12 are Category B and 78 are category C. 8 trees in the survey are noted to be Category U (unsuitable for retention). The Council's records do not indicate there are any trees on the site subject to a Tree Protection Order (TPO).

6.15.2 The applicant's outline proposal would give rise to the loss of 17 trees. (including all 8 Category U trees, 5 Category B trees and 4 category C trees). This equates to 95% retention on site. While the applicant's submission notes that a replanting scheme is possible, no details are provided and an update to the submission at reserved matters stage would be required, setting out details of a such a replanting program.

6.15.3 The applicant's submission notes that planning conditions would be attached to a planning consent that would required retained trees to be protected during demolition and construction, in accordance with relevant British Standards. In the event outline permission is granted, officers will seek to secure such pre-commencement conditions.

6.15.4 A consultation response from the Council's Tree Officer was not received prior to the lodging of the appeal, however officers consider the Statement of Common Ground process will allow for further engagement regarding the issues above.

6.16 **Ecology**

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

6.16.2 The applicant has submitted a Phase 1 Habitat Survey prepared by WSP. A Preliminary Bat Roosting Assessment (PBRA) of Station Master's House was also submitted. The site is not subject to any statutory ecological designations. Natural England has assessed the proposal and raises no objection in ecological terms.

6.16.3 Two species of invasive plant were recorded by the survey. To prevent the spread of these species, an updated survey is required to be completed in advance of site clearance works and the species should subsequently be removed in-line with best practice methods. Officers will seek to secure such an updated survey.

6.16.4 The applicant's assessment also notes that mitigation to address the provision of bat replacement roosting features (with the redevelopment of Station Master's House) is required. Officers consider this matter can be addressed by pre-commencement planning conditions and will seek to secure such conditions and updated ecological information in the course of the appeal.

6.17 **Fire Safety and Security**

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

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

6.18 Conclusion

6.18.1 The provision of a mixed use scheme comprising housing and commercial uses is acceptable in principle however concerns remain around the outline nature of the proposal and its comprehensiveness in relation to the site allocation NT5 and the High Road West Master Plan Framework (HRWMF).

6.18.2 Subject to detailed assessment at reserved matter stage, the density and outline dwelling mix are broadly acceptable. The site is suitable for tall buildings, however further information is required to make a full assessment. The Parameter Plan layout indicates that the separation distance between blocks would also require detailed assessment at reserved matters stage.

6.18.3 The access to the site is unacceptable and will undermine the public realm and the Council's regeneration objectives for White Hart Lane. The proposal is on track to yield housing of an acceptable quality based on the submitted Design Code, although further assessment is again required. The amenity impacts of the proposal also require further assessment. Notwithstanding the provision of further details, balancing planning harm against amenity impacts is problematic in the absence of a planning obligations agreement as the benefits of the scheme to the wider locality cannot be quantified.

6.18.4 The lack of re-provision of social housing is not acceptable. In addition, the applicant has failed to consider the early phasing of the site as set out in the HRWMF in articulating the affordable position. This demonstrates a lack of comprehensiveness. The development proposal undermines affordable housing delivery in the locality.

- 6.18.5 In the absence of a S106 planning obligations agreement, a range of conventional planning issues remain unaddressed and the planning harm arising therefore weighs against the grant of permission. The applicant has failed to engage the Local Planning Authority concerning the site specific planning obligations related to the NT5 site. This jeopardizes the viability and deliverability of a strategically allocated site in the Local Plan.
- 6.18.6 The Council must give great weight to the conservation of heritage assets. The development is anticipated to have less than substantial harm to heritage assets and a balancing of harm and public benefit is therefore required. In the absence of a planning obligations agreement, required public benefits are unsecured and the proposal is therefore considered to have an unacceptable impact on heritage assets as the benefits cannot be said to outweigh the harm.
- 6.18.7 Hybrid planning permission should be refused for the reasons set out at the beginning of this report. In coming to this conclusion, the Local Authority has considered the significant environmental effects of the proposed development as set out in the Environmental Statement, and taken into account the responses to consultation and other relevant information in accordance with EIA Regulations, and other relevant legislation and guidance.

7 Community Infrastructure Levy (CIL)

- 7.1 As noted above, should the Planning Inspector grant outline planning permission, a full CIL assessment will then be undertaken by Haringey as collection authority. The Planning Practice Guidance (PPG) states that for outline planning permissions, if there is a charging schedule in force at the time when the outline planning permission is granted, each phase of that permission is subject to that charging schedule, or to any replacement schedule which the charging authority may bring into force.

Appendix 1 – Drawings and Documents

160623-GY-90-ST-101 P1; 160623-GY-90-ST-102 P1; 160623-GY-90-ST-103 P1;
160623-GY-90-ST-104 P2; 160623-GY-90-ST-105 P2; 160623-GY-90-ST-106 P2;
160623-GY-90-ST-107 P2; 160623-GY-90-ST-108 P2; 160623-GY-90-ST-004 P1;
160623-GY-90-ST-007 P2; 160623-GY-20-GA-101 P1; 160623-GY-20-GA-102 P1;
160623-GY-20-GA-103 P1; 160623-GY-25-EL-101 P1; 160623-GY-92-EL-101 P1;
160623-GY-92-GA-101 P1; 160623-GY-92-GA-102 P1; 160623-GY-92-GA-103 P1;
VN70817-105; VN70817-100D

Development Specification & Framework (March 2018 Update); Design and Access Statement (DAS); DAS Addendum (April 2018); Design Code (April 2018); Transport Assessment (with Travel Plan and Delivery and Servicing Plan); Transport Assessment Addendum (April 2018); Environmental Statement; Environmental Statement Addendum (April 2018); Planning Statement; Energy Statement; Sustainability Statement; Affordable Housing Statement; Affordable Housing Statement Addendum (April 2018); Statement of Community Involvement; Site Waste Management Plan; Occupational Waste Management Plan; Internal Sunlight and Daylight Assessment; Daylight, Sunlight and Overshadowing Addendum (April 2018); Flood Risk Assessment and Drainage Details; Water/Waste Water Utilities Assessment; Heritage Statement; Tree Survey and Arboricultural Impact Assessment and Method Statement; Employment and Regeneration Statement; Basement Impact Assessment.

Appendix 2 – Plans and Images



Image 1.1 – Historic Aerial Site Image (Source: Applicant)



Image 1.1A - Historic Aerial Site Image – looking southeast (Source: Applicant)



Image 1.2 – Existing Site access - looking north from White Hart Lane (Source Applicant)



Image 1.3 – Existing Site Image looking east (Source Applicant)



Image 1.4 – Existing Site Image looking northeast (Source Applicant)



Image 1.6 – Parameter Plot Plan (Source: Applicant)

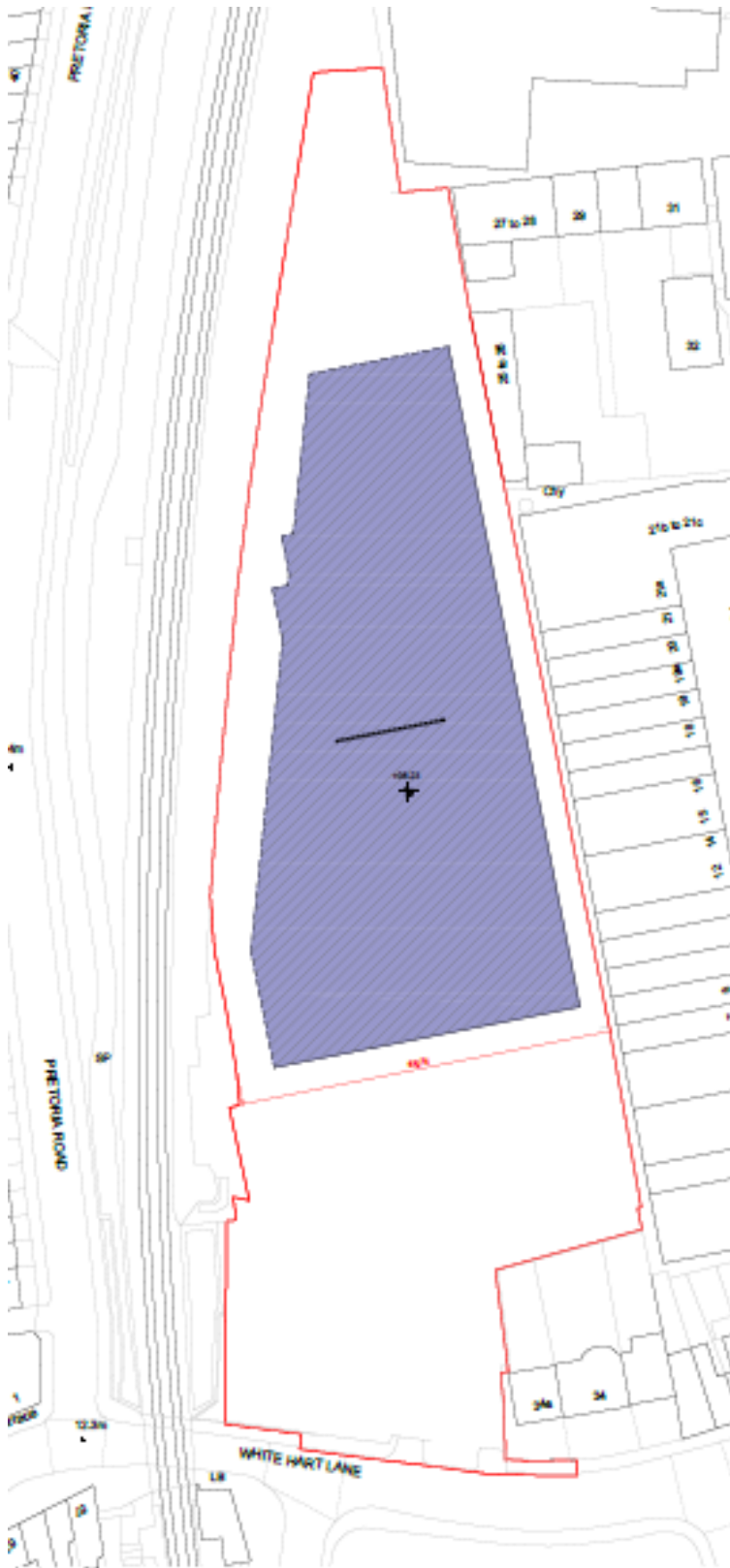


Image 1.7 – Parameter Plot Plan – Basement Extent (Source: Applicant)

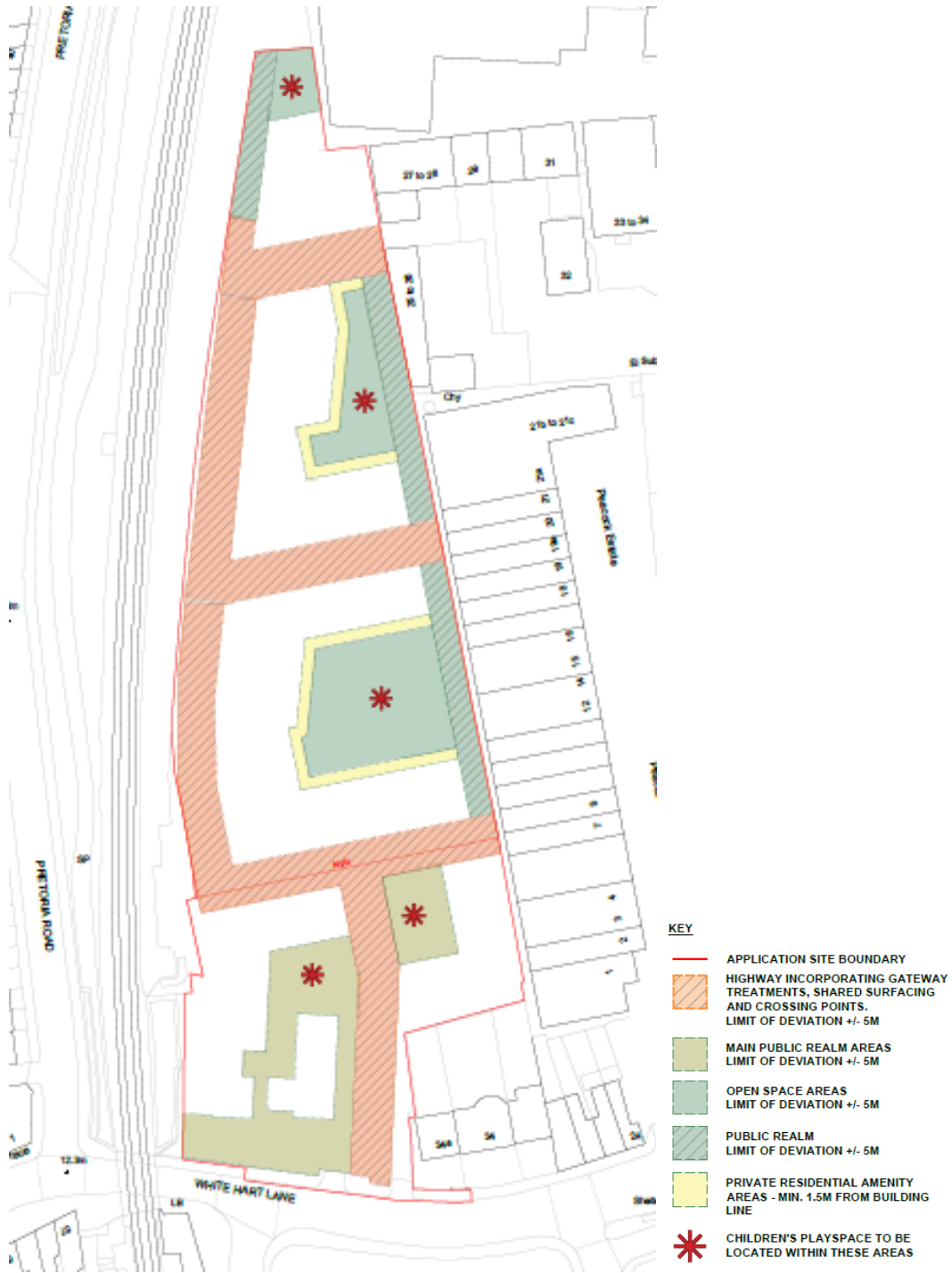


Image 1.8 - Parameter Plot Plan - Public Realm (Source: Applicant)

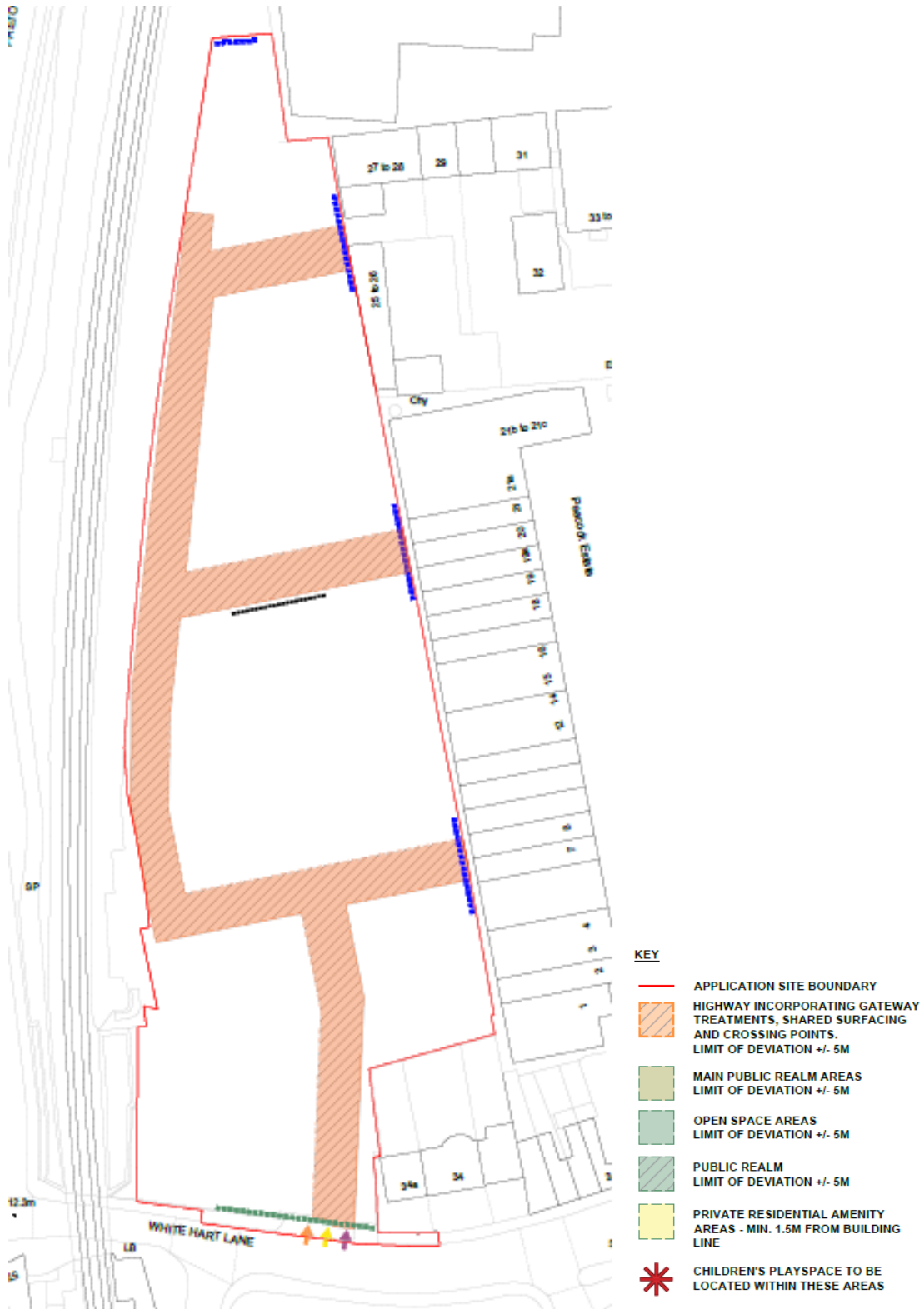


Image 1.9 - Parameter Plot Plan – Site Access (Source: Applicant)



Image 1.10 - Parameter Plot Plan – Ground Floor Uses (Source: Applicant)



Image 1.11 - Parameter Plot Plan – Upper Floor Uses (Source: Applicant)



Image 1.12 – Indicative massing (looking west) Source: Applicant

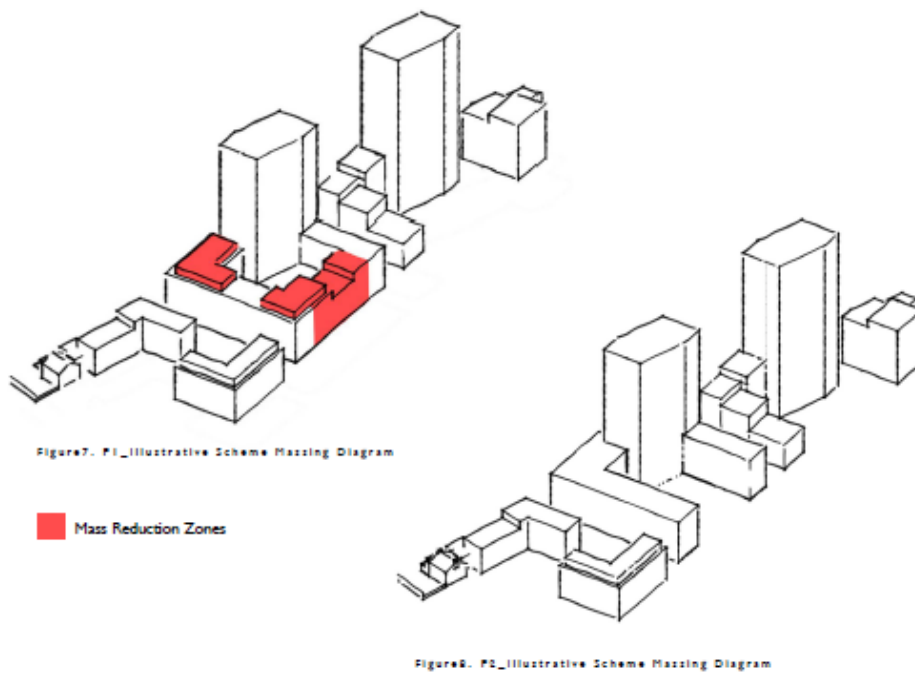


Image 1.13 – Scheme amendments (January 2018 LHS; April 2018 RHS). Red massing is indicative development removed from the proposal.



Image 1.14 – Indicative Massing - High Road near the White Hart Lane junction (looking northwest) Source: Applicant



Image 1.15 – Indicative Massing – William Street (looking north) Source: Applicant



Image 1.16 – Indicative Massing – Pretoria Road (looking southeast) Source: Applicant



Image 1.17 – Indicative Massing – Northumberland Park (looking west) Source: Applicant

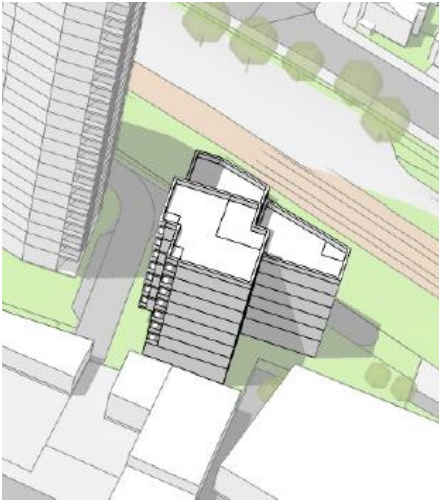


Image 1.18 – Indicative Image – Block A – Source: Applicant



Image 1.19 – Indicative Image – Blocks B (LHS) and C (RHS) – Source: Applicant



Image 1.20 – Indicative Image – Blocks D (RHS) and F (LHS) – Source: Applicant



Image 1.21 – Indicative Image – Blocks E – Source: Applicant



FRAME PROJECTS

Haringey Quality Review Panel**Report of Formal Review Meeting: Goods Yard**

Wednesday 28 February 2018

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

Panel

Peter Studdert (chair)

David Ubaka

Dieter Kleiner

Wen Quek

Craig Robertson

Attendees

Nairita Chakraborty	London Borough of Haringey
James Hughes	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects
Rebecca Ferguson	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

The Goods Yard, 36 and 44-52 White Hart Lane, Tottenham, London N17 8DP

HGY/2018/0187 & HGY/2018/0188

2. Presenting team

Dan Bukin	F3 Architects LLP
Russ McGuinn	F3 Architects LLP
Katy Wright	F3 Architects LLP
Sean Bashforth	Quod

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The application site forms part of site allocation NT5 (High Road West) within the Tottenham Area Action Plan (AAP). The proposal has not previously been reviewed by the QRP but an application has been submitted. Only matters of site access and heritage matters pertaining to Station Master's House are set out full, with all other matters being reserved.

A masterplan is in place for the area ('the High Road West masterplan') prepared by Arup and adopted by Cabinet in 2014. As per Spatial Strategy Policy SP1, the site is located within the Northumberland Park Area of Change. In order to accommodate Haringey's growing population, SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the council's planning policies and objectives. The NT5 site allocation for the wider area calls for a masterplanned, comprehensive development creating a new residential neighbourhood and a new leisure destination for London.

Site requirements indicate that the applicant's development should accord with the principles set out in the most up-to-date, council-approved masterplan. Officers seek the panel's view on the proposals, especially with regard as to whether the scheme is in accordance with the wider masterplan, in addition to the scale, massing and design of the development. Officers also note some concerns about the proposed access from White Hart Lane.



6. Quality Review Panel's views

Summary

The development proposals for the Goods Yard site sit within the Council's High Road Masterplan, and the panel supports the aspirations set out by the planning authority in this document. The panel is concerned, however, that the current hybrid planning application would make it difficult for the wider masterplan vision to be successfully delivered.

The development of the Goods Yard site should facilitate the future delivery of the wider masterplan, and set a benchmark for high quality design in this part of Tottenham. The panel is unable to support the current planning application as it considers that the scheme exceeds the quantum of development proposed in the adopted masterplan, and will constrain development to the east of the site. The proposals also provide inadequate open space for the density of development proposed, and rely on neighbouring sites to make up this shortfall.

The panel would support further consideration of the distribution of massing and scheme layout, especially with regard to the eastern edge of the site at block C, to ensure that what is proposed in this location will facilitate high quality development on the master plan site as a whole, in addition to high quality open spaces and routes within this first phase of the development.

The panel supports the general approach to the southern section of the site, around the Station Master's House, although this will only be successful if vehicular access can be restricted at this entrance in a legally binding way, once the remaining phases are completed and the alternative vehicular access allowed for in the master plan is secured. Further details on the panel's views are provided below.

Massing and development density

- The panel considers that the proposed density of development is exceeding that identified within the adopted wider masterplan for the area.
- This has compromised the amount and quality of open space within the site and within the wider area, and makes the unacceptable assumption that neighbouring developments will have to make up the shortfall.
- The panel feels that if this proposal is to come forward before the other phases, then the overall development density needs to reduce, to enable adequate levels of open space within the site.
- In comparison to the wider masterplan, the scale of the towers in the current proposals are wider and broader, which will have a negative impact on the



courtyards, open spaces and accommodation adjacent, in terms of place quality, overshadowing, and reduced access to daylight and sunlight.

- The panel would encourage the design team to re-think the distribution of the accommodation in order to ensure that the development works well in terms of the amount (and quality) of open space provided, the amenity of courtyards within blocks, the nature of the routes and the interface with future developments to the east within the master plan area.
- There may be some flexibility in adjusting the heights of the towers subject to a detailed assessment of their impact on long distance views.

Scheme layout and architectural expression

- The configuration of blocks C and B requires further consideration, as they currently create a very difficult junction at the boundary to the neighbouring areas of the masterplan to the east.
- In the adopted masterplan, block C represents half of a courtyard block, presenting a party wall at the interface of the neighbouring site for the equivalent half of the block.
- Block C in particular is unacceptable in its current form as it now presents a 'closed' section of building frontage very close to the boundary. This will significantly restrict the development that can be achieved on the neighbouring site immediately adjacent at the east, whilst also creating a very enclosed and deep street section at this interface.
- The internal courtyard of block C is now also much smaller, with a reduction in quality and amenity, and a greater degree of overshadowing due to the increase in width of the tower element in addition to the new wing of accommodation that closes the courtyard at the eastern end of the site.
- The panel considers that none of the potential wider scheme layout options presented at the review successfully address the problem with the interface at block C.
- The panel would support further consideration of this part of the scheme, to ensure that what is proposed in this location will facilitate high quality development adjacent, in addition to high quality open spaces and routes, both within and around the blocks themselves.
- The proposal for a mixed-use 'shared surface' space at the southern entrance to the site around the Station Master's House seems well-considered. However, this will only be successful if vehicle access at this point is seen as a short-term measure. Once the remaining parts of the master plan area are developed the main vehicle access to the site should be taken through the site



to the east as shown on the master plan, and this should be secured through a S106 Agreement.

- The architectural expression of the detailed (full) elements of the planning application was not discussed in detail at the review as the panel's comments were at a more strategic level.

Inclusive and sustainable design

- The panel would like to see more information on the technical aspects of the proposals, including results of studies undertaken, plus plans and sections marked up to illustrate the findings (in terms of daylight, sunlight, and wind).

Next Steps

The panel would welcome a further opportunity to review the proposals. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.

Appendix: Haringey Quality Charter

Policy DM1: Delivering High Quality Design

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- Make a positive contribution to a place, improving the character and quality of an area;
- Confidently address feedback from local consultation;
- Demonstrate how the quality of the development will be secured when it is built; and
- Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

- Building heights;
- Form, scale & massing prevailing around the site;
- Urban grain, and the framework of routes and spaces connecting locally and more widely;
- Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- Rhythm of any neighbouring or local regular plot and building widths;
- Active, lively frontages to the public realm; and
- Distinctive local architectural styles, detailing and materials.

Haringey Development Management DPD (2017)



Appendix 4

Development Management Forum – Meeting Summary

The Goods Yard

36 and 44-52 White Hart Lane, N17 8DP

HGY/2018/0187

A development Management Forum was held at Haringey Sixth Form College on 19th February 2018 at 19.00. The forum was attended by representatives of the applicant, including F3 architects, a representative of the Tottenham Conservation Area Advisory Committee (CAAC), Haringey Officers and several local residents.

The key issues discussed included a discussion of the principle of granting planning permission for land within an allocated site, the delivery of infrastructure, and several issues related to planning process.

Specific questions asked by attendees included:

Planning Process

- What is the application trajectory and has a committee date been set?
- What is the relationship of the scheme to the High Road West master plan proposal?
- Is the scheme piecemeal development in planning policy terms? Is the application a value “capture exercise”
- Will the wider area be subject to a Compulsory Purchase Order?

Infrastructure Delivery

- The culverts to the River Mossell require an infrastructure investment. Who will pay for this?
- How did the Good Yard work historically?
- Residents will not benefit from piecemeal development and the High Road West Master Plan calls for delivery of a library and other community facilities. Would these still be delivered with a piecemeal scheme?
- If planning permission is granted for this scheme, will Lendlease need to consider the planning decision?

The meeting closed 19:48.

J. Hughes – Principal Planning Officer
19.02.2018

Appendix 5 – Internal and External Consultation Comments

COMMENTOR	COMMENT	OFFICER RESPONSE
<p>Historic England (GLAAS)</p>	<p>Recommend Archaeological Condition(s) Alongside prehistoric and Roman potential at the site suggested by its geography, hydrology and geology, the submitted desk-based archaeological assessment has also identified possible mediaeval and post-mediaeval remains connected with Tottenham vicarage. This is likely to have been a high status building that stood within the site boundaries and although possibly affected by later railway development, contemporary remains significant to the historic development of Tottenham can be expected.</p> <p>Thank you for your consultation received on 26 January 2018. The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.</p> <p>Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a twostage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full</p>	<p>Comments noted. Officers will seek conditions in the course of the appeal. Archaeological issues are considered in Section 6 of the main body of this report.</p>

Appendix 5 – Internal and External Consultation Comments

	<p>investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:</p> <p>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. The planning application lies in an area of archaeological interest.</p> <p>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</p> <p>B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Informative: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>	
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Appendix 5 – Internal and External Consultation Comments

	<p>Evaluation</p> <p>An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.</p> <p>Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.</p> <p>Please note that this response relates solely to archaeological considerations. If necessary, Historic England’s Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p>	
<p>LBH Carbon Management</p>	<p>The submitted energy strategy is pre-design and shows that policy compliance can be achieved through lean, clean and green measures. With residual emissions being offset. Final details cannot be confirmed at this stage.</p> <p>As the scheme moves forward through the design process towards detailed design a detailed and updated Energy Strategy should be delivered for approval to the Council.</p> <p><u>Energy – Lean</u></p> <p>The applicant has proposed an improvement of beyond Building Regulations (2013) of 5.2% (23.1 tonnes per annum) across the whole site. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.</p>	<p>Comments noted. Officers will seek obligations and conditions in the course of the appeal. Energy issues are addressed in Section 6 of the main body of this report.</p>

	<p><u>Energy – Clean</u></p> <p>The Energy Strategy states that there are no plans for a Decentralised Energy Network (DEN) in the area. THIS IS NOT TRUE. And the Applicant (THFC) have been involved in the design of the North Tottenham DEN. The whole of this site will be required to connect to the North Tottenham DEN, via the North Tottenham Energy Centre in the High Road West Development less that 500m to the south.</p> <p>We will expect more details as to how all the space heating and hot water loads of this development will provided via a connection to the North Tottenham DEN This detail can be conditioned for approval to ensure that the site will be able to connect to the North Tottenham DEN.</p> <p><u>Energy – Green</u></p> <p>The application has reviewed the installation of Solar Panels and Air Source Heat Pumps (ASHP) to achieve a carbon reduction of 13.8% (61.4 tonnes per annum) across the whole site.</p> <p>There this no commentary on the relationship between the ASHP and the North Tottenham DEN (both will provide the site with hot water). This potential excessive supply issue needs to be addressed. The installation of Solar PV is welcome and all opportunities to deliver this on site should be secured.</p> <p>The submitted energy strategy agrees that the remaining carbon emissions will be offset. At this stage the total emissions to be policy complainant are:</p> <p>To be Zero Carbon Housing 5,165 tonnes over 30 years, from the new-build domestic will have to be offset. And the shortfall to a 35% reduction from baseline for the non-domestic portion of the scheme would be 235 tonnes over 30 years, to be offset off-site. This principle should be carried forward to be conditioned at detailed design.</p> <p>Suggested condition:</p>	
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Appendix 5 – Internal and External Consultation Comments

	<p>An Energy Strategy will be submitted a detailed design stage, for approval by the Local Planning. This strategy shall set out how the scheme will deliver zero carbon develop for the domestic elements of the development and no less than a 35% improvement over building regulations (2013) for the non-domestic elements. In line with Policy 5.2 of the London Plan. These targets will be met by:</p> <ul style="list-style-type: none"> - Energy Efficiency Improvements – achieving at least 5.2% through on-site measures (lean); - Connection to the North Tottenham Decentralised Energy Network (clean); - Inclusion of renewable energy – achieving at least 13% reduction through solar PV (green); and - That the remaining carbon emissions are offset at the current (at the time of detailed design submission) price of carbon offsetting. <p>These targets were submitted and agreed as part of the outline application (HGY/2018/0187).</p> <p>The final agreed energy strategy shall be installed and operational prior to the first occupation of the development. And the development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Overheating Risk</p> <p>We will expect a dynamic thermal model be undertaken at detailed design stage. This will be modelled against London’s future weather patterns. We would advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. Due to local noise sources (the stadium) and local poor air quality, openable windows should not be the only mitigation measures.</p> <p>We recommend that these are addressed through the following condition:</p> <p>Suggested Condition</p>	
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	<p>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.</p> <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 SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> <p><u>Sustainability Assessment</u></p> <p>The applicant has submitted a pre-assessment Sustainability Assessment for non-domestic development. Under BREEAM New Construction (2018) the scheme will achieve an “Excellent” standard.</p> <p>But there is no independently auditable assessment for the domestic units on this scheme. Suggested Condition:</p> <p>At detailed design you must submit for our written approval a design stage accreditation certificate confirming that the development (all domestic and non-domestic units) will achieve a BREEAM New Construction (2018 ed.) “Excellent” outcome (or equivalent).</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research</p>	
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	<p>Establishment or other independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Living Roof</p> <p>The development has stated that living roofs will be installed as part of the development offering biodiversity and water storage benefit. But there are no details on the design standard, the location, or the area covered by this living infrastructure.</p> <p>This should be conditioned to be delivered at detailed design.</p> <p>Suggested condition:</p> <p>That at detailed design stage the site details on the living roof shall be submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located across the site; • Confirmation that the substrate depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; 	
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	<ul style="list-style-type: none"> • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife; • The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; and • Management strategy of the living roof. <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	
<p>Historic England</p>	<p>Thank you for your letter of 26 January 2018 notifying Historic England of the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.</p> <p>Recommendation</p> <p>This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.</p>	<p>Comment noted.</p>

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	<p>In returning the application to you without comment, Historic England stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.</p> <p>Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).</p>	
Thames Water	<p>16.02.2018</p> <p>Waste Comments</p> <p>Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p> <p>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. '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</p>	<p>Comments Noted. Officers will seek obligations and conditions in the course of the appeal. Officers will seek to engage Thames Water in the SoCG process.</p>

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	<p>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>With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - “Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”. Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p> <p>Water Comments</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: 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>Supplementary Comments</p> <p>We have no concerns regarding foul water proposal, however we believe there is not enough information to agree on surface water proposal. Our records indicate small</p>	
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	<p>diameter sewer (102mm) at point of proposed connection. On average this size sewer is able to cope with 8l/s only. Please provide details of existing connection point (sewer size and gradient -invert levels) confirming higher discharge rate. Connecting to not sufficient in capacity sewer may result site self-flooding.</p> <p>14.05.2018</p> <p>Waste Comments</p> <p>Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p> <p>‘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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.” 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>Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided</p>	
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	<p>Following initial investigations, Thames Water has identified an inability of the existing surface water infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a infrastructure and phasing strategy for surface water but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all surfacewater network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.” The developer can request information to support the discharge of this condition by visiting the Thames Water website.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</p> <p>Water Comments</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a water strategy but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames</p>	
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	<p>Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</p> <p>Supplementary Comments</p> <p>We have liaised with the developer and discussed the drainage requirements but until a detail surface water strategy (existing discharge flow confirmed) is provided and agreed, a condition should be in place.</p>	
Network Rail – Asset Protection Anglia	In regards to the application HGY/2018/0187 – Reconsultation, Asset Protection Anglia has no adverse comments on this proposal. However please ensure that the developer contacts the Asset Protection team once the application has been approved.	Comments noted. Officers will seek conditions in the course of the appeal.
Environment Agency	<p>16.02.2018</p> <p>Thank you for consulting us on the above application. We have reviewed the proposals and have no objections.</p> <p>A small strip to the South of the site is located in Flood Zone 2, however there is no development proposed in this area and we therefore have no comments. If you have any queries please feel free to contact me on the details below.</p> <p>16.04.2018</p>	Comment noted.

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	<p>Thank you for the reconsultation. We don't have any comments or objections to make on the amendments.</p>	
<p>LBH Environmental Health</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 • 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 onsite. <p>As the application is for a major development an air quality assessment is required.</p> <p>The proposals for the development include High efficiency, low NOx gas fired boilers for space heating & hot water.</p> <p>An Air Quality Assessment & Air Quality Neutral Assessment (Environmental Statement, Volume 1, Chapter 9 –Air Quality (Quod, report ref. No Q080258, December 2017)) has been submitted along with the planning application to assess the air pollution impact of the proposed development.</p> <p>Based on the findings of the 2017 Air Quality Report submitted, I make the following comments: Air Quality Assessment</p>	<p>Objection noted. Officers will seek obligations and conditions in the course of the appeal. The issues of air quality and contaminated land are addressed in Section 6 of the main body of the report.</p>

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	<p>The main air polluting operations associated with the entire site included up to 142 spaces for the residential, commercial / business uses with a Combined Heat and Power plant support by boilers to provide additional heat, as required;</p> <ul style="list-style-type: none"> • An Air Quality Neutral Assessment, taking into account emissions from boilers and combustion plant and road transport sources must be undertaken and submitted for approval. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>The London Plan and the Mayor’s Air quality Strategy set out that developments are to be at least ‘air quality neutral’. To enable the implementation of this policy emission benchmarks have been produced for buildings’ operation and transport across London based on the latest technology (including its effectiveness and viability).</p> <p>Developments that do not exceed these benchmarks will be considered to avoid any increase in NOx and PM emissions across London as a whole and therefore be ‘air quality neutral’. These are to be considered minimum benchmarks and will be kept under review and will be updated in line with technological and commercial advances.</p> <p>The 2017 Air Quality assessment submitted as part of the application concluded that the development will be air quality neutral which means that the Development meets benchmark emission levels for NO2 and PM10 as set out by the Mayor of London. The assessment should be updated using site specific data where relevant.</p> <ul style="list-style-type: none"> • A detailed dispersion modelling study of the potential impact of the development was undertaken, focussing on the effects of increased traffic on the local road network during operation and construction, and emissions from the proposed Energy Centre. The assessment demonstrates that air quality will not present a significant constraint on the Development. No new exceedances of the UK’s air quality objectives are predicted during either construction or operation. As such, the Development is not anticipated to result in significant health effects from increased exposure to air pollution. 	
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	<p>The Air Quality Dispersal Modelling is considered unsatisfactory for the proposed application; particular concerns are as follows:</p> <p>a) The assessment is considered obsolete because the traffic data (provided to WSP by the Applicant’s Transport Consultants (Vectos)) used in the modelling and appended the Air Quality report has not been approved (Appendix 9.5) by TfL. TfL’s initial position and comments on the initial submission was made on 2nd February 2018 and the issues raised have not been resolved.</p> <p>The London Councils Air Quality and Planning Guidance 2007: Section 2.5.3 states - “Where a transport assessment (TA) has been prepared for a proposed development, modelled or predicted development traffic flows in the TA should generally be used as the basis for the calculation of ‘with development’ emissions and subsequent model runs. Before an air quality assessment based on a TA is undertaken, the TA should be approved by the local authority’s traffic planners, in consultation with their air quality officers. If this does not happen, developers risk undertaking an air quality assessment on the basis of traffic proposals that may subsequently change, risking the assessment becoming obsolete”.</p> <p>b) An update is required with respect to other model inputs.</p> <ul style="list-style-type: none"> • Section 9.3.7 of the report: “The assessment uses Calculator Using Realistic Emissions for Diesels (CURED, 2016). CURED takes account of the latest evidence on the future performance of diesel vehicles. This approach to modelling future vehicle emissions factors is robust in that it generates future concentrations that are not overly pessimistic”. It is based on the latest available data relating to monitored emissions from Euro 6/VI vehicles and accords with best practice”. <p>This guidance was set out by Air Quality Consultants, and Haringey Council will not accept this approach. The most conservative and authoritative approach should be adopted during the modelling.</p> <p>Defra’s Emission Factor Toolkit (EFT) version 7.0 is a tool that allows users to calculate road vehicle pollutant emission rates for oxides of nitrogen (NOx) and Particulate Matter (PM - PM10 and PM2.5), for a specified year, road type, vehicle speed and vehicle fleet</p>	
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	<p>composition. Carbon dioxide (CO₂) emission rates can also be calculated for petrol, diesel and alternative fuelled vehicles</p> <p>The following 2016 published IAQM document presents the procedure to deal with uncertainty on vehicle emission data. “Dealing with Uncertainty in Vehicle NO_x Emissions within Air Quality Assessments. http://www.iaqm.co.uk/text/position_statements/vehicle_NOx_emission_factors.pdf</p> <ul style="list-style-type: none"> • Consideration should still be given to the potential impacts of neighbouring sources on the site. The Air quality modelling does not include or consider the collective Air Quality impacts / emissions from adjacent developments (ES, Figure 3.1: Cumulative Schemes). The masterplan plan indicates possible Energy centres in Northumberland Park / White Hart Lane / High Road West area. The emissions from these sources should also be included or discussed in the modelling. The study should also take into account the proposed model output area, which may include other local hot spots of concern to the local authority. • Air dispersal modelling should take into consideration all principal roads and junctions (e.g. Traffic lights, or roundabouts) in the vicinity of the Site, especially within AQMA. • Background pollutant concentrations used in the assessment were taken from the national maps provided on the Defra website where background concentrations of those pollutants included within the UK's Air Quality Strategy have been modelled at a grid resolution of 1x1km for the whole of the UK. The resolution adopted is very high therefore, the data should be compared to monitoring data and modified where necessary. • Validated and ratified monitoring data should be taken from an appropriate background site or from the National Air Quality Archive and background emissions data can also be gathered from the National Atmospheric Emissions Inventory database. • Has time-varying emissions have not been discussed in the report. <p>c) Energy Centre Modelling</p> <ul style="list-style-type: none"> • Final details regarding the selection of CHP/boiler models, flue arrangements and operating pattern for the proposed CHP plant are not confirmed at this stage of assessment. <p>The assessment should be refined using site specific Energy Centre Parameters where available.</p>	
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	<ul style="list-style-type: none"> • The remaining Blocks and surrounding buildings are too low or too distant to have a significant impact on the plume in relation to building downwash. The consultant should provide evidence showing the heights of the surrounding building in due course. • The topography of the surrounding area is essentially flat and at the same elevation across the entire area considered in the modelling. The site ground level is taken to be an average of +14.5mAoD. Therefore, terrain data have not been included in the model. The topography of the LB of Haringey results in the land generally sloping down in an easterly direction down towards the River Lee. The consultant should provide a drawing showing the topography survey of the site in due course. • The Air quality impacts of the entire development site, including nearby junctions, developments - including site wide gas boilers and CHP should ideally be re-modelled using ADMS- Urban providing source apportionment and indication of the re-circulating flow around the proposed buildings. Consideration should also be given to the emerging London Plan and specific Air quality policies. <p>With consideration of the above, I recommend refusal of the proposed application on air quality grounds.</p> <p>I also recommend the following conditions.</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction CHP:</p> <ul style="list-style-type: none"> • Prior to commencement of the relevant part of the development, details of the CHP demonstrating 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, shall be submitted to and approved in writing by the Local Planning Authority. This shall include detailed dispersion modelling, of all combustion plant, as recommended in Air Quality Assessment 	
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	<p>XCO2 energy dated September 2016. The scheme shall be carried out in accordance with the approved plans.</p> <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p>Contaminated land: Volume 1, Chapter 13, of the Environmental Statement report (Quod, report ref. No Q080258, December 2017) submitted at the application stage presents the baseline ground condition and contamination at the proposed site, and previous report (e.g. URS (2015) and BuroHappold Engineering (2015) compiled for site. These reports present amongst other issues the preliminary conceptual site model of contamination and identified pollutant linkages. The conceptual model presented indicates potential pollutant linkages from previous and current site of the site (e.g. works, depot and builder’s yard) and surrounding areas (e.g. Railway) and proposed preliminary remedial measures to mitigate risk to the receptors identified.</p> <p>The following statement is made in the 2017 Quod Environmental statement report; The baseline conditions at the Site have been determined using historical maps, published reports and data and the results of intrusive ground investigations in 2013 and 2015. Based on the historical use of the Site and ground investigation work to date, some heavy metals have been identified as present in the soils. Hydrocarbons are also present and are likely to be widespread across the Site due to its former use as a scrapyard. The potential sources of contamination are considered to currently pose a low to moderate risk. There is also a moderate risk from the presence of Japanese knotweed (an invasive weed) and Unexploded Ordnance from World War II.</p> <p>Site Remediation Mitigation measures have been considered to address the potential effects over the lifetime of the Development from demolition and construction works to operation. The Preliminary Remediation Strategy Report (see Appendix 13.1, Environmental statement) concludes that there is a potential risk to sensitive receptors from on-site contamination arising from previous and current site activities, and that an intrusive ground investigation should be carried out to characterise ground conditions and allow assessment in comparison with site specific assessment criteria. These criteria would then be used to develop a remediation strategy, if considered necessary, once the findings of the additional investigation and site specific risk assessment are available.</p>	
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	<p>Contaminated land: (CON1 & CON2) CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <p>a) Using information obtained from the Previous Assessment an additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> _ a risk assessment to be undertaken, _ refinement of the Conceptual Model, and _ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. 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>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>	
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	<ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan NRMM • 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. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ 	
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	<p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p>London Overground Infrastructure Management</p>	<p>Rail for London (RfL) is responsible for Infrastructure Protection matters relating to White Hart Lane station (just south of the site). Based on the nature of the scheme, we would seek the below planning condition on cranes/lifting equipment. Please also note that Network Rail deal with Infrastructure Protection matters relating to the adjacent permanent way/tracks. We have informed Network Rail of this application and expect that they will provide you with comments.</p> <p>1. Cranes and other lifting equipment may be required during the construction of this development and as such, RfL would request that LBH requires the applicant to submit a Crane / Lifting Management Plan for approval by LBH in conjunction with RfL.</p> <p>For cranes this would typically include crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius.</p> <p>No cranes should be erected or dismantled until RfL’s approval has been obtained in writing.</p> <p>Reason: To ensure that the lifting operations are carried out safely in compliance with BSI standards, and to prevent anything falling on to the adjacent railway, compromising the safety of the railway.</p> <p>29.04.2018</p> <p>Thank you for notifying us of the re-consultation of the above referenced planning application. From an IP perspective, RfL’s initial comments of 07/02/2018 still stand. I attach these to the bottom of this email for reference.</p>	<p>Comments noted. Officers will seek obligations and conditions in the course of the appeal. The issues of transportation are addressed in Section 6 of the main body of the report.</p>

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<p>Transport for London</p>	<p>02.02.2018</p> <p>I write following receipt of the Transport Assessment (TA) dated December 2017 submitted in support of the above planning application to the London Borough of Haringey.</p> <p>The new draft London Plan was published on the 29th November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. As such it is a material planning consideration and therefore, TfL comments below will be set in the context of those emerging policies. 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 site is bounded by White Hart Lane to the south; London Overground rail tracks to the west; retail units to the north; and an industrial estate to the east.</p> <p>The nearest section of the Transport for London Road Network (TLRN) is the A10 Great Cambridge Road, located approximately 1.1km to the west of the site. The nearest section of the Strategic Road Network (SRN) is the A1010 High Road, located approximately 160m to the east of the site.</p> <p>The nearest London Overground Station is White Hart Lane which is located approximately 40m from the site. This is served by London Overground services between Enfield Town and Liverpool Street. The nearest London Underground station is Tottenham Hale which is located approximately 2.6km south of the site. This is served by the Victoria Line. The nearest bus stops are located approximately 100m to the west of the site on White Hart Lane. These are both served by the W3 route. An additional 4 bus routes are accessible approximately 200m from the site on High Road.</p>	<p>Comments noted. Officers will seek obligations and conditions in the course of the appeal. The issues of transportation are addressed in Section 6 of the main body of the report.</p>
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	<p>Due to the aforementioned public transport connections, the Public Transport Accessibility Level (PTAL) of the site is 4 (on a scale of 1 to 6 where 6 is excellent and 1 is very poor).</p> <p>Cycle Superhighway 1 (CS1) is accessible on Church Road, which is located around 520m south of the site. This provides a cycle route to Liverpool Street station.</p> <p>Proposed development</p> <p>From the submitted material, TfL understands the proposal is for a residential-led mixed-use development, which will include:</p> <ul style="list-style-type: none"> • 330 residential units (C3 use); and • 1,450sqm office / retail / leisure / community uses (B1, A1, A3, D2 and D3 use). <p>TfL understands that this is a hybrid application. Matters of layout, scale, appearance, landscaping and access within the site are reserved. Access to the site is sought for approval in this application.</p> <p>Trip generation and public transport impact</p> <p>The residential trip generation methodology is not in accordance with TfL guidance. This represents a shortcoming against draft New London Plan policy T4 “Assessing and mitigating transport impacts”. 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"> • Justification for the selection of sites from TRICS should be given, as they do not appear to provide a fair reflection of the proposed site. • Local census data should be used to calculate mode shares, as this provides a more appropriate forecast for this site than the multi-modal data the applicant has used from TRICS. <p>Before TfL can be satisfied that the planning application is London Plan compliant we need to understand the impact on our buses. Pre-determination of this planning application the trip generation must be resubmitted to TfL for approval and the approved trip forecasts must be used to assess the impact of the development’s demand on</p>	
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	<p>London buses. Depending on the results of the bus assessment, mitigation may be required in the form of a S106 contribution for London bus capacity.</p> <p>Car Parking</p> <p>Residential uses</p> <p>A total of 113 parking spaces are proposed for the residential use; 99 for the use of residents and 14 ‘visitor spaces’. This equates to a ratio of 0.35 spaces per unit. The proposed quantity is acceptable as it is in line with the draft New London Plan maximum provision of 0.5 spaces per unit in Outer London PTAL 4 locations. However, we do not consider that visitor car parking is necessary at this location and we encourage its removal, thereby taking the overall car parking provision down to 99 spaces.</p> <p>It is proposed that 10% of resident parking spaces (10) will be accessible spaces. This accords with the draft New London Plan Policy T6.1 requirement of at least one disabled parking bay per dwelling for 3% of dwellings being provided from the outset. To fully accord with the draft New London Plan Policy T6.1, the applicant should also provide information in a Car Parking Design and Management</p> <p>Plan demonstrating how remaining bays up to a total of 10% of dwellings (in this instance a further 23 spaces) can be requested and provided as accessible parking in the future. In line with the current London Plan Policy 6.13, 20% of the spaces will be fitted with Electric Vehicle Charging Points (EVCPs) with a further 20% fitted with passive provision for future use. This is welcome; however, the applicant is strongly encouraged to fit all remaining spaces (80%) with passive provision, in line with draft New London Plan Policy T6.1.</p> <p>Non-residential uses</p> <p>A total of 27 parking spaces are proposed for the commercial / business uses; 22 for the occupants of the commercial / business units and 5 visitor spaces. TfL understands that the current commercial / business units on site are provided with 30 spaces. The proposed provision of 27 spaces is acceptable; however, as with the residential uses, the applicant is encouraged to lower their provision by removing the visitor parking spaces. No details have been provided on disabled parking bays for the non-residential land uses. The applicant is reminded that the draft New London Plan Policy T6.5 requires all non-</p>	
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	<p>residential elements of a development to provide at least one disabled parking bay. The applicant must ensure that this is provided.</p> <p>The draft New London Plan Policy T6 states that a Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating car parking design and management. This should be secured by condition.</p> <p>Site access and layout</p> <p>TfL would like further information about the accesses to the site, in particular about the four potential future accesses on the eastern / northern boundaries of the site (Design and Access Statement page 75). The applicant should clarify what plans there are to open up these accesses and if they can be used by both pedestrians and cyclists. To improve permeability TfL would recommend that these accesses are available. The layout and design of the site should not prevent the opening of these accesses in the future. Furthermore, the routes through the site seem to be dominated by routes for vehicles with little thought for pedestrian / cyclist access. The applicant should provide TfL with information on how pedestrians and cyclists can move through the site and the measures that will be taken to prioritise pedestrians and cyclists over vehicles, in line with the draft Mayor’s Transport Strategy and Healthy Streets approach. A reduction in car parking (through the removal of visitor parking spaces) would help to make the site less vehicle dominated and alleviate some of our concerns over the design of the site.</p> <p>Walking</p> <p>As the applicant is aware, improvements to the public realm and walking environment in vicinity of the site are planned as part of the Local Implementation Plan scheme for White Hart Lane. Whilst TfL accepts that a PERS audit of White Hart Lane is not required, TfL disagrees with the applicant’s view that no further improvements to the walking environment are required. The planned improvements are fairly localised as they stretch from the junction of White Hart Lane / High Road to Creighton Road roundabout. The applicant should therefore provide an assessment of the walking environment of other areas in vicinity of the site. For example, TfL recommends an assessment of the streets on the eastern boundary of the site which link up with the potential future accesses to the site (mentioned above). Longer term necessary improvements to the walking environment in</p>	
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	<p>vicinity of the site should also be identified. Following the assessment, gaps in provision and necessary improvements should be sent to TfL and Haringey Council to review.</p> <p>Cycling</p> <p>Analysis of local cycling conditions</p> <p>The applicant has not provided an analysis of local cycling conditions, which is a shortcoming against TfL guidance for planning applications, and the draft New London Plan Policy T5 which requires new developments to “remove barriers to cycling and create a healthy environment in which people choose to cycle”. The applicant should provide an assessment of the cycling environment, using tools set out in the London Cycle Design Standards (LCDS) Chapter 2. As part of this the applicant should assess the route to CS1. The assessment should identify improvements to the local cycling environment and should be sent to TfL and Haringey Council for review.</p> <p>Cycle parking quantity check</p> <p>It is unclear what quantity of cycle parking is proposed. There is a large discrepancy in the number of cycle parking spaces stated in the Transport Assessment (588 spaces) and the Planning Statement (782). For clarity, TfL has provided the cycle parking requirements of the current London Plan in Table 1, below. This is based on the current proposed number of units and make up of non-residential floorspace set out in the Transport Assessment.</p> <p>[Table]</p> <p>The above table shows a requirement of 618 cycle parking spaces across the site. As a minimum, cycle parking must be provided in line with the current London Plan standards, and the applicant is strongly encouraged to meet draft New London Plan standards. Details of cycle parking provision in line with London Plan standards can be provided in a Reserved Matters application or by condition.</p> <p>Cycle parking type, location and access</p>	
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	<p>Limited detail is provided on the type, location, or access to the cycle parking. The applicant should ensure that all cycle parking is safe, secure and easily accessible, in line with guidance set out in the LCDS. TfL also recommend that at least 5% of the long-stay spaces are suitable for larger models of bikes. Details of cycle parking type, location and access in line with LCDS guidance and the draft New London Plan Policy T5 should be provided in a Reserved Matters application or by condition.</p> <p>London Overground Infrastructure Protection</p> <p>The site is located adjacent to London Overground tracks. TfL request that the following condition is imposed by the Council:</p> <p>Cranes and other lifting equipment may be required during the construction of this development and as such, Rail for London (RfL) would request that LBH requires the applicant to submit a Crane / Lifting Management Plan for approval by Haringey Council in conjunction with RfL.</p> <p>For cranes this would typically include crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until RfL’s approval has been obtained in writing.</p> <p>Reason: To ensure that the lifting operations are carried out safely in compliance with BSI standards, and to prevent anything falling on to the adjacent railway, compromising the safety of the railway.</p> <p>Please also note that Network Rail deal with Infrastructure Protection matters relating to the adjacent permanent way / tracks. RfL have informed Network Rail of this application and expect that they will provide Haringey Council with comments.</p> <p>Freight A Delivery and Servicing Plan (DSP) has been submitted in accordance with TfL guidance and draft New London Plan Policy T7. This provides a basic understanding of delivery and servicing arrangements, although in the final document TfL would welcome</p>	
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	<p>plans demonstrating vehicle access to the site and servicing bays, as well as stronger measures to promote a safe and sustainable pattern of deliveries and servicing.</p> <p>The applicant has not submitted an Outline Construction Logistics Plan (CLP). This is a shortcoming against TfL guidance and draft New London Plan Policy T7. The applicant should provide this document for TfL to review.</p>	
<p>LBH Waste Management</p>	<p>Further to your request concerning the above planning application I have the following comments to make:</p> <ul style="list-style-type: none"> • Wheelie bins or bulk waste containers must be provided for household collections. • Bulk waste containers must be located no further than 10 metres from the point of collection. • Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. • If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. • Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. • All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. 	<p>Comments noted. Conditions concerning waste management will be sought by officers in the course of the appeal. The issue of waste is addressed in Section 6 of the main body of this report.</p>

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	<ul style="list-style-type: none"> • If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. • Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. • Adequate waste storage arrangements must be made so that waste does not need to • be placed on the public highway other than immediately before it is due to be collected. <p>Further detailed advice can be given on this where required. There are no comments to provide on this application.</p> <p>Unable to provide comments as application form/plans were not enclosed with request for comments. Please provide further information so comments can be provided.</p> <p>Other comments as follows:</p> <p>The information provided below and above is to help with the outlined application submitted. (Haringey guidance is based on waste capacity rather than weight due to fact weight is based on compaction which is not always a practical solution)</p> <p>55 x 1100L Euro bins refuse 33 x 1100L Euro bins recycling 330 x food waste kitchen caddy 14 x 240L food waste exterior box</p> <p>The management plan would need to refer to pest control of waste storage areas. Commercial enterprise must make arrangements for a scheduled waste collection with a Commercial Waste Contractor.</p>	
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	<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.</p> <p>Commercial waste must be stored and disposed of separately and not mixed with residential waste.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council 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>23.04.2018</p> <p>The updates provided outlines that there are minimal changes in regards to refuse capacity requirements and the original application states that the Council guidelines are being followed in relation to capacity storage and presentation requirements. Therefore there is no change to original comments made.</p>	
Greater London Authority	(The full text of the GLA Stage 1 Report is Appendix 6 to this report)	Comments noted. The planning issues set out in the Stage 1 report are addressed in Section 6 of this report.
Natural England	(The full text of Natural England’s comments are Appendix 5A to this report)	Comments noted.
NHS Haringey Clinical Care Group	White Hart Lane Goods Yard (HGY/2018/0187) Thank you for the opportunity to comment on the above planning application. This response from NHS Haringey CCG addresses the healthcare impact of the development proposals.	Comment noted. Further discussions around S106 obligations will be addressed during the Statement of

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	<p>The planning application proposes 330 residential units, which could generate between 550 – 600 additional residents (HUDU Model and QUOD estimates). The socio-economic chapter of the submitted Environmental Statement (ES) notes that there are eight GP surgeries within approximately 1km of the site (paragraph 7.4.40 and Figure 7.5). In fact, there are four GP premises within Haringey within 1km of the site and two are branch sites. The remaining 4 GP premises are located within the London Borough of Enfield.</p> <p>Using NHS Choices paragraph 7.4.40 of the ES states that collectively these GP surgeries have an average of 2,192 registered patients per GP, which is higher than the Health Urban Development Unit (HUDU) Model suggested planning benchmark of 1,800 patients per GP. This indicates that the practices are operating at, or close to, capacity in workforce terms.</p> <p>Paragraph 7.4.41 notes that the closest GP surgery to the site is Tottenham Health Centre, located approximately 140m to the south-east. The ES incorrectly calculates a ratio of patients per GP which is lower than the 1:1800 benchmark using GP headcount rather the full time equivalent (FTE). Using the number of FTE GPs the ratio is 1:2383, above the benchmark, which indicates that practice is operating at, or close to, capacity. The ES incorrectly assumes that as all practices are accepting new patients that there is spare capacity. Closing a practice list to new registrations is a decision taken by CCG in exceptional circumstances often because of contractual issues.</p> <p>The ES (paragraph 7.7.11) acknowledges that there is currently no surplus primary healthcare capacity and that, without mitigation, the development would have a minor adverse effect at the local level.</p> <p>Paragraph 7.7.30 states that some mitigation in the form of financial contributions towards the provision of additional capacity within local GP facilities could be secured through Section 106.</p> <p>Whilst health and wellbeing facilities is included on the Community Infrastructure Levy Regulation 123 List, the list is only indicative of potential CIL spending and there is no guarantee that CIL receipts will be allocated to local health facilities. It is noted that the Regulation 123 list explicitly excludes the provision of infrastructure that is required to make a development acceptable in planning terms and which meets the legal tests in Regulation 122.</p>	<p>Common Ground process in the appeal.</p>
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	<p>As such, the Council is able to negotiate necessary s106 planning obligations to secure infrastructure to mitigate a site-specific impact.</p> <p>Paragraph 7.4.42 acknowledges that a medical centre will also be brought forward as part of the Northumberland Development Project, which may include future GP provision alongside other community healthcare services. This facility is provided as shell and core premises at market rent and currently, there is no NHS funding to deliver the facility, for example to pay for fit-out costs. Therefore, is envisaged that a s106 contribution from the Goods Yard scheme would mitigate the primary healthcare impact of the development and would help deliver the new facility. This would meet the tests in Regulation 122.</p> <p>Using the illustrative housing mix included in the Planning Statement, the HUDU Planning Contributions Model calculates a primary healthcare capital requirement of £210,780. Therefore, the CCG seeks a s106 contribution of £210,780.</p>	
<p>LBH Conservation Officer</p>	<p>The site is part of the AAP allocation for High Road West. The Council adopted the Arup Master Plan for the High Road West a while ago. Whilst the proposal loosely refers to its envisaged layout, it creates much larger blocks within its own grounds, not taking into consideration the cumulative impact of the wider Master Plan. In doing so it results in incoherent circulation routes, poor relation with immediate context and overall a poorly conceived layout. The height and massing of the increased blocks would be considered to have an impact on the setting of various heritage assets which would need to be assessed along with the wider Master Plan. As such, there should be a reconsideration on the layout, scale and massing of the proposal.</p> <p>From a conservation point of view, whilst the retention of the listed and locally listed buildings are considered positive, the creation of a wide open ‘plaza’ is considered to be negative for the otherwise tight and fine grain frontage of the conservation area. Additionally, there is no clear indication of the use of this space as it appears to be a ‘shared access’ for the rest of the site. Given the scale of the proposal, it is likely that this ‘shared access’ would be heavily used by vehicles further detracting from the setting of heritage assets. As such the proposal for the wide opening would be considered to cause harm to the conservation area’s character and appearance.</p>	<p>Comments noted. The preliminary comments received were from the Council’s Conservation Officer who is no longer in post. Revised comments may be formulated following discussions with the applicant regarding planning obligations and other planning issues.</p> <p>The conservation and heritage issues are address in the main by of the report in Section 6.</p>

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	<p>At present, the proposal would be considered to cause less than substantial harm at the least. Further assessment and impact on setting of heritage assets would only be possible if the applicant considers a wider master plan for the site, with a coherent approach towards scale, massing and circulation prior to developing only part of the site. Consideration towards openings should keep in mind the urban morphology of the area.</p>	
<p>LBH Transport Officer</p>	<p>This development is known as Goods Yard, and is part of site allocation NT5- High Road West of the Tottenham Area Action Plan, adopted on July 2017.</p> <p>A temporary consent was granted in February 2016, (Ref. HGY/2015/3002), was permitting the use of this site as a construction compound for a period of three years.</p> <p>This is a hybrid application for a mixed use development with most matters reserved. When submitted, the scheme proposed a total of 330 residential apartment units; 1,450 sq.m GEA of non-residential development to comprise a mixture of B1 office, A1 retail, D1 community uses and A3 and D2 leisure floorspace. The residential part of this proposal was revised later.</p> <p>The programme of works is proposed in six phases, starting from north of the site to south. The duration of construction works is expected to last approximately 3 years, commencing in Q1 2019.</p> <p>1.1 Methodology/ study area</p> <p>The proposal was supported with the Environmental Statement (ES) and Transport Assessment (TA). Chapter 8 of the ES includes assessments of the transport matters. Assumptions made on trips generated during construction, as well as during the operational use, once the development is build.</p> <p>The study area and methodology that was used on the TA was not agreed with the local Highway Authority (HA) prior to submission of this proposal. Therefore, the impact this development is likely to have on the environment is based on assumptions from the transport consultant, at times, unsubstantiated. In addition, proposed mitigation measures were also drafted in a similar approach, that is without input from the local HA.</p>	<p>Objection noted. Officers note that several Transportation issues have been addressed following the Principal Transportation Officers initial comments, and Transport for London and the applicant have agreed a trip generation methodology. The issues of transportation are addressed in Section 6 of the main body of the report.</p>

	<p>1.2 Environmental Statement (ES)</p> <p>The correlation was made between existing use of the site, reported to have been generating Heavy Goods Vehicle (HGV) movements, and construction movements required to build this development. Although it is accepted that temporary permitted use has generated HGV trips, and captured in the 2017 survey data, factors such as: duration, timings, direction of travel, frequency of movements, are unlikely to be the same. It is unclear if the assessment included factoring of the permitted developments, since the surveys were conducted, nor the reasoning why HGV trips at the entry were not accurately measured and separated.</p> <p>Therefore, correlation approach as presented on the ES, and some other assumptions which will be explained later, that are used to derive to the conclusions are not considered accurate.</p> <p>1.3 Main access</p> <p>The main access is not a reserved matter therefore, is for consideration as part of this application. The proposed layout is shown on the submitted drawing, with ref: VN70817-100 rev:D</p> <p>Matters such as (current speeds; traffic/pedestrian flows along the public street; visibility splay(s); affect on mobility /visually impaired/ and other vulnerable road users; impact on existing street environment, layout, and nearby crossing;)have not been given due consideration when the main access was designed.</p> <p>The main access does not support the principles of inclusive design, thus provisions made do not support best pedestrian and other sustainable modes of transport. Therefore, the proposed design of the main access, which is off White Hart Lane, is not supported by the local Highway Authority and requires amendments.</p> <ul style="list-style-type: none"> Proposed changes to the public highway, have not been discussed with the local HA, nor accompanied by a detailed technical audit, consequently presenting a shortcoming of this planning submission. 	
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	<p>A review of recorded personal injury accident data was undertaken for a select area, covering the five-year period. No specific problems were identified which demand improvements, according to the TA findings.</p> <p>However, accident analysis was undertaken to ascertain the current situation, with scenarios of ‘during construction’ and once the development is occupied left out. Both scenarios are required to ensure that safety risks are unlikely to be increased.</p> <p>Following the approval of the stadium nearby, road closures on White Hart Lane have been permitted on match days. The developer did not include an alternative vehicular access when the main and only vehicular access is closed. A solution should have been presented, mindful of the size of this development, and required provision for emergency vehicular access.</p> <ul style="list-style-type: none"> • Due to the size of proposed development, and proximity to the road closures at match days, allowing one access to connect to the wider highways network is not considered appropriate. Alternative link to the highway network is required, to support the emergency services. <p>1.4 Improving pedestrian/cycle and public realm environment If approved, modifications to the existing public highways are required in order to enable this proposal.</p> <p>D&A statement includes an extract from the High Road West Masterplan framework, showing pedestrian linkages in the vicinity. It indicates that this area is not well connected.</p> <p>The proposed development will increase pedestrian and cycle trips to/from the site. In support of the current adopted policies, connectivity to the local area has to be improved.</p> <p>Due to its position, and in support of intensification of this area, certain improvements are required to enable the use of sustainable modes of transport. Cycle Superhighway route 1 (CS1) which starts from Liverpool Street to White Hart Lane is close to this development thus, making it easier for residents of this development to switch to sustainable transport modes and improving connections, is an important matter.</p>	
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	<ul style="list-style-type: none"> • improve connections to and from this development by integrating and acquiring full benefits from the CS1. Explore possibilities of extending it through this development and improving crossing facilities. <p>If this proposal is approved, pedestrian and cycling connectivity improvements must be secured through S106 /S278, as listed:</p> <ol style="list-style-type: none"> 1) public realm, pedestrian and cycle improvements, crossing facilities, on the public highway are required. (either, contributions towards known transport improvements, or other detailed proposals in support of sustainable modes of transport) 2) reinstatement of the two redundant accesses 3) footway improvements in the immediate vicinity <p>All works on a public highways must be implemented through S278 of the HA. The applicant is required to follow the S278 process and submit a safety audit report, including details and specifications of all areas, that are proposed to be modified.</p> <p>1.5 Proposed internal layout/streets</p> <p>The submitted proposal includes the internal street layout, with specifications left as reserved matters. Nevertheless, positioning of the buildings does limit future changes to street/footway dimensions and width allocations as such, therefore it can be argued that streets are somewhat defined in character at this stage.</p> <p>Design and Access statement, shows the proposed north-south which is the main route through this development, and runs parallel to the existing rail tracks. It was indicated this is going to be a shared surface, linking 3 of the east- west connections that are created to serve this development. Nevertheless, at this stage this is a reserved matter with possible changes to follow.</p> <p>Having cross referenced the High Road West Masterplan, the proposed design of north-south route falls short of achieving its purpose, which is, integration of this site with the area in the vicinity, and overall creating a better environment for pedestrians and cyclists. The proposed design is lacking to support sought improvements of the pedestrian/cycle linkages, and desire lines created by the nearby developments.</p>	
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	<p>Reserved matters, covering all aspects of the internal streets, such as: (adoption (if proposed), allocation of street dimensions to pedestrians/ cyclists/vehicular movement, materials, parking spaces, loading bays, on-street parking controls, pedestrian crossing, street lighting and furniture, street markings crossing points), to follow.</p> <p>All areas proposed to be utilised for refuse/recycling collections, must be constructed to adoptable standards, regardless of adoption, and maintained by the developer thereafter.</p> <p>1.6 PTAL Public Transport Accessibility Level (PTAL) for this development was derived using the TfL’s, WebCAT for base year 2011. Due to its size, there are three different PTAL scores. Most of the development site has a PTAL 4 but a section to the north has a PTAL 3, whereas a section nearest to White Hart Lane has a PTAL 5.</p> <p>For PTAL 3, the public transport provision is made of bus routes: 349; 259; 279; W3; 149; and White Hart Lane rail station.</p> <p>For PTAL 5, bus route 318 was shown, whereas for PTAL 3 bus routes 318 and 444 bus routes were included to make up the score. PTAL 4 is considered to be the best score to represent the actual connectivity to the public transport, because most of the site falls within this score.</p> <p>1.7 On-street parking controls The proposal is within the Tottenham North, Controlled Parking Zone (CPZ), with on-street parking controls Monday to Saturday, from 8am to 6.30pm.</p> <p>Tottenham North CPZ covers the White Hart Lane south of the site along with residential streets, such as Love Lane and William Street.</p> <p>The area was extended and timing changed to 8pm, in response to the approval of the proposal associated with the nearby stadium.</p>	
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<ul style="list-style-type: none"> all residential units of this development will not have access to purchase on-street parking permits. Recommendations are for this to be secured through S106. <p>1.8 Parking restrictions on the public highways In order to monitor parking displacements on the public streets nearby following the occupation of this development, S106 contribution are sought. Contributions will be used to assess and analyse parking stress in the vicinity, and subject to consultations, a revised Controlled Parking Zone (CPZ) could be introduced.</p> <ul style="list-style-type: none"> S106 contributions are required to review on-street parking, and costs associated with revision of the existing CPZ. <p>1.9 Trip Generation The multi-modal trip generation was derived using select sites form TRICS database. The sites used are not considered to be most comparative with that of the proposed development. Therefore, recommendations are to review trip rates and make necessary changes.</p> <p>Trip rates for different tenures were differentiated in the TA, (split is 40% affordable and 60% market price), but this approach is not justified and supported by appropriate findings.</p> <p>TfL also argued that, trip generation assessment is not correct because sites selected were not justified, and that local census data was not used to calculate transport mode-shares.</p> <p>2.0 Car Parking provision 2.1 Car parking for residential units Policy 6.13, of the London Plan sets out car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified on the map 2.2, as part of the outer London.</p> <p>Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible</p>	
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Appendix 5 – Internal and External Consultation Comments

	<p>on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p> <p>In addition, Policy 6A.1, of the addendum includes parking standards for blue badge holders for non- residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.</p> <p>With regards to employment land uses the addendum necessitates parking provision for each disabled employee, and provision for disabled visitors.</p> <p>Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.</p> <p>Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users.</p> <p>Policy DM 32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.</p> <p>Policy T6 Car parking of the emerging draft London Plan, indicates that car-free is the starting point for all developments, which are (or planned to be) well connected. Table 10.3 has the maximum parking standards based on location and PTAL score. For Outer London (PTAL4) Opportunity Areas the maximum parking provision is 0.5 parking spaces per unit.</p> <p>The scheme initially proposed a total of 142 car parking spaces (for the 330 residential units), a ratio of 2.3 per unit, or 23% of units to have a car parking space. The parking spaces are proposed to be located mainly on the basement of residential blocks.</p>	
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	<p>Following the comments made by TfL, number of residential units and parking spaces were revised to 108 (for the 316 residential units), a ratio of 2.9 per unit, or 29% of units to have a car parking space.</p> <p>On the TA it was indicated that the revised scheme makes changes by designating 121 residential units as affordable.</p> <p>In response, variation of the affordable units should make no difference to parking numbers because same ratio must be applied across different tenures.</p> <ul style="list-style-type: none"> • S106- apply same parking ratio for different residential tenures <p>When applying Policy 3.8, this development should include a total of 33 residential units which are Wheelchair User Dwellings (WUD) at the point of construction, or easily adaptable affers. Following the revision of the residential units this number can be reduced to 31 WUD.</p> <p>The Housing Supplementary Planning Guidance (March 2016)-London Plan 2016 Implementation Framework, set up standards indicating that each designated wheelchair accessible unit, should have a car parking space. If all of the assigned WUD are in use as wheelchair accessible units, and each have access to a car parking space at the same time, then parking provision for the revised proposal should be 31 parking spaces.</p> <p>The proposal includes 10 disabled parking spaces (for residential use), so 21 less parking spaces.</p> <p>2.2 Car parking for other land-uses A total of 27 parking spaces are proposed for other land uses included in this proposal, 22 for the occupants of commercial/business units and 5 visitor spaces.</p> <p>Disabled parking provision for non-residential use was omitted, and as such is non- policy compliant. Nevertheless, it is assumed that this is because split/allocations of the non – residential units are not known at this stage.</p>	
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Appendix 5 – Internal and External Consultation Comments

	<ul style="list-style-type: none"> • Recommendations are to make revisions on the parking numbers and comply with policies and include at least minimum provisions, which are one disabled parking space per each different unit. <p>Details which were omitted at this stage, but to be submitted subsequently, are:</p> <ul style="list-style-type: none"> •Condition- Car Parking Management Strategy (CPMS) to cover matters such as: <ol style="list-style-type: none"> 1• facilitating disabled users of the commercial (and any other land uses included in this development. Info on how this is going to be managed, enforcement measures. 2• residential parking spaces must be for use only by residents of this development, and made available before occupation, and retained thereafter. 3• include details on, which residential units are eligible for off-street parking (or developers permits), include details for reviewing the allocation of permits. 4• details about controlling the access to the parking areas, parking enforcement, swept paths, levels, show structural columns, vehicle circulatory movements, visibility splays <p>All car parking spaces should be of the correct width and length, with in between allowance of 6m, as per Manual for Street (MfS) guidance.</p> <p>Please refer to ‘ IStructE Design recommendations for multi-storey and underground car parks’, when designing the basement car park. Supporting columns must not encroach on the parking spaces.</p> <p>A minimum provision of 20% active and 80% passive Electric Vehicle Charging Points (EVCP) is required to conform with the emerging draft London Plan policy. Due to the low number of parking provision and emerging new policies that require a higher percentage of this provision, recommendation are to increase the provision rather than include the minimum. Also consideration to be have in case of the spaces for commercial use, with all being active EVCP.</p>	
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	<p>5•include locations of the EVCP; indicate the criteria a)for review the usage, b) converting passive points to active, if required.</p> <p>The proposed development is ‘car capped’, because only a limited number of residential units will have access to purchase the off-street parking spaces. To ensure that there is no overspill, all residential units are not entitled to purchase on-street parking permits. The constraints to be secured through s106 (reason: to safeguard for the scenario in case streets within this development get adopted and included in the CPZ, in the future).</p> <ul style="list-style-type: none"> • S106: ‘car- capped development’ with no permits issued for the CPZ parking, thereafter. <p>3.0 Cycling This matter merits proper analysis of the current environment to ascertain reasons for limited use of this mode of transport.</p> <p>This application was not supported with reviewing of the cycling conditions nearby, assessing the route to/from CS1 and proposing to improve connections. Therefore, the submission falls short of supporting Policy T5 of the draft New London Plan which sets the requirements for the new developments to “remove barriers to cycling and create a healthy environment in which people choose to cycle”.</p> <p>The proposal falls short of considering to identify improvements to the local cycling environment and creating connections with intent of improving permeability for this mode of transport.</p> <p>3.1 Cycle parking The current London plan includes cycle parking standards for residential developments, with the provision of: 1 cycle parking space for studios and 1 bed units; 2 cycle parking spaces for larger units, and set requirements for other land uses.</p> <p>It is not clear how many cycle parking spaces are proposed. Further details are required with subsequent applications. Please include a</p>	
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Appendix 5 – Internal and External Consultation Comments

	<ul style="list-style-type: none"> • Condition: Provision for cycle parking (all land uses) must be in accordance with the latest standards. Cycle parking spaces must in place prior to occupation. <p>4.0 Delivery and Servicing Plan A Delivery and Servicing Plan (DSP) has been submitted to support this proposal. Although some details have been, further information are required. Details such as, how deliveries/servicing will be done and supported once the development is occupied.</p> <p>Matters such as: access to parts of the site to enable servicing, for deliveries- encourage better coordination with suppliers, which results in fewer trips, servicing bays, ongoing management and monitoring of deliveries (trips per day),</p> <ul style="list-style-type: none"> •Condition: further details to be submitted <p>5.0 Construction</p> <p>5.1 Construction trip generation During enabling and construction works, HGV's will access and egress the site via White Hart Lane, only.</p> <p>In terms of construction traffic the TA estimated, that the site will generate 20 two-way trips (per day), during most of the construction programme, equating to a maximum of 2 vehicles per hour. This statement in the TA is incorrect, because most construction traffic is generated at or near peak times. At other times, this number is predicted to be increased to 60 two-way trips (per day). This is a substantial increase form the first figure given, thus further information is required as to when is likely to happen, duration of the reported peak periods.</p> <ul style="list-style-type: none"> •Correction is required- this part of the submission is not satisfactory. <p>Although it is accepted that movements associated with the existing construction compound have been captured in the 2017 survey data, it is not clear how much HGV trips are generated.</p>	
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Appendix 5 – Internal and External Consultation Comments

	<p>In the TA the following statement is made that the local network is unlikely to see much change in the number of vehicles in the construction phase against existing levels.</p> <p>This statement cannot be accepted without any concrete evidence, such as, surveying the actual trips and presenting the results.</p> <p>5.2 Construction Logistic Plan (CLP) The submitted proposal was not supported with a Construction Logistic Plan (CLP). The statement in the TA was that the CLP will be submitted prior to the works on site.</p> <p>Although it is appropriate for the full detailed CLP to be submitted and agreed prior to start of works on site, it is common practice for large developments such as this, to submit some details at an early stage to indicate what the impact of construction is and present the mitigation measures.</p> <p>6.0 Travel Plans</p> <p>A Framework Travel Plan (TP) for residential part of this development was included. Although the document covers, some parts required of the standard travel plan, further details to be submitted, once the development is at the advanced design stage. Other land uses included in this proposal must have separate travel plans.</p> <p>The TPs must identify a range of measures which support sustainable modes of transport, each measure having a timescale for implementation.</p> <p>Upon getting base data following the occupation, aims for modal shifts to be agreed with the local planning Authority, prior to producing a TP. The agreement between parties to include measures that supposed to deliver the outcomes. The predicted trips/mode share as presented in the submitted TA to be matched or lower to ensure that no additional trips are slipped into the highway network. This is to ensure that this development is sustainable.</p> <p>A Travel Plan (TP) for residential and for commercial land reaching the thresholds are is required. The TPs must be drafted while considering the latest guidance.</p>	
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Appendix 5 – Internal and External Consultation Comments

	<ul style="list-style-type: none">•The travel plans to be secured through S106, with heads of terms containing actions to promote the use of sustainable modes of transport. For example: appointment of a travel plan coordinator, personalised travel plans for residents, initial contributions to residents to purchase bikes, provision of areas with equipment for cycle maintenance, contributions towards the first year membership of a car club or vouchers for residents to purchase bikes, etc. are some actions which could be included in the action plan. <p>Furthermore, in order to monitor the submitted TPs the developer must contribute towards the monitoring fee.</p> <ul style="list-style-type: none">•S106 is sought to cover the local HA costs for reviewing the submitted TPs, annual amount of £1,000 (per travel plan submitted), for at least 5 years per development phase following the occupation, or until the agreed targets of the sustainable mode shares are met. Both of these conditions must be met before the developer is waived of its responsibility. <p>Conclusion: On behalf of the Highway Authority, I object to the proposal.</p>	
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GREATER LONDON AUTHORITY

Development, Enterprise and Environment

Appendix 6 - GLA Stage 1 Report

James Hughes
Development Management
Haringey Council
River Park House
255 High Road
Wood Green
London N22 8HQ

Our ref: GLA/4567/01/MJ
Your ref: HCY/2018/0187
Date: 8 May 2018

Dear Mr Hughes

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
The Goods Yard, 36 & 44-52 White Hart Lane**

I refer to the copy of the above planning application, which was received from you on 26 January 2018. On 8 May 2018, Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills, acting under delegated authority, considered a report on this proposal, reference GLA/4567/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that the application does not comply with the London Plan and the draft London Plan, for the reasons set out in paragraph 69 of the above-mentioned report; however, the possible remedies set out in that paragraph could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Duncan Lawrence
T: 020 3054 3649, E: DuncanLawrence@tfl.gov.uk.

Yours sincerely,



P.P. Juliemma McLoughlin
Chief Planner

cc Joanne McCartney, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL
Matt Eyre, Quod, Ingeni Building, 17 Broadwick Street, London W1F 0DE

The Goods Yard, 36 & 44-52 White Hart Lane

in the London Borough of Haringey

planning application no. HGY/2018/0187

Strategic planning application stage 1 referral

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

The proposal

Hybrid planning application (part outline, part detailed) for the demolition of existing buildings, and construction of a residential-led mixed-use development in buildings of up to 21 storeys, comprising up to 31,000 sq.m. of residential space (up to 316 units), and up to 1,450 sq.m. of non-residential space. Change of use of 52 White Hart Lane from residential to restaurant/cafe.

The applicant

The applicant is **Tottenham Hotspur Football & Athletic Co. Ltd.**, and the architect is **F3**.

Strategic issues

Principle of development: Although the principle of a high-density residential-led development on this site is supported, the outline form of nearly all of the application site, together with the complete absence of pre-application discussions, raises concerns about the quality of the proposals, particularly in relation to the impact on heritage assets. The applicant is advised to submit a full application, or key elements in detail, to allow the proposals to be fully assessed.

Affordable housing: A minimum of 35% without public subsidy is proposed, and 40% with public subsidy, with the unit mix and affordable tenure to be detailed in reserved matters applications. As the site is a non-designated industrial site, a minimum threshold of 50% affordable housing is required in order to follow the fast track route and the applicant must therefore provide a viability assessment based on a policy compliant tenure mix. Early and late stage viability reviews are required, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG.

Urban design and historic environment: The amendments to the application submitted post-submission are supported; however, concerns remain about the design and residential quality of the scheme, particularly the building heights, density, and the impact on heritage assets. GLA officers consider that harm will be caused to heritage assets; however, the outline nature of the proposals limit the ability to make a full assessment of the level of harm. The full public benefits of the site allocation cannot be assessed without a more comprehensive approach.

Transport: Further information is required, including site layout, walking/cycling environment, and cycle parking.

Climate change: Further information is required on worksheet calculations, the district energy network, the site heat network, and combined heat and power, which must be provided before the proposals can be considered acceptable.

Recommendation

That Haringey Council be advised that the application does not comply with the London Plan and the draft London Plan, for the reasons set out in paragraph 69 of this report.

Context

1 On 26 January 2018, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has to provide the Council with a statement setting out whether he considers that the application complies with the London Plan and the draft London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

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

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

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

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

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

Site description

6 The majority of the 1.27 hectare triangular-shaped site comprises land historically used as a railway goods yard; then a timber yard; a scrap breaker's (Sui Generis) since the early 1990s; and a construction compound associated with the redevelopment of Tottenham Hotspurs Stadium since 2016. The current use has a temporary permission expiring in February 2019, after which the use will revert to the previous lawful use as a scrap breaker's. The remaining part of the site contains the Carbery Enterprise Park, comprising 11 two storey industrial units in B1 and B2 uses (floorspace 1,125 sq.m.); and the Station Master's House (205 sq.m.) at 52 White Hart Lane, a detached two-storey locally listed brick building in the south-west corner of the site, which was previously in residential use but is currently vacant. The southern part of the site, including 52 White Hart Lane, lies within the North Tottenham Conservation Area.

7 The site is accessed directly off White Hart Lane and lies between the Peacock Industrial Estate to the east, the tree-lined embankment of the railway viaduct of the London Overground Line to the west, and the Grade II listed 32-34A White Hart Lane (known as the Grange Community Hub) to the south-east. White Hart Lane Station lies to the immediate south, adjacent to residential blocks of 4-10 storeys as part of the Love Lane Estate. The area to the west beyond the railway is predominantly made up of low-rise residential use. A 'big shed' retail park is directly to the north of the site, with a recent residential development further north, including a 23 storey block. Tottenham High Road is to the west of the site, containing a mix of

retail uses, as well as Tottenham Hotspurs Football Stadium to the south-west of the site, which is currently being redeveloped to provide a new Stadium, with residential, hotel, sports centre, community and health uses also permitted as part of the scheme (GLA Ref: D&P/2292g/02; LPA Ref: HGY/2015/3000).

8 The site is within the Upper Lee Valley Opportunity Area and the Tottenham Hale/North Tottenham Housing Zone.

9 The nearest section of the Transport for London Road Network (TLRN) is the A10 Great Cambridge Road, approximately 1 kilometre to the west. The nearest section of the Strategic Road Network (SRN) is the A1010 High Road, located 160 metres to the east of the site. The nearest London Overground Station is White Hart Lane, which is 40 metres from the site and is served by London Overground services between Enfield Town and Liverpool Street. The nearest London Underground station is Tottenham Hale, which is 2.6 kilometres south of the site and is served by the Victoria Line. The nearest bus stops are located 100 metres to the west, on White Hart Lane, served by route W3. An additional 4 bus routes are accessible 200 metres away on Tottenham High Road. The public transport accessibility level (PTAL) of the site is 4 (on a scale of 1 to 6, where 6 is excellent and 1 is very poor). Cycle Superhighway 1 is accessible on Church Road, which is 520 metres south of the site, linking to Central London.

Details of the proposal

10 The proposal is in the form of a hybrid planning application, comprised of full and outline elements. In response to early concerns raised by GLA officers and the Council's Quality Review Panel, revisions were submitted on 4 April 2018. These revisions primarily relate to the removal of the eastern wing of Block C, and amendments to the design code and parameter plans.

11 Outline planning permission is sought for the demolition of existing buildings, and construction of a residential-led mixed-use development in buildings of up to 21 storeys, comprising up to 31,000 sq.m. of residential space (up to 316 units), and up to 1,450 sq.m. of non-residential space (Use Classes B1, A1, A3, D1 and D2). Details of layout, scale, appearance, landscaping and access within the site are reserved for later approval. The outline application is subject to parameter plans, design codes, and a development specification. An illustrative scheme is included in the design and access statement, which shows how the application could be delivered at reserved matters.

12 Detailed planning permission is sought for the change of use of 52 White Hart Lane from residential to restaurant/cafe use, and access to the site.

Case history

13 The applicant has not engaged in formal GLA pre-application discussions. The applicant identifies one pre-application meeting with the Council shortly before the application was submitted, and the Council's Quality Review Panel (QRP) considered the application on 28 February 2018, after the application had been submitted.

Strategic planning issues and relevant policies and guidance

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2017), Development Management DPD (2017), and Site Allocations DPD (2017); Tottenham Area Action Plan (2017); and the 2016 London Plan (Consolidated with Alterations since 2011).

15 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- Draft London Plan 2017, which should be taken into account on the basis explained in the NPPF.
- On 5 March 2018, the Government published the draft revised National Planning Policy Framework for consultation (until 10 May 2018). This should be taken into account appropriately in accordance with its early stage of preparation.
- Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013)
- The Tottenham High Road West Masterplan Framework (2014).
- Opportunity Areas *London Plan; draft London Plan*
- Employment *London Plan; draft London Plan*
- Housing *London Plan; draft London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; draft London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Affordable Housing and Viability SPG*
- Urban design *London Plan; draft London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Historic environment *London Plan; draft London Plan*
- Inclusive design *London Plan; draft London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; draft London Plan; Transport Strategy; draft Transport Strategy*
- Climate change *London Plan; draft London Plan; Sustainable Design and Construction SPG; Climate Change Adaptation Strategy; Climate Change Mitigation and Energy Strategy; Water Strategy; draft Environment Strategy*

Principle of development

16 The site falls within the Upper Lee Valley Opportunity Area, for which the London Plan and the Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013) identify an employment capacity of 15,000 and at least 20,100 new homes. The draft London Plan identifies the Opportunity Area for at least 21,000 new homes, with an employment capacity of 13,000.

17 The site is not identified as a Locally Significant Employment Area; however, after the current temporary use of the majority of the site as a construction compound expires in 2019, it will revert to its lawful use as a scrap breaker site. Approximately 10% of the site currently contains industrial units within Use Class B1 and B2. It is therefore considered to be a 'non-designated industrial site' in the context of draft London Plan Policy E7.

18 The Council's Tottenham Hale Area Action Plan (AAP, 2017) identifies the site as a relatively small part of Site Allocation NT5: High Road West, which envisages masterplanned, comprehensive development creating a new residential neighbourhood and a new leisure destination for London, including a new public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure. The indicative capacity for the Site Allocation is 1,200 homes, 4,353 sq.m. of

commercial space, 11,740 sq.m. of town centre uses, and 1,200 sq.m. of other uses. The Tottenham High Road West Masterplan Framework (2014) shows the application site comprising mainly of residential use, with retail and employment along White Hart Lane.

Residential

19 Policy H1 'Increasing Housing Supply' and Table 4.1 of the draft London Plan sets Haringey an annualised average housing completion target of 1,958 units (increased from 1,502 in the current London Plan) per year between 2019/20 and 2028/29. The site is allocated for residential-led development in the Tottenham AAP and the Masterplan Framework. The redevelopment of the site including up to 31,000 sq.m. of residential space (up to 316 units) is in accordance with local policy and would contribute to London Plan and draft London Plan housing targets and is supported.

Non-residential uses

20 The Carberry Enterprise Park part of the site contains 1,125 sq.m. of Use Class B1 light industrial/office space, and Use Class B2 general industrial space, while the majority of the site is in temporary use as a construction compound until 2019, after which it will revert to its lawful use as a scrap breaker site. The application proposes up to 1,450 sq.m. of non-residential space (Use Classes B1, A1, A3, D1 and D2), including at least 400 sq.m. of Use Class B1 space and up to 400 sq.m. of retail space.

21 London Plan Policy 4.4 'Managing Industrial Land and Premises' provides a strategic aim for boroughs to adopt a rigorous approach to industrial land management, but recognises that managed release may be required to provide other uses in appropriate locations. Policy E4 'Land for industry, logistics and services to support London's economic function' of the draft London Plan identifies that sufficient land and premises need to be retained for industrial and related functions, and Table 6.2 identifies that Haringey needs to retain capacity. Policy E7 'Intensification, co-location, and substitution...' of the draft London Plan supports mixed use developments on non-designated industrial sites where there is no prospect of the site being used for industrial purposes; it has been allocated for mixed use in a development plan; industrial, storage or distribution space is re-provided; or where suitable alternative accommodation is available, and subject to relocation support.

22 The Tottenham AAP site allocation, within which the application site lies, identifies it for residential-led development, and while commercial and town centre uses are also required, the Masterplan Framework identifies the application site almost exclusively for residential uses, with a small element of retail and workspace fronting onto White Hart Lane. The Masterplan Framework identifies the main area of workspace to be provided outside of the application site to the east.

23 Noting the recently adopted AAP site allocation that covers this site, together with the uses identified for the application site in the Masterplan Framework, and the provision of a minimum of 400 sq.m. of Use Class B1 floorspace, the loss of existing 1,125 sq.m. of B1 and B2 floorspace, and the provision of up to 1,450 sq.m. of non-residential space (Use Classes B1, A1, A3, D1 and D2) floorspace is supported.

24 Policy E7 of the draft London Plan requires that the application demonstrates that the operations of industrial uses on the site and surrounding sites are not compromised by residential use, which applies to existing industrial uses on the eastern boundary of the site. In response to initial concerns raised by GLA officers and the Council's QRP, particularly in relation to the proposed Block C, the applicant has submitted revisions to remove the eastern wing,

which addresses these concerns as discussed under ‘urban design’ below, subject to suitable conditions.

25 The applicant states that its scheme at 500 White Hart Lane (LPA Ref: HGY/2016/0828, not referable), which secured planning permission in 2016, includes 550 sq.m. of employment space specifically intended to relocate businesses from the Carbery Estate. The applicant also states that some of these businesses would be able to relocate within the proposed business space on the application site; however, the proposed layout of the commercial uses proposed on the southern part of the site, and their relationship with residential uses and public spaces, is unlikely to support this. The applicant should provide details of the existing businesses and the relocation strategy, including timescales for demolition of the existing space and delivery of the new space, and details of what additional support will be provided for the existing tenants of the Carbery Estate.

Outline form of application

26 The applicant justifies the outline form of application in order to provide flexibility to ensure that development fits in with future adjoining schemes and takes into account best practice, precedent and planning policy, identifying the residential component of the applicant’s nearby Stadium application as a similar approach. However, the neighbouring sites will be required to meet the requirements of the Masterplan Framework, in the same way as the current application. Furthermore, phasing of the proposals is highly unlikely due to the proposed shared basement, and the proposals are not comparable to the Stadium application, where the residential element would inevitably come forward as a later phase. As discussed below, notwithstanding the post-application improvements to the Design Code and Parameter Plans, the outline form of the application, together with the complete absence of pre-application discussions, raises concerns about the quality of the proposals, particularly in relation to the impact on heritage assets, and the applicant is advised to submit a full application in order to allow the proposals to be fully assessed.

Housing

27 The outline application proposes up to 31,000 sq.m. of residential space (up to 316 units), with the mix to be defined at reserved matters stage, with the illustrative scheme as set out below:

	Market	Low cost rent	Intermediate	Total
One-bed	54	6	23	92 (20%)
Two-bed	122	18	51	182 (58%)
Three-bed	18	14	9	27 (12%)
Four-bed	7	8	0	15 (10%)
Total	201	46	83	316
		35% (hab room)		
		[40% with grant]		

Affordable housing

28 London Plan Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. Policy H5 'Delivering affordable housing' of the draft London Plan and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H6 'Threshold approach to applications' identifies a minimum threshold of 35% (by habitable room) (or 50% on former industrial sites) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, and meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, can follow the 'fast track route' set out in the SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review. Policy H7 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined in partnership with the local planning authority and the GLA.

29 The application proposes 35% affordable housing without public subsidy, and 40% with public subsidy (subject to securing funding), with the unit mix and affordable tenure to be detailed in reserved matters applications. The illustrative scheme is set out above.

30 The affordability of the low cost rented units are proposed in accordance with the requirements of Policy H7 of the draft London Plan, the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report, whichever is lower of:

- up to 80% of the local market rent or local housing allowance levels, for one-beds;
- up to 65% of the local market rent or local housing allowance levels, for two-beds;
- up to 55% of the local market rent or local housing allowance levels, for three-beds;
- up to 45% of the local market rent or local housing allowance levels, for four-beds.

31 The affordability of the intermediate units are proposed in accordance with the Mayor's qualifying income levels, as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. Affordability thresholds for all tenures must be secured in the section 106 agreement attached to any permission.

32 As the site is a non-designated industrial site, a minimum threshold of 50% affordable housing is required in order to follow the fast track route. While the offer of 35% is welcomed, the applicant must provide a viability assessment in accordance with London Plan Policy 3.12, draft London Plan Policies H5 and H6, and the Affordable Housing and Viability SPG. However, the applicant should first address the design and layout concerns discussed below, which may impact the quantum of residential space that could be provided on the site. In due course, the Council must publish the financial viability assessment in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information in accordance with the SPG.

33 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made within two years of any permission being granted, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. Early stage viability reviews may also be required relating to the timing of the submission and implementation of reserved matters applications. A late stage review will be required when 75% of the units are sold or let.

Housing choice

34 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy H12 'Housing size mix' of the draft London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes; and for low cost rent, boroughs should provide guidance on the size of units required to ensure housing meets identified needs.

35 The applicant states that 15-25% of the units would be family-sized, defined as three-bedrooms and above, with the mix to be determined at reserved matters stage. In accordance with the London Plan and the draft London Plan, it is recommended that the Council secures a minimum proportion of family-sized low cost rent units.

Children's play space

36 London Plan Policy 3.6 and Policy S4 of the draft London Plan seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10 square metres per child, with further detail in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.

37 The applicant's illustrative scheme identifies a requirement for 1,000 sq.m. of play space, with 420 sq.m. for under-fives. A minimum of 1,360 sq.m. of play space is proposed in residents' communal courtyards, public open spaces, and a dedicated play space at the north end of the site, and an indication of the design of play space has also been provided. Any reserved matters application would need to fully detail play space proposals taking account of existing and proposed off-site facilities, which should be appropriately secured.

Urban design

38 As discussed below, notwithstanding the post-application improvements to the Design Code and Parameter Plans, the outline form of the application, together with the complete absence of pre-application discussions, raises concerns about the quality of the proposals, particularly in relation to the impact on heritage assets, and the applicant is advised to submit a full application in order to allow the proposals to be fully assessed.

Density

39 London Plan Policy 3.4 and draft London Plan Policy D6 'Optimising housing density' seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the development design, as described in draft London Plan Policies D4 'Housing quality and standards' and D2 'Delivering good design'.

40 The proposal would have a density of approximately 270 units per hectare if the maximum residential floorspace proposed was delivered, which accounts for the impact of non-residential uses. This exceeds the top of the guidance ranges in Table 3.2 of the London Plan (based on the site's PTAL of 4-5) and therefore requires a greater level of design scrutiny. Draft London Plan Policies D6 and D2 also emphasise the importance of design scrutiny for high density proposals. As discussed below, the outline form of the application, particularly in relation to the impact on heritage assets, does not allow a satisfactory assessment of the design

quality of the proposals, and the density proposed cannot currently be supported in line with London Plan Policy 3.4, and draft London Plan Policies D2, D4 and D6.

Site layout

41 The Council's approach to masterplanning the redevelopment of the area is fully supported in accordance with policies in Chapter 7 of the London Plan, and Policies D1 and D2 of the draft London Plan. The Masterplan Framework identifies the site as contributing the western sides of a series of new urban blocks and east-west routes, with the eastern sides intended to be delivered on the neighbouring site, currently occupied by the Peacock Industrial Estate.

42 As discussed above, in response to concerns raised about the original application materials, the applicant has revised the proposals to remove the eastern wing of Block C, which aligns with the Masterplan Framework layout, allows development to come forward to the east, and significantly reduces potential impacts on residential amenity from the existing industrial uses to the east. These amendments are supported; however, the applicant must demonstrate that engagement has taken place with the neighbouring landowners to the east and what possibilities exist for a more comprehensive approach. Furthermore, the resulting courtyard space of Block C should be limited to residents' communal amenity space in order to avoid potential conflict between users and residents, and in line with the Masterplan Framework.

43 The revised Parameter Plans identify minimum separation distances between the blocks of 12 metres, which is below the 18-21 metres usually identified as good practice, and should be increased.

44 Almost all of the application is in outline form, and given the tall buildings proposed and the sensitive relationship to a number of heritage assets as discussed below, the applicant is strongly advised to come forward with a detailed scheme in order to demonstrate that the highest design quality will be achieved.

Residential quality

45 London Plan Policy 3.5, and Policy D4 of the draft London Plan set out housing quality, space, and amenity standards, and as discussed above, residential quality is particularly important for high density proposals such as this.

46 The design codes and illustrative layouts generally conform to London Plan and draft London Plan residential standards, and the improvements made since submission are welcomed. However, there is limited assessment of the environmental impact of the railway and existing neighbouring industrial uses and design responses, for example the strategy for private amenity space/balconies. The design codes should secure duplex units at ground-first floor level or through units at ground floor level, to eliminate street facing bedrooms and ensure privacy. The design codes should also secure a tenure blind approach.

47 In accordance with Policy D11 'Fire safety' of the draft London Plan, the Council should secure an Informative prescribing the submission of a fire statement, produced by a third party suitably qualified assessor.

Height, massing and appearance

48 Whilst the potential for taller buildings is identified in the Masterplan Framework, and is not opposed in principle, the outline form of the application does not allow a full assessment of

the design quality of the tall buildings proposed, which are considerably above the heights identified in the Masterplan Framework. As discussed below, there are also concerns about the impact of the proposals on heritage assets arising from the height of the two tall buildings, and their potential coalescence in a number of views.

Historic environment

49 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*” and in relation to conservation areas, special attention must be paid to “*the desirability of preserving or enhancing the character or appearance of that area*”. Case law has established that there should be a strong presumption against granting permission that would harm a listed building or the character or appearance of a conservation area..

50 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation; significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset’s physical presence or its setting. Where a proposed development will lead to ‘substantial harm’ to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to ‘less than substantial harm’, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HC1 ‘Heritage conservation and growth’ of the draft London Plan, like London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets

51 The locally listed Station Master’s House at the southern end of the site is a non-designated heritage asset, which will be retained and converted for retail use. This part of the site is also within the North Tottenham Conservation Area, which contains a number of listed buildings focused along Tottenham High Road. The Grade II listed ‘Grange’ adjacent to the site is also within the Conservation Area. Other Conservation Areas are more than 250 metres to the west, beyond the railway viaduct, and the proposals would not be visible from within them.

52 An assessment of the impact on heritage assets is contained within the applicant’s Heritage Statement, which includes an analysis of all heritage assets in the vicinity, and an analysis of the impact of the proposals. This takes account of the applicant’s Townscape and Visual Impact Assessment (TVIA), which includes a visual analysis of the impact of the maximum massing parameters on 21 views.

53 The proposals will provide some enhancements to the Conservation Area and its setting, the Station Master’s House and its setting, and the setting of the Grange, through the removal of walls and barriers, the delivery of new public space, and the closure of an unattractive gap to the White Hart Lane frontage and streetscape, which is supported. However, although the proposals locate the taller buildings in appropriate locations as identified in the Masterplan Framework, they are considerably taller than envisaged, with block B to the north rising to 21 storeys, compared to 14 storeys in the Masterplan Framework, and block C to the south rising up to 18 storeys, compared to 10 storeys. The Masterplan Framework identifies that buildings should step down according to these heights to have an acceptable impact on heritage assets.

As currently proposed, the height of the proposed 18 storey block, together with its proximity to White Hart Lane, will have a considerable impact on the setting of these heritage assets if developed to the maximum parameters, as demonstrated in Views 2 and 3 of the TVIA. These views also demonstrate the potential for the two tall buildings to coalesce, creating an overbearing mass. The heights proposed in the Masterplan Framework were also intended to limit impacts on the Conservation Area and listed buildings when viewed from Tottenham High Road, and Views 1 and 21 in the TVIA also raise concerns in this respect.

54 The Heritage Statement concludes that the impacts are beneficial to heritage assets. GLA officers consider that harm will be caused to heritage assets by the proposals; however, the outline nature of the proposals limit the ability to make a full assessment of the level of harm. The public benefits arising from the proposals include the delivery of new homes, including affordable homes; business space; the regeneration of a vacant site adjacent to a station; and new public space. However, as discussed under 'affordable housing' above, the application does not achieve the 50% affordable housing threshold on this formerly industrial site, which limits the full potential of public benefits. The full public benefits of the site allocation cannot be assessed without a more comprehensive approach. It should be noted that GLA officers must take account of the strong presumption against granting permission that would harm the character or appearance of the Conservation Area, and place considerable importance and weight to the harm caused to the setting of the listed buildings.

Inclusive design

55 London Plan Policy 7.2 and Policy D3 of the draft London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum).

56 Policy 3.8 of the London Plan and Policy D5 require that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The application materials state that the proposals will meet these requirements and include plans of wheelchair accessible units. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

Transport

57 Trip generation has been assessed in accordance with TfL guidance. This must be used to assess the impact of the development on the bus network and mitigation may be required in the form of a section 106 contribution for additional bus capacity.

58 A total of 79 parking spaces are proposed for residential use, equating to a ratio of 0.25 spaces per unit, while 27 parking spaces are proposed for the commercial/business uses, of which 22 are for employees and 5 are 'visitor' spaces. These provisions are acceptable in accordance with London Plan and the draft London Plan Policies. Of the residential parking spaces, 32 Blue Badge spaces are proposed in accordance with draft London Plan requirements. The draft London Plan requirement for at least one Blue Badge space for non-residential uses must also be met. It is proposed that current London Plan standards of 20% active and 20% passive Electric Vehicle Charging Points (EVCPs) will be provided. While this is welcome, the applicant is strongly encouraged to uplift the passive provision to 80% (all remaining) in accordance with the draft London Plan. A car parking design and management plan should be secured by condition, demonstrating the location of the Blue Badge spaces and EVCPs.

59 Further information should be provided to demonstrate that the proposal adopts the Healthy Streets approach, namely the potential for future access to the site from the wider area, how pedestrians and cyclists can move through the site, and measures that will be taken to prioritise pedestrians and cyclists over vehicles. The layout and design of the site should not prevent the future opening of the four potential access routes.

60 In line with TfL guidance and the draft London Plan, the applicant should provide assessments of the walking and cycling environment of areas in the vicinity of the site and identify any necessary improvements.

61 Limited detail is provided on cycle parking, which must be provided in line with London Plan standards, and the applicant is strongly encouraged to meet draft London Plan standards. At least 5% of long-stay spaces should be suitable for larger bikes. Cycle parking should be fit for purpose, secure and well located. Details of cycle parking quantity, type, location and access, with reference to London Cycling Design Standards, should be secured by condition.

62 Given the proximity of London Overground tracks, conditions relating to infrastructure protection are required.

63 A delivery and servicing plan (DSP) has been submitted in accordance with TfL guidance and London Plan and draft London Plan policy. A full DSP should be secured by condition, including plans demonstrating vehicle access to the site and servicing bays, and measures to promote safe and sustainable pattern of deliveries and servicing. In accordance with draft London Plan Policy T7, an outline construction logistics plan (CLP) should be provided for review, and a detailed CLP should be secured by pre-commencement condition. A framework travel plan has been provided and a full travel plan should be secured and monitored by section 106 agreement.

Climate change

64 Based on the energy assessment submitted, compared to a 2013 Building Regulations compliant development, an on-site reduction equivalent to an overall saving of 50% of CO₂ per year in regulated emissions is expected for the domestic element; and 27% for the non-domestic element. Further information has been requested on worksheet calculations, the district energy network, the site heat network, and combined heat and power, which must be provided before the proposals can be considered acceptable in accordance with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan, and the carbon dioxide savings verified. Full details have been provided to the applicant and the Council.

Local planning authority's position

65 Council officers have had minimal pre-application discussions and it is understood that concerns remain. The application is expected to be considered at Committee in June 2018.

Legal considerations

66 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.

67 Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

68 There are no financial considerations at this stage.

Conclusion

69 London Plan and draft London Plan policies on the principle of development; affordable housing; housing; urban design; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and the draft London Plan, for the reasons set out below.

- **Principle of development:** Although the principle of a high-density residential-led development on this site is supported, the outline form of nearly all of the application site, together with the complete absence of pre-application discussions, raises concerns about the quality of the proposals, particularly in relation to the impact on heritage assets. The applicant is advised to submit a full application, or key elements in detail, to allow the proposals to be fully assessed.
- **Affordable housing:** A minimum of 35% without public subsidy, and 40% with public subsidy, with the unit mix and affordable tenure to be detailed in reserved matters applications. As the site is a non-designated industrial site, a minimum threshold of 50% affordable housing is required in order to follow the fast track route and the applicant must therefore provide a viability assessment based on a policy compliant tenure mix. Early and late stage viability reviews are required, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG.
- **Urban design and historic environment:** The amendments to the application submitted post-submission are supported; however, concerns remain about the design and residential quality of the scheme, particularly the building heights, density, and the impact on heritage assets. GLA officers consider that harm will be caused to heritage assets; however, the outline nature of the proposals limit the ability to make a full assessment of the level of harm. The full public benefits of the site allocation cannot be assessed without a more comprehensive approach.
- **Transport:** Further information is required, including site layout, walking/cycling environment, and cycle parking.
- **Climate change:** Further information is required on worksheet calculations, the district energy network, the site heat network, and combined heat and power.

for further information, contact the GLA Planning Team:
Juliemma McLoughlin, Chief Planner
 020 7983 4271 email juliemma.mcloughlin@london.gov.uk
Katherine Wood, Principal Planner
 020 7983 5743 email Katherine.wood@london.gov.uk
Martin Jones, Senior Strategic Planner, Case Officer
 020 7983 6567 email martin.jones@london.gov.uk

Appendix 7 – Councillor and Adjoining Occupier Responses

COUNCILLOR	COMMENT	OFFICER RESPONSE
<p>Cllr John Bevan Northumberland Park Ward</p>	<p>I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 15 years as a Cllr for this ward.</p> <p>I am aware of the substantial public consultation that has taken place concerning The High Road West site and the subsequent master plan that has been prepared and is in the public domain. This plan addressing / incorporating the public concerns and ideas gathered as a result of the public consultation. The two sites mentioned in this application are part of this master planned site.</p> <p>I am concerned that this proposal would prevent the provision of the various elements of the High Road West scheme and would expect the planning service to ensure that this does not happen. I.E. That the agreed master plan be implemented thus providing the public benefits that have been promised following on from the wide spread public consultation.</p>	<p>Comments noted. Issues of comprehensive development are considered in Section 6 of the main body of this report.</p>
<p>ADJOINING OCCUPIER</p>	<p>COMMENT</p>	<p>OFFICER RESPONSE</p>

Appendix 7 – Councillor and Adjoining Occupier Responses

<p>Dwight Richards Managing Director Richwell Construction Ltd Unit 3 Carbery Enterprise Park 36 White Hart Lane N17 8DP</p> <p>Supports proposal</p>	<p>Richwell Construction are occupiers within the Cabery Enterprise Park, which is within the boundary of this planning application.</p> <p>We have reviewed the proposed scheme and have had productive discussions with the Club who have made clear their wish to retain our business within any new development. This will enable us to stay local and be a part of the regeneration process, rather than displaced by it.</p> <p>We therefore wish to support the application as we believe the application will bring forward the regeneration of our part of High Road West and enable us to make key business decisions with more certainty. We are also reassured by the quality of development that the Club has brought forward elsewhere in Tottenham, in addition to the stadium scheme.</p>	<p>Comment noted. A planning obligation around business relocation will be sought by officers in the course of the appeal.</p>
<p>Ted Hughes General Manager Orchard Medical Recruitment Unit 10 Carbery Enterprise Park 36 White Hart Lane N17 8DP</p> <p>Supports proposal</p>	<p>Orchard Medical Recruitment Ltd are occupiers within the Carbery Enterprise Park, which is within the boundary of this planning application.</p> <p>We have reviewed the proposed scheme and have had productive discussions with the club who have made clear their wish to retain our business within any new development. This will enable us to stay local and and be part of the regeneration process, rather than be displaced by it.</p> <p>We therefore wish to support the application as the believe the application will bring forward the regeneration of our part of High Road West and will enable us to make key business decisions with more certainty. We are also reassured by the quality of the development that the Club has brought forward elsewhere in Tottenham, in addition to the stadium scheme.</p>	<p>Comment noted. A planning obligation around business relocation will be sought by officers in the course of the appeal.</p>
<p>Ursula Riniker 6 Devonshire Court Devonshire Hill Lane London N17 7NJ</p>	<p>Here is my feedback on THFC's proposals for the Goods Yard site.</p> <ol style="list-style-type: none"> 1. I have looked at and read all the material online. I wish you stopped over-using "fantastic", since you seem to have little idea what it means, and if I 	<p>Objection noted. Issues of land ownership are not material to the planning decision.</p>

Appendix 7 – Councillor and Adjoining Occupier Responses

<p>Objects to proposal</p>	<p>have to read "much needed" so-and-so many more times, I shall lose the will to live.</p> <ol style="list-style-type: none"> 2. THFC, through its various companies, has bought lots of land in Tottenham with its wealth, but that does not give it the right to destroy Tottenham. Any development so close to the conservation area of Tottenham High Road should be sensitive to Tottenham's heritage, complement and sustain it, and not jar with it. The most attractive parts of the site are the Grange building and the Station Master's House. 3. The proposed development does not fit into the area. The 2 - 5 storey buildings look reasonable but should still be improved and rendered more sustainable by using interesting, natural materials and covering the buildings with green roofs. 4. The two proposed tower blocks of 18 and 21 storeys are horrendous and totally inappropriate for the area, as is the previously built tower of the "Rivers Apartments" which looms over an area of several miles and is an absolute eyesore which should never have been built. To add another two similarly ugly towers will irredeemably blight the whole area. Moreover, the white on these towers makes them stand out excessively and is offensive. Any tall buildings should be of a subdued colour that blends into the surroundings. 	<p>The appearance of the buildings will be determined at reserved matters stage in the event the appeal is allowed. There is policy support for tall buildings in a growth area. The visual appearance of the buildings will be determined at reserved matters stage in the event the appeal is allowed. The issues of design, building height and heritage are set out in section 6 of the main body of this report.</p>
<p>Serena McPherson 16 Pretoria Road N16 8DX</p> <p>Neither supports nor objects</p>	<p>My main concern is the working hours of the contractors - will there be set times the site will be open and closed. My bedroom is at the front of the house and can clearly hear the noise currently coming from that site already (associated with the football ground). Can I expect to see a cut-off time at night for the work?</p>	<p>Comments noted. The hours of construction are regulated pursuant to the Control of Pollution Act 1974. Officers will seek to secure a Considerate Constructor obligation</p>

Appendix 7 – Councillor and Adjoining Occupier Responses

		in the course of the appeal.
<p>Peacock Estate Management Limited (Company 02919379) Unit 10, Peacock Industrial Estate 20 White Hart Lane, London, N17 8DT</p> <p>Objects to the proposal</p>	<p>I'm writing on behalf Peacock Industrial Estate, the Peacock Estate Management Limited (Company 02919379) owns the communal land for the benefit of the individual unit owners.</p> <p>We understand that Tottenham Hotspurs Football Club has made a planning application for the old Goods Yard. The Peacock Industrial Estate is to the east the Goods Yard and the planning application has naturally an impact on us.</p> <p>We have three reservations:</p> <p>1- The area surrounding our site and also the Goods Yards is predominately industrial and commercial in character. In principle we do not object to more housing, however commercial spaces must also be protected and you need to ensure that there is sufficient space for small and micro businesses so there can be some new employment opportunities;</p> <p>2- Parking: due to the high volume of the vehicle traffic, the area in our opinion cannot cope with more vehicle traffic, therefore in your planning condition you should very clearly set limits on the car parking, not issue new resident permits to incoming/prospective tenants or buyers;</p> <p>3- a mesh metal fence is running along our boundary between the Goods Yard and Peacock Estate, which was adequate for the needs of the business community. When large block of apartments are build then this fence will not provide adequate protection for both sides. As part of the planning condition the developers should build a 240cm or 300cm high wall running along the border.</p> <p>We would be pleased if our reservations are noted in the planning permit application and await to hear from you.</p>	<p>Objection noted. The application site is not a designated industrial site. The issues of the loss and re-provision of employment floorspace are considered in the Section 6 in the main body of this report. Transport issues are also considered in Section 6. Officers will seek an obligation around on street parking permits in the course of the appeal. The issue of boundary treatments will be addressed at reserve matters stage if outline permission is granted.</p>

Appendix 7 – Councillor and Adjoining Occupier Responses

<p>Lendlease Development (Europe) Limited 20 Triton Street Regent's Place London NW1 3BF United Kingdom</p>	<p>(The full text of this objection is Appendix 7A to this report)</p>	<p>Objection noted. Issues of comprehensive development are considered in Section 6 of the main body of this report. Officers will discuss proportionate planning obligations concerning the NT5 site with the applicant as the appeal progresses.</p>
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Appendix 7A

16 February 2018

Mr James Hughes
London Borough of Haringey
Level 6 River Park House Our ref: P00785570
225 High Road
Wood Green
London
N22 8HQ

Dear Mr Hughes

THE GOODS YARD, 36 AND 44-52, WHITE HART LANE, LONDON, N17 8DP Application No HGY/2018/0187. (the "Application")

Please find herein a consultation representation in relation to the above planning application (ref **HGY/2018/0187**) on behalf of Lendlease Europe Holdings Limited ("Lendlease").

Regeneration of High Road West

The Goods Yard site comprises an area of land within the wider High Road West Regeneration Area ("HRWRA").

The redevelopment of the HRWRA is a priority for the Council. The redevelopment proposals for the HRWRA are currently set out within the adopted 2014 Masterplan and no HRWRA has been identified as a key site (Site Allocation (SA) NT5) within the Council's Tottenham Area Action Plan (2017) ("AAP").

The HRWRA offers a once in a life time opportunity to bring forward a comprehensive Council and community led redevelopment which, when realised, will immeasurably improve the living conditions of residents in the Northumberland Park Ward and provide wider community benefits. It also offers the opportunity to deliver the local communities' priorities which have been identified and developed through community consultation and include:

- Better quality housing and more housing choice;
- A safer and more attractive place to live and work;
- More leisure facilities and activities for young people;
- New community facilities; and
- More job and training opportunities for local people.

With a view to delivering the above-mentioned benefits and the regeneration of the HRWRA as envisaged by the AAP, the Council undertook a 12-month procurement process to select a development partner.

Lendlease was officially appointed as the Council's development partner in December 2017. Following its appointment Lendlease is committed to engaging with the local community with the aim of bringing forward a proposal for the comprehensive regeneration of the HRWRA and will soon be embarking on detailed consultation with the community to develop proposals which can form part of a planning application for the whole of the HRWRA.



It is essential that the Council does not permit premature, piecemeal development which would serve to undermine this process and the wider objective of securing the comprehensive redevelopment of the HRWRA.

Policy Context

The regeneration of Tottenham is a key priority for the Council; the AAP was prepared to ensure that the scale of development and long-term change proposed for Tottenham is positively managed and guided by a planning framework.

A key policy thread of the AAP is to ensure development proposals do not prejudice each other, or prejudice the wider development aspirations for the area covered by the AAP. The HRWRA is an allocated site within the AAP under Policy NT5. Policy NT5 seeks the delivery of 1,500 new homes and 12,590 sqm of commercial, town centre and community uses within the HRWRA.

The AAP makes it clear that the HRWRA is to be formed of 'Masterplanned, comprehensive development creating a new residential neighbourhood and a new leisure destination for London'. In doing so, the AAP stipulates that the Council wants to ensure development proposals 'do not prejudice each other, or the wider development aspirations for the Tottenham AAP area'.

Specifically, policy AAP1 'Regeneration & Masterplanning' expects all development proposals in the AAP area to 'come forward comprehensively to meet the wider objectives of the AAP.' Paragraph 4.6 of the AAP seeks to ensure that all development proposals are designed and submitted to the Council as part of a wider comprehensive development, as this will help to 'alleviate concerns associated with piecemeal development', and ensure that the proposed new development 'maximises benefits locally'.

This policy objective is repeated in Policy DM55 of the Council's Development Management DPD, which again seeks to ensure that development proposals are designed as part of a wider comprehensive development to help alleviate concerns associated with piecemeal development, ensuring the benefits to the local area are maximised.

The Application

The Application proposes to deliver up to 330 new homes and up to 1,450 sqm of non-residential floorspace, equating to circa 22% of the residential and 11.5% of the non-residential floorspace expected to be provided within HRW under the AAP.

Lendlease is committed to bringing forward an application for the whole of the HRWRA. Granting consent for piecemeal development of the type envisaged by the Application would be premature in the context of the Council's vision for the wider regeneration of HRWRA and would undermine the wider policy objective of securing the co-ordinated and comprehensive regeneration of the area.

Notwithstanding our position as the Council's Development Partner, Lendlease has not yet formulated detailed development proposals for the HRWRA, it is clear that the piecemeal development of part of the HRWRA, such as the Goods Yard site, would have a significantly adverse impact on the viability of the wider regeneration of HRWRA because it would constrain options for the delivery of HRWRA and limit its ability to maximise the potential utilisation of the HRWRA and as a consequence reduce the ability to provide the full extent of infrastructure and community benefits envisaged by the AAP. Planning Policy SP1 of the Strategic Policies DPD makes it clear that the Council expects development in the Growth Areas (such as the HRWRA) to (inter alia), maximise site opportunities; provide the necessary infrastructure; and, be in accordance with the full range of the Council's planning policies and objectives. The social and



physical infrastructure required to support the development and growth planned through the Council's Local Plan is set out in the Council's Infrastructure Delivery Plan (IDP), particularly policy SP2.

It would be essential for the Council to allow Lendlease to consult and develop its proposals for the whole of the HRWRA so that a comprehensive understanding of the social and physical infrastructure required across the whole of the HRWRA is obtained. Only when such information is available will the Council be in a position to properly assess the precise infrastructure and community benefit costs required to deliver a scheme for the comprehensive redevelopment of the HRWRA and ascertain how such infrastructure and community benefits can be funded and delivered, alongside a viable development. Determining the Application in advance of having such information would clearly prejudice delivery of the wider regeneration of the HRWRA and the social and community benefits which policy demands.

Conclusion

The regeneration of the HRWRA is a priority for the Council. The Council's commitment to securing the comprehensive regeneration which policy requires is illustrated by its appointment of Lendlease in December 2017 as its development partner.

Lendlease is fully committed to delivering that comprehensive redevelopment and will soon be embarking on detailed consultation with the community to develop proposals which can form part of a planning application for the whole of the HRWRA.

It is crucial the Council do not undermine the delivery of that comprehensive development and the local benefits it would bring by granting consent for premature piecemeal development of the sort contained within the Application.

There a number of other issues arising from the Application in terms of its failure to comply with relevant development plan policy, but our main objective at this stage is to draw to your attention to our in-principle objection to the Application within the context of it being fundamentally in conflict with the policy objectives of securing and delivering a comprehensive viable redevelopment of the HRWRA.

We request that this representation will be taken into consideration in the determination of this application. If you have any questions regarding the above, please do not hesitate to contact Jonathan Emery on jonathan.emery@lendlease.com.

Yours sincerely,

A handwritten signature in black ink, appearing to be "JE", written over a light blue horizontal line.

Jonathan Emery
Managing Director, Property – Europe, Lendlease

Appendix 7B – HRWMF and Applicant’s Red Line Plan



HRWMF - Applicant site superimposed for illustrative proposes over plan area in red.



Image 8.1 - Indicative Image – High Road West Master Plan Framework. White Hart Lane (looking east)

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Report for:	Planning Sub Committee Date: 08 October 2018	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Dean Hermitage / Emma Williamson		
Lead Officers:	John McRory / Robbie McNaugher		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Iceland, Land at Brook Road, N22 HGY/2017/2886	Redevelopment of site and erection of four independent residential blocks providing 148 residential units.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Awaiting GLA Stage II approval. GLA reviewing amended energy information and S106 with applicant.	Samuel Uff	John McRory
Chocolate Factory, N22 HGY/2017/3020	Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 16 storeys. Mixed use development comprising 9,376 sqm of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 216 Class C3 residential units together with associated residential and commercial car parking, public realm works and access.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed. Awaiting GLA Stage II approval.	Martin Cowie / John McRory	John McRory
168 Park View Road HGY/2018/0076	Proposal for an additional residential floor comprising 1x 1 bed, 1x 2 bed and 1x 3 bed and extension of a residential unit on the second floor to an approved planning scheme (HGY/2015/3398) for part 2 and part 4 storey building to provide 12 residential units	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Tobias Finlayson	John McRory

APPLICATIONS SUBMITTED TO BE DECIDED				
Marks & Spencer 44-46 High Road	Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A5) plus associated site access, car and cycle parking, landscaping works and ancillary development.	To be reported to Members of Planning sub-committee – 8 th October 2018	Chris Smith	John McRory
Goods Yard Site 44-52 White Hart Lane HGY/2018/0187	330 residential units, 1,200m ² of non-residential floorspace, refurbish the locally listed Station Master's House	Non-determination appeal received. Putative reasons for refusal to be reported to committee on 8 th October 2018.	James Hughes	Robbie McNaugher
Coppetts Wood Hospital HGY/2018/1429	Section 73 planning application to remove basement-parking area from recent approval, and other minor amendments.	Delegated report being drafted. Chair has re-delegated decision to officers.	Chris Smith	John McRory
Mowlem Trading Estate HGY/2018/0683	Section 73 planning application - Variation of a Condition 2 (plans and specifications) attached to planning application ref. HGY/2014/1648 to: increase car parking to Unit A from 13 to 17; decrease no. of disabled parking bays from 2 to 1; secure parking area; external storage up to 5m proposed along the northern and eastern boundaries and parking island; and amendment to servicing.	Awaiting solicitors details	Laurence Ackrill	John McRory

Kwik Fit' 163 Tottenham Lane	Section 73 planning application - amendment to permitted scheme to allow Gym use in place of MOT / Garage	Potential minor amendments relating to private amenity space (gain only i.e. no loss) to be added and to be re-consulted upon	Tobias Finlayson	John McRory
423 West Green Road HGY/2018/1126	Proposed erection of four buildings of a maximum 6 storeys in height, and conversion of former public house, to provide a relocated Church and nursery, café, flexible use commercial unit (Use Class A1/A2/B1/D1/D2) and 83 residential units, associated car and cycle parking spaces (including within new basement) and improved connections to adjacent park	Application submitted, under assessment. Potential issues due to: lack of affordable (12%) and loss of former public house use (now bar/restaurant). Other minor issues where further information is required.	Chris Smith	John McRory
Tottenham Chances 399-401 High Road N17	Refurbishment of existing premises and extensions to provide 24 flats	Application to be validated as ownership issue has been resolved	Valerie Okeiyi	John McRory
Tottenham Hale Station	Various alterations to existing consent	Application submitted further justification for the changes has been requested.	Gareth Prosser	Robbie McNaugher
Wellbourne Centre, Ashley Road South and Tottenham Hale Island sites	Strategic Development Partner proposal for Tottenham Hale Masterplan. 5 mixed used proposal including retail, medical centre and residential.	Discussions affordable housing on going. December committee targeted.	James Hughes	Robbie McNaugher
159 Tottenham Lane	Variation of condition 2 (approved drawings), condition 8 (material), condition 5 (waste storage), condition 8 (cycle parking) and condition 24 (landscaping) attached to planning permission	Out to consultation until 03/10/2018	Valerie Okeiyi	John McRory

	HGY/2016/3176)			
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
48-54 High Road N22	Redevelopment of the site to create a part 6 storey and part 8 storey mixed use development over the existing retail units at ground floor to provide 76 residential dwellings, 2,800sqm of ground floor retail, 868sqm of first floor retail and office space.	Principle acceptable – in pre-application discussion; Revised scheme to be submitted.	Chris Smith	John McRory
Industrial Estate at Crawley Road	Three options for residential development ranging from 89, 84 and 77 residential units.	Principle acceptable subject to compliance with site allocation. Second pre-app being drafted. Will sign PPA – DMF, PAC and QRP (26/9) being arranged.	Chris Smith	John McRory
Former BHS, 22-42 High Road	Re-development of the site with a mix use development including a hotel	EIA Screening response sent. Submission of application imminent	Samuel Uff	John McRory
1-6 Crescent Mews, N22	Redevelopment of site to create residential development comprising approximately 30 residential units	Redevelopment acceptable in principle; Loss of employment requires justification. Density currently excessive	Valerie Okeiyi	John McRory
Former Newstead's Nursing Home, Broadlands Road	Proposed demolition and replacement of the former Newstead Nursing Home, including change of use from C2 to C3, to provide for nine new residential	Redevelopment and loss of vacant care home acceptable in principle. QRP support Concern over underdevelopment of the site.	Valerie Okeiyi	John McRory

Hornsey Parish Church, Cranley Gardens, N10	Retention of church and creation of additional community space and 15 residential units	Pre-application discussions taking place – principle acceptable. QRP raised a number of issues	Valerie Okeiyi	John McRory
Ashley Gardens	80 residential units as final part of Ashley Road South Masterplan.	Pre-application discussions taking place. Submission later in 2018	James Farrar	Robbie McNaugher
162 St Anns Road (Kerswell Close)	Re-development of the car-park area to provide new residential units. Pocket living development.	Pre-application meetings have taken place. Concerns with tenure mix and design. Further advice from drainage and carbon also required. DM Forum 4 th Oct Reporting to Oct committee as pre-app before submission. Not signing PPA.	Chris Smith	Robbie McNaugher
52 – 56 Millmead Road N17	External façade re-modelling, internal refurbishment and mezzanine extension to the existing distribution unit to provide new office accommodation.	Pre-application discussions taking place. Application to be submitted soon	Valerie Okeiyi	Robbie McNaugher
45-63 & 67 Lawrence Road N15	Proposed amendments to the approved scheme due to lack of agreement with the 3 rd party owner	Proposed amendments supported in principle. Submission of application imminent	Valerie Okeiyi	John McRory
Land to the east of Cross Lane	Proposed amendments to the scheme allowed on appeal including S106 discussions	Pre-application discussions taking place	Valerie Okeiyi	John McRory

		Submission of application imminent		
IN PRE-APPLICATION DISCUSSIONS				
48-50 Park Avenue, N22	Demolition of existing buildings and redevelopment of the site to provide 18 residential units, arranged of a single block of accommodation.	Demolition requires justification before principle of development is accepted	Chris Smith	John McRory
44-46 Hampstead Lane, Highgate	Demolition of 3 dwellings and construction of nursing home	Preapp sent - Concerns over demolition, scale and that public benefit would not outweigh impact on conservation area.	Samuel Uff	John McRory
Braemar Avenue Baptist Church, Braemar Avenue.	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions (204m2) and 16 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.	Pre-application discussions taking place - principle of demolition is considered acceptable subject to a high quality replacement building being built. The principle of residential is considered acceptable	Valerie Okeiyi	John McRory
25-27 Clarendon Road off Hornsey Park Road	The demolition of existing buildings and structures and the comprehensive mixed redevelopment of the site to deliver a new part 6, part 8 storey building comprising office (Class B1) and flexible retail/café (Class A1/A3) floor space on ground floor level and circa 50 residential units (Class C3) on upper floor levels.	Pre-application discussions taking place – principle acceptable – discussions around strategic planning of the site and surrounding area required.	Valerie Okeiyi	John McRory
Fortismere School, Tetherdown	Retention of school and introduction of residential land use	Principle likely acceptable subject to further details.	Valerie Okeiyi	John McRory

300-306 West Green Road N15	Demolition of existing buildings and erection of a part three/ part four / part five storey building comprising 868.4sqm of retail/builders merchants at ground and basement level, 331.7sqm of B1 office space at first floor level and nine residential flats at second, third and fourth floor levels	Pre-application discussions taking place - principle of demolition is considered acceptable subject to a high quality replacement building being built. The principle of a residential led mixed-use development on this site is considered acceptable. Concern over underdevelopment of the site.	Valerie Okeiyi	John McRory
Warehouse living proposals: Eade Road and Arena Design Centre sites, Haringey Warehouse District PRE/2017/0112	Warehouse Living proposals across several sites.	Principle maybe acceptable but a more comprehensive approach is required to satisfy the Warehouse Living Policy.	Martin Cowie	Robbie McNaugher
Peacock Industrial Estate, White Hart Lane	Mixed use scheme of 282 residential units and 3000 sqm commercial/retail space.	Pre-application meeting has taken place, concerns raised with regard to compliance with the AAP allocation for the site and lack of comprehensive development.	James Hughes	Robbie McNaugher
22, 22a & 24 Broadlands Road and 13 Denewood	Revised scheme for circa 35 retirement apartments that now retains buildings based on previous advice as they positively contribute to the Highgate	Follow-up to PRE/2017/0387 Meeting held 05/07 Further revisions required	Tobias Finlayson	John McRory

Road	CA.	QRP 08/08		
Earlham Primary School PRE/2018/0160	EFA proposal for replacement 2-storey new school. Require use of adjoining playing fields (MOL) for temporary construction compound and access as well as temporary school play area.	Follow up meeting from PRE/2017/0186. Meeting held 31/07 – design needs improvement QRP meeting held 12 /09	Tobias Finlayson	John McRory
157-159 Hornsey Park Road	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Early pre-application discussions taking place	Valerie Okeiyi	John McRory
Northwood Hall	Erection of an additional storey to existing building to provide 24 residential units	Pre-application discussions taking place.	Martin Cowie	John McRory
Ashley House, 235-239 High Road	Redevelopment of site to provide a mixed used (residential and commercial) building up to 20 storeys in height.	Principle acceptable, in discussion on employment space and building heights.	Valerie Okeiyi	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-application meeting has taken place. Concerns remain around a lack of comprehensive development.	James Hughes	Robbie McNaugher
High Road West	Comprehensive redevelopment of site for residential led mixed-use development in line with 2014 Masterplan.	Early pre-application discussions taking place.	Martin Cowie	Robbie McNaugher
Lynton Road/Park Road	Demolition of existing buildings and redevelopment of the site to create a mixed-use development comprising employment floor space and new residential accommodation circ. 88 units.	Principle acceptable – in pre-application discussion; Revised scheme to be submitted	Tobias Finlayson	John McRory

<p>555 White Hart Lane N17 PRE/2018/0211</p>	<p>Redevelopment of White Hart Lane Service Station and associated shop to mixed use scheme. Various options including</p> <p>Opt 1: Retail & 9 Number residential Apartments Opt 2: Retail Supermarket Opt 3: Retail Supermarket Opt 4: Retail & Petrol Station Opt 5: Residential - 9 Terraced houses Opt 6: Retail, Petrol station & 9 no Residential apartments</p>	<p>Awaiting confirmation of meeting date.</p>	<p>Tobias Finlayson</p>	<p>John McRory</p>
<p>The National Hotel 17- 19 Queens Avenue N10 3PE PRE/2018/0213</p>	<p>Demolition of the existing garages to the rear of the site and the change of use of the building from a hotel (Class C1) to residential, together with a single storey rear extension, installation of 2 no. flat roof rear dormers, and minor external alterations to create 5 x 1-bed, 8 x 2-bed and 2 x 3-bed (duplex) flats, reconfiguration of existing car parking to rear and provision of cycle parking, landscaping and other associated works</p>	<p>Awaiting pre-application meeting on 11/10.</p>	<p>Tobias Finlayson</p>	<p>John McRory</p>
<p>90 Fortis Green N2 9EY PRE/2018/0214</p>	<p>The Proposal seeks the following development:</p> <p>Demolition of the existing buildings to allow the erection of two residential buildings (Class C3) of part 4, part-5, and part-6 storeys to provide 71 residential units with associated open space, disabled car parking and landscaping.</p>	<p>Awaiting confirmation of meeting date.</p>	<p>Tobias Finlayson</p>	<p>John McRory</p>

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 27/08/2018 AND 21/09/2018

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

In addition application case files are available to view print and download free of charge via the Haringey Council website:
www.haringey.gov.uk

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility .
Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 5504,
9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward :

Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

Recomendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

WARD: **Alexandra****FUL Applications Decided: 9**

Application No:	HGY/2018/1587	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	17/09/2018
Location:	119 Durnsford Road N11 2EL		
Proposal:	Conversion at first and second floor levels to form 3 x 2 bedroom flats; self-containment of accommodation at basement and ground floor level as a single unit; including a rear extension at first floor level; loft conversion at second floor level with dormer windows to side and rear elevations; one rooflight to front roofslope; and staircase and door to flank elevation.		
Application No:	HGY/2018/1903	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/08/2018
Location:	159 Albert Road N22 7AQ		
Proposal:	Insertion of first floor rear door with spiral staircase and balustrade, to provide access to rear garden, insertion of 3 rear rooflights.		
Application No:	HGY/2018/1954	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/08/2018
Location:	253 Victoria Road N22 7XH		
Proposal:	Erection of single storey ground floor rear extension.		
Application No:	HGY/2018/1989	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/08/2018
Location:	Ground Floor Flat 42 Muswell Road N10 2BG		
Proposal:	Erection of single storey ground floor rear extension.		
Application No:	HGY/2018/2024	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	11/09/2018
Location:	55 Windermere Road N10 2RD		
Proposal:	Erection of rear dormer, installation of two front and one rear rooflights.		
Application No:	HGY/2018/2138	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	07/09/2018
Location:	108 Alexandra Park Road N10 2AE		
Proposal:	Replacement of existing prefab garage with two storey building at lower ground and ground floor level, housing artist studio		
Application No:	HGY/2018/2150	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	29/08/2018
Location:	4 Palace Mansions Bedford Road N22 7BS		
Proposal:	Replacement of single glazed, wooden framed windows with new double glazed, UPVC windows		
Application No:	HGY/2018/2163	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	30/08/2018
Location:	141 Victoria Road N22 7XH		

Proposal: Single storey rear extension and alterations to create a sunken patio and garden access; alterations to side extension and conversion of garage to residential living accommodation in conjunction with alterations to the garage façade; hip to gable and rear dormer roof extensions; and alterations to first floor rear elevation fenestration.

Application No: **HGY/2018/2253** Officer: Sean McCawley

Decision: GTD Decision Date: 06/09/2018

Location: 69 Windermere Road N10 2RD

Proposal: Erection of a single storey, side/rear extension

LBC Applications Decided: 1

Application No: **HGY/2018/2293** Officer: Christopher Smith

Decision: GTD Decision Date: 12/09/2018

Location: Alexandra Palace Alexandra Palace Way N22 7AY

Proposal: Listed Building Consent for a temporary artwork installation on the new concrete screed areas of the East Court floor

NON Applications Decided: 2

Application No: **HGY/2018/2528** Officer: Samuel Uff

Decision: GTD Decision Date: 13/09/2018

Location: Flat A 61 The Avenue N10 2QG

Proposal: Non-material amendment to alter the description to include the wording of planning permission 2018/0897 ""Proposed single storey rear extension in association with extension of terrace and associated balustrade and alterations to external staircase" to include "replacement of existing first floor balcony""

Application No: **HGY/2018/2766** Officer: Laurence Ackrill

Decision: GTD Decision Date: 19/09/2018

Location: Garage Court Rear of 59-81 Alexandra Road N10

Proposal: Non-material amendment following a grant of planning permission HGY/2016/1159 involving raising of window sills to ground floor WC and bathroom on front elevation and window to stairs on rear elevation lowered.

PNE Applications Decided: 1

Application No: **HGY/2018/2507** Officer: Laina Levassor

Decision: PN NOT REQ Decision Date: 21/09/2018

Location: 55 Outram Road N22 7AB

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 2.9m

RES Applications Decided: 2

Application No: **HGY/2018/1421** Officer: Samuel Uff

Decision: GTD Decision Date: 13/09/2018

Location: Garage Court Rear of 59-81 Alexandra Road N10 2EY

Proposal: Approval of details pursuant to condition 6a (site investigation) attached to planning permission HGY/2016/1159

Application No: **HGY/2018/2180** Officer: Laurence Ackrill

Decision: GTD Decision Date: 30/08/2018

Location: 89 Dukes Avenue N10 2QD

Proposal: Approval of details pursuant to condition 5 (provision of refuse and waste storage and recycling facilities) attached to planning permission HGY/2016/3165

Total Applications Decided for Ward: 15

WARD: Bounds Green

CLUP Applications Decided: 1

Application No: **HGY/2018/2499** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 21/09/2018
 Location: 56 Woodfield Way N11 2NS
 Proposal: Certificate of lawfulness for a proposed single storey rear extension and roof extension involving hip to gable and rear dormer with front elevation rooflights

FUL Applications Decided: 9

Application No: **HGY/2018/2094** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/08/2018
 Location: 17 Lascotts Road N22 8JG
 Proposal: Conversion of dwelling into 1x 3 bed flat and 1x 2 bed flats in conjunction with single storey rear infill extension

Application No: **HGY/2018/2173** Officer: Roland Sheldon
 Decision: GTD Decision Date: 29/08/2018
 Location: 35 Queens Road N11 2QP
 Proposal: Erection of single storey ground floor side to rear extension.

Application No: **HGY/2018/2176** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 28/08/2018
 Location: 37B Palmerston Road N22 8QH
 Proposal: Demolition of existing garage/studio and the construction of a one bedroom detached bungalow with garden and patio bin and cycle storage

Application No: **HGY/2018/2197** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 06/09/2018
 Location: 92 Truro Road N22 8DN
 Proposal: Single storey side infill and rear extension.

Application No: **HGY/2018/2261** Officer: Sean McCawley
 Decision: GTD Decision Date: 14/09/2018
 Location: 13 Buckingham Road N22 7SR
 Proposal: The removal of an existing rear lean-to extension; the erection of a single storey side extension; the creation of a terrace over existing garage with associated metal balustrade, railings and staircase; the rebuilding of west garden fence; and repairs to west elevation brickwork

Application No: **HGY/2018/2319** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 13/09/2018
 Location: 32 Parkdale Bounds Green Road N11 2HB
 Proposal: Conversion of existing garage to habitable room to enlarge existing 1 bed flat to a 2 bed flat

Application No: **HGY/2018/2338** Officer: Sean McCawley
 Decision: GTD Decision Date: 17/09/2018
 Location: 6 Noel House 78 Finsbury Road N22 8PF
 Proposal: Formation of rear dormer & side dormer & insertion of three rooflights to front roof slope

Application No: **HGY/2018/2446** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 19/09/2018
 Location: 56 Woodfield Way N11 2NS
 Proposal: Single storey rear extension

Application No: **HGY/2018/2452** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 19/09/2018
 Location: Flat B 87 Truro Road N22 8DH
 Proposal: Loft conversion featuring a dormer to the rear roof slope and 2 Velux roof lights to the front roof slope.

PNE Applications Decided: 1

Application No: **HGY/2018/2484** Officer: Laina Levassor
 Decision: GTD Decision Date: 17/09/2018
 Location: 91 Whittington Road N22 8YR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.45m and for which the height of the eaves would be 2.55m

RES Applications Decided: 5

Application No: **HGY/2018/2262** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/09/2018
 Location: Garages to the rear of Embassy Court Bounds Green Road N11 2HA
 Proposal: Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2017/3218.

Application No: **HGY/2018/2264** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/09/2018
 Location: Garages to the rear of Embassy Court Bounds Green Road N11 2HA
 Proposal: Approval of details pursuant to condition 4 (Hard Landscaping) attached to planning permission HGY/2017/3218.

Application No: **HGY/2018/2265** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/09/2018
 Location: Garages to the rear of Embassy Court Bounds Green Road N11 2HA
 Proposal: Approval of details pursuant to condition 5 (Boundary Treatments) attached to planning permission HGY/2017/3218.

Application No: **HGY/2018/2266** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 06/09/2018
 Location: Garages to the rear of Embassy Court Bounds Green Road N11 2HA
 Proposal: Approval of details pursuant to part (a) of Condition 6 (Contaminated Land) attached to planning permission HGY/2017/3218.

Application No: **HGY/2018/2267** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 11/09/2018
 Location: Garages to the rear of Embassy Court Bounds Green Road N11 2HA
 Proposal: Approval of details pursuant to condition 8 (Dust) attached to planning permission HGY/2017/3218.

Total Applications Decided for Ward: 16WARD: **Bruce Grove**

CLDE Applications Decided: 2

Application No: **HGY/2018/2212** Officer: Neil McClellan
 Decision: REF Decision Date: 30/08/2018
 Location: 136 Arnold Road N15 4JH
 Proposal: Certificate of Lawfulness for the use of the outbuilding to the rear of 136 Arnold Road as a self-contained flat.

Application No: **HGY/2018/2227** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/09/2018
 Location: 87 Bruce Grove N17 6UZ
 Proposal: Certificate of Lawfulness for Existing use of 87 Bruce Grove as a HMO for up to 6 occupants (C4 Use Class)

CLUP Applications Decided: 4

Application No: **HGY/2018/2459** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 31/08/2018
 Location: 278 Mount Pleasant Road N17 6EZ
 Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate a loft conversion and insertion of rooflight

Application No: **HGY/2018/2497** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 30/08/2018
 Location: 24 Strode Road N17 6TZ
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and repositioning of 2 x rooflights to the front roofslope.

Application No: **HGY/2018/2530** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 30/08/2018
 Location: 36 Gloucester Road N17 6DH
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 3 x rooflights to the front roofslope.

Application No: **HGY/2018/2639** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 05/09/2018
 Location: 20 Linley Road N17 6RP
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roofslope.

FUL Applications Decided: 4

Application No: **HGY/2018/1654** Officer: Sarah Madondo
 Decision: REF Decision Date: 05/09/2018
 Location: 113 Broadwater Road N17 6EP
 Proposal: Loft conversion with a mansard roof.

Application No: **HGY/2018/1888** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/09/2018
 Location: 21 Lordship Lane N17 6TA
 Proposal: Erection of a single storey rear extension to existing one-bedroom flat and conversion and amalgamation of two existing studio flats on first floor into one single one-bedroom flat.

Application No: **HGY/2018/2260** Officer: Jake Atkins
 Decision: GTD Decision Date: 10/09/2018
 Location: 87 Bruce Grove N17 6UZ
 Proposal: Demolition of existing outbuilding and side extension. Erection of a new side and rear extension. Creation of self contained 1 bedroom ground floor flat.

Application No: **HGY/2018/2399** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 18/09/2018
 Location: 27 Wimborne Road N17 6EU
 Proposal: New dwelling house adjacent to no. 27 Wimborne Road. Loft conversion with a rear dormer window and single storey rear extension to existing house.

LBC Applications Decided: 1

Application No: **HGY/2018/2387** Officer: Lucy Morrow
 Decision: GTD Decision Date: 10/09/2018
 Location: 117 Bruce Grove N17 6UR
 Proposal: Listed Building Consent for conservation cleaning of structural steels to establish their structural condition.

PNE Applications Decided: 1

Application No: **HGY/2018/2175** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 30/08/2018
 Location: 54 St Margarets Road N17 6TY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m

Total Applications Decided for Ward: 12WARD: **Crouch End****ADV Applications Decided: 2**

Application No: **HGY/2018/1925** Officer: Samuel Uff
 Decision: REF Decision Date: 14/09/2018
 Location: 2-4 The Broadway N8 9SN
 Proposal: Advertisement consent for relocation of projecting sign

Application No: **HGY/2018/2271** Officer: James Hughes
 Decision: GTD Decision Date: 28/08/2018
 Location: Hornsey Town Hall The Broadway N8 9JJ
 Proposal: Advertisements for the Marketing Suite, residential apartments, art centre and new hotel approved under planning permission HGY/2017/2220. Advertisements located above and by the entrance of the Marketing Suite in the Broadway Annex, on a lamp post west of the Town Square and by the west wing of Hornsey Town Hall.

COND Applications Decided: 1

Application No: **HGY/2018/2151** Officer: Matthew Gunning
 Decision: GTD Decision Date: 05/09/2018
 Location: 11 Claremont Road N6 5DA
 Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2016/2615 in order to introduce alterations to the layout and design of the roof terrace

FUL Applications Decided: 11

Application No:	HGY/2018/1951	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	28/08/2018
Location:	41 Avenue Road N6 5DF		
Proposal:	Erection of part single, part 3-storey side, and part single, part 2-storey rear extension.		
Application No:	HGY/2018/1994	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	29/08/2018
Location:	15 Briston Grove N8 9EX		
Proposal:	Enclose the side return with a glass roofed extension. Demolish the existing timber clad garden extension that extends 1.3m into garden and replace with matching brick extension on same footprint and no higher at boundary with number 13 Briston Grove. Increase the width of a ground floor window opening to the rear elevation. Extend the lower floor level in the basement by 1.5m along a 6m length, removing part of the existing concrete step in level. Add 2 No. windows to the front basement area and increase the size of an existing basement window, with minor alteration to the external ground level to the front. Add 2 No. rooflights to the front slope. Replace single glazing with double glazing, retaining window frames. Refurbish the property internally throughout.		
Application No:	HGY/2018/2025	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/09/2018
Location:	Land rear of 62 Shepherds Hill N6 5RN		
Proposal:	Retention of existing garden studio building.		
Application No:	HGY/2018/2107	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/08/2018
Location:	85 Priory Gardens N6 5QU		
Proposal:	Proposed garden outbuilding as a fitness studio.		
Application No:	HGY/2018/2152	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	06/09/2018
Location:	8 Avenue Road N6 5DW		
Proposal:	Renewal of application HGY/2015/0046 which has recently expired plus amendment to include conversion of two windows in Flat 1 to a larger single window. HGY/2015/0046 was for erection of single storey garden room and replacement of the single glazing to communal and Flat 1 windows with double glazing.		
Application No:	HGY/2018/2153	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	06/09/2018
Location:	Flat A 22 Drylands Road N8 9HN		
Proposal:	Proposed single story side and rear extension		
Application No:	HGY/2018/2154	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	03/09/2018
Location:	21 Fairfield Road N8 9HG		
Proposal:	Proposed single storey side infill extension. Alteration to remove side door and replace with a window.		
Application No:	HGY/2018/2174	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	06/09/2018
Location:	79b Ferme Park Road N8 9SA		
Proposal:	Demolition of existing conservatory and construction of new rear single storey extension. Replacement of adjoining roof to match extension.		

Application No: **HGY/2018/2219** Officer: Samuel Uff
 Decision: GTD Decision Date: 13/09/2018
 Location: Flat 7 19 Stanhope Road N6 5AW
 Proposal: Addition of a roof terrace to the rear dormer and associated alterations to roof level.

Application No: **HGY/2018/2268** Officer: Sean McCawley
 Decision: GTD Decision Date: 10/09/2018
 Location: Flat 1 125 Crouch Hill N8 9QN
 Proposal: Insertion of Crittall window and door to rear and side elevation and roof light to kitchen

Application No: **HGY/2018/2300** Officer: Roland Sheldon
 Decision: GTD Decision Date: 11/09/2018
 Location: 20 Landrock Road N8 9HL
 Proposal: Erection of a single-storey ground floor side return extension to the back of a mid terrace house.

LCD Applications Decided: 2

Application No: **HGY/2018/2181** Officer: Lucy Morrow
 Decision: GTD Decision Date: 06/09/2018
 Location: Hornsey Central Library Haringey Park N8 9JA
 Proposal: Replacement of existing boiler and oil tank requiring removal of one internal wall and construction of one new external gas meter room to be built from brick to match existing. Existing windows/louvres to new external gas meter to be removed and the openings filled using block to match existing. Removal of three existing high level windows and their replacement with one high level window to match existing and one steel louvred door. Removal of two existing high level windows and one high level aluminium louvre and their replacement with three aluminium louvres. Replacement of one low level aluminium louvre.

Application No: **HGY/2018/2433** Officer: Matthew Gunning
 Decision: GTD Decision Date: 20/09/2018
 Location: Highgate Wood School Montenotte Road N8 8RN
 Proposal: New temporary modular classrooms with a store (3 years)

PNC Applications Decided: 1

Application No: **HGY/2018/2513** Officer: Matthew Gunning
 Decision: GTD Decision Date: 21/09/2018
 Location: 33A Mount View Road N4 4SS
 Proposal: Prior Approval for a change of use of the 1st floor property from offices (B1) to a self-contained residential dwelling (C3).

RES Applications Decided: 3

Application No: **HGY/2018/1262** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/09/2018
 Location: Garages adjacent to 13 Clifton Road N8 8HY
 Proposal: Approval of details pursuant to condition 5 (Piling Works) attached to planning permission HGY/2016/2653

Application No: **HGY/2018/2205** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 13/09/2018
 Location: 163 Tottenham Lane N8 9BT
 Proposal: Approval of details pursuant to condition 18 (CHP & Boiler facilities) attached to planning permission HGY/2017/2001

Application No: **HGY/2018/2206** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/08/2018
 Location: 163 Tottenham Lane N8 9BT
 Proposal: Approval of details pursuant to condition 19 (gas boilers) attached to planning permission HGY/2017/2001

TPO Applications Decided: 3

Application No: **HGY/2017/3208** Officer: Roland Sheldon
 Decision: GTD Decision Date: 10/09/2018
 Location: 4 Stanhope Gardens N6 5TS
 Proposal: Works to trees protected by a Group TPO:
 3 Hawthorn: Crown reduce in height by 2m back to most recent reduction points.
 (Remaining tree works detailed on application form to be dealt with under a Section 211 Notice)

Application No: **HGY/2018/2141** Officer: Matthew Gunning
 Decision: GTD Decision Date: 04/09/2018
 Location: 15 Coolhurst Road N8 8EP
 Proposal: Works to tree protected by a TPO: Oak tree in number 15- Crown reduction of approximately two metres on all aspects of tree, thin by

Application No: **HGY/2018/2245** Officer: Matthew Gunning
 Decision: GTD Decision Date: 10/09/2018
 Location: Highgate Spinney Crescent Road N8 8AR
 Proposal: Works to tree protected by a TPO:
 T1 Sycamore: remove branches overhanging balcony of building

Total Applications Decided for Ward: 23WARD: **Fortis Green****CLUP Applications Decided: 2**

Application No: **HGY/2018/2483** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 17/09/2018
 Location: 51 Lanchester Road N6 4SX
 Proposal: Certificate of Lawfulness for alterations to the ground floor rear including replacement of existing bay window, replacement of 2 x windows with doors, replacement of 1 x window and replacement of 2 x doors.

Application No: **HGY/2018/2495** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 10/09/2018
 Location: 8 Creighton Avenue N10 1NU
 Proposal: Certificate of Lawfulness for proposed single storey rear extension, formation of rear dormer hip to gable and insertion of rooflights

FUL Applications Decided: 10

Application No:	HGY/2018/2101	Officer:	Mercy Oruwari
Decision:	REF	Decision Date:	04/09/2018
Location:	Flats 1-5, 36 Tetherdown N10 1NB		
Proposal:	Replacement of existing windows and rear door with new timber double glazed windows and rear door.		
Application No:	HGY/2018/2172	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	29/08/2018
Location:	22 Marriott Road N10 1JJ		
Proposal:	Construction of a first floor rear extension		
Application No:	HGY/2018/2215	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	20/09/2018
Location:	3 Eastern Road N2 9LD		
Proposal:	Construction of a single storey side and rear conservatory extension and the insertion of an upper floor side elevation window		
Application No:	HGY/2018/2243	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	10/09/2018
Location:	Flat 26 Whittington Court Aylmer Road N2 0BT		
Proposal:	Replacement of existing non original timber windows/ French doors to a second floor flat at No 26 Whittington Court with new double glazed thin section aluminium, mimicking the layout, opening style, colour and glazing bar layout of the original.		
Application No:	HGY/2018/2270	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	10/09/2018
Location:	Ground Floor Flat 25 Midhurst Avenue N10 3EP		
Proposal:	Erection of a rear garden outbuilding		
Application No:	HGY/2018/2273	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	14/09/2018
Location:	52 Lanchester Road N6 4TA		
Proposal:	Removal of existing front canopy extension and erection of a single storey front extension; erection of a two storey side/rear extension, increase in height to part of the main roof, formation of crown roof and insertion of 5no. roof lights; formation of 1no. dormer window to front roof slope and 2no. dormer windows to rear roof slope; removal of 2no. existing chimney breasts; alterations to rear and side fenestration.		
Application No:	HGY/2018/2360	Officer:	Sean McCawley
Decision:	GTD	Decision Date:	12/09/2018
Location:	8 Creighton Avenue N10 1NU		
Proposal:	Erection of a first floor side extension and single storey rear extension at lower ground floor level		
Application No:	HGY/2018/2376	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	18/09/2018
Location:	1 Woodberry Crescent N10 1PJ		
Proposal:	Alterations to existing separate side and rear dormer roof extensions to form single 'wrap-around' side and rear dormer roof extension		

Application No: **HGY/2018/2377** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 18/09/2018
 Location: 1 Woodberry Crescent N10 1PJ
 Proposal: Erection of a larger replacement single storey side and rear extension, enlargement of existing basement, and excavation of rear garden lightwell/terrace

Application No: **HGY/2018/2496** Officer: Roland Sheldon
 Decision: REF Decision Date: 21/09/2018
 Location: Shop 17 Aylmer Parade N2 0PE
 Proposal: Change of use of ground floor property from A1 (Retail) to D1 (Veterinary Surgery) including ancillary A1 (for sale of pet goods and accessories) and alterations to the existing shop front.

NON Applications Decided: 2

Application No: **HGY/2018/2589** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 31/08/2018
 Location: Flat 1 7 Creighton Avenue N10 1NX
 Proposal: Non-material amendment following a grant of planning permission HGY/2018/0761 involving the replacement of the roof lantern with pitched rooflight

Application No: **HGY/2018/2605** Officer: Matthew Gunning
 Decision: GTD Decision Date: 21/09/2018
 Location: 69 Grand Avenue N10 3BS
 Proposal: Non-material amendment following a grant of planning permisison HGY/2018/1343 affecting roof light to side extension and size of windows at first floor level to rear projection. To clarify, the rear projection is to be demolished and rebuilt to the same footprint

PNE Applications Decided: 2

Application No: **HGY/2018/2364** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 20/09/2018
 Location: 97 Coppetts Road N10 1JH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/2505** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 21/09/2018
 Location: 9 Church Vale N2 9PB
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.9m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 2

Application No: **HGY/2018/2078** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 31/08/2018
 Location: 35 Eastern Road N2 9LB
 Proposal: Approval of details pursuant to condition 4 (reduction in carbon (CO2) emissions) attached to planning permission HGY/2015/1820

Application No: **HGY/2018/2079** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 11/09/2018
 Location: 35 Eastern Road N2 9LB
 Proposal: Approval of details pursuant to condition 10 (remediation of contamination) attached to planning permission HGY/2015/1820

Total Applications Decided for Ward: 18WARD: **Harringay****CLUP Applications Decided: 1**

Application No: **HGY/2018/2771** Officer: Laina Levassor
 Decision: PERM REQ Decision Date: 19/09/2018
 Location: 13 Lausanne Road N8 0HJ
 Proposal: Certificate of Lawfulness for proposed single storey rear extension

FUL Applications Decided: 3

Application No: **HGY/2018/1974** Officer: Roland Sheldon
 Decision: GTD Decision Date: 30/08/2018
 Location: 13 Lothair Road South N4 1EN
 Proposal: Proposed single storey ground floor side to rear extension.

Application No: **HGY/2018/2298** Officer: Roland Sheldon
 Decision: GTD Decision Date: 10/09/2018
 Location: Ground Floor Flat 20 Burgoyne Road N4 1AD
 Proposal: Erection of single storey ground floor side infill extension.

Application No: **HGY/2018/2384** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 14/09/2018
 Location: 517 Green Lanes N4 1AP
 Proposal: Proposed change of use of the ground floor from former bank premises [A2] to a dental surgery [D1].

NON Applications Decided: 1

Application No: **HGY/2018/2722** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/09/2018
 Location: Ground Floor Flat 112 Wightman Road N4 1RN
 Proposal: Proposed alterations to materials of flat roof and external walls of extension approved under HGY/2018/1377.

PNC Applications Decided: 1

Application No: **HGY/2018/2429** Officer: Laurence Ackrill
 Decision: PN NOT REQ Decision Date: 12/09/2018
 Location: 87B Cavendish Road N4 1RR
 Proposal: Notification for Prior Approval for a Proposed Change of Use of a building from Office Use (Class B1(a)) to a Dwellinghouse (Class C3)

RES Applications Decided: 2

Application No: **HGY/2018/1674** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 03/09/2018
 Location: Railway Approach Hampden Road N8 0HG
 Proposal: Approval of details pursuant to condition 31 (playspace design) attached to planning permission HGY/2016/1573

Application No: **HGY/2018/2632** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/09/2018
 Location: Railway Approach Hampden Road N8 0HG
 Proposal: Approval of details pursuant to condition 23 (drainage system maintenance) attached to planning permission HGY/2016/1573

Total Applications Decided for Ward: 8

WARD: **Highgate**

FUL Applications Decided: 7

Application No: **HGY/2018/1695** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/09/2018
 Location: Laundrette 337-339 Archway Road N6 5AA
 Proposal: Construction of a single storey side and rear extension and internal alterations to extend one existing self-contained residential unit.

Application No: **HGY/2018/1947** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/09/2018
 Location: 10 Grange Road N6 4AP
 Proposal: Construction of a single storey rear extension, following the demolition of an existing rear projection. Re-build of boundary timber privacy screen

Application No: **HGY/2018/1961** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/09/2018
 Location: Flat 2 40 Southwood Avenue N6 5RZ
 Proposal: Conversion of 1 residential flat into 2 flats following internal alterations.

Application No: **HGY/2018/2147** Officer: Samuel Uff
 Decision: GTD Decision Date: 29/08/2018
 Location: 7 Sheldon Avenue N6 4JS
 Proposal: Erection of single storey rear outbuilding and associated decking.

Application No: **HGY/2018/2202** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 03/09/2018
 Location: 25 Cholmeley Crescent N6 5EZ
 Proposal: Replacement of white-painted roughcast render to front elevation with white-painted smooth render.

Application No: **HGY/2018/2331** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 11/09/2018
 Location: Garden Flat 32 Milton Avenue N6 5QE
 Proposal: Construction of a single storey rear extension to garden flat

Application No: **HGY/2018/2439** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 11/09/2018
 Location: 41 Talbot Road N6 4QS
 Proposal: Erection of single storey rear extension

LBC Applications Decided: 2

Application No: **HGY/2018/1463** Officer: Samuel Uff
 Decision: GTD Decision Date: 17/09/2018
 Location: Archway Bridge Hornsey Lane N6
 Proposal: Listed Building Consent for erection of stainless steel anti-suicide fencing along the bridge in front of the existing fence and in front of the bridge parapets, and removal of the previously installed wire mesh along the bridge fence and spikes on the end and central plinths.

Application No: **HGY/2018/2336** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/09/2018
 Location: 1 Park House Passage N6 4BY
 Proposal: Alterations to the internal layout involving a reception room partition wall and an internal door on the ground floor. Reposition the existing partition wall between the ground floor WC and the ground floor reception room to allow the addition of a shower to the ground floor WC. Reposition the existing partition wall that divides the two bedrooms on the first floor.

RES Applications Decided: 2

Application No: **HGY/2018/2249** Officer: Matthew Gunning
 Decision: GTD Decision Date: 21/09/2018
 Location: 16 Hampstead Lane N6 4SB
 Proposal: Approval of details pursuant to condition 3 (specification and position of the fencing for the protection of any retained tree) attached to planning permission HGY/2015/3759

Application No: **HGY/2018/2451** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 07/09/2018
 Location: 6 Stormont Road N6 4NL
 Proposal: Approval of details pursuant to conditions 4 (Demolition works) & 6 (Construction Management Plan) attached to planning permission HGY/2018/0929.

TPO Applications Decided: 2

Application No: **HGY/2018/2144** Officer: Matthew Gunning
 Decision: GTD Decision Date: 04/09/2018
 Location: 20C Broadlands Road N6 4AN
 Proposal: Works to trees protected by TPOs: T1 and T2-Two Lime trees- Crown reduction back to most recent pruning points, removal of epicormic and basal sprouts.

Application No: **HGY/2018/2248** Officer: Matthew Gunning
 Decision: GTD Decision Date: 21/09/2018
 Location: 42 Southwood Avenue N6 5RZ
 Proposal: Works to tree protected by a TPO: T1 Bay: Overhanging from 44 Southwood Avenue. Reduce the overhang by 1.00-1.50m, approximately in line with stair rail, as is practicable whilst preserving tree health. Reason - Recently pruned with several large branches overhanging 42 Southwood Avenue having been missed causing an unbalanced crown structure. (Please note that all other specified works will be dealt with separately under a Section 211 "Six Week" Notice)

Total Applications Decided for Ward: 13WARD: **Hornsey****ADV Applications Decided: 1**

Application No: **HGY/2018/2309** Officer: Roland Sheldon
 Decision: GTD Decision Date: 12/09/2018
 Location: Elsie Cafe 10 Priory Road N8 7RD
 Proposal: Proposed replacement fascia sign with centrally fixed illuminated individual lettering in metal surrounds. Proposed hanging projecting signboard with grey painted timber board and painted lettering (non illuminated).

CLUP Applications Decided: 1

Application No: **HGY/2018/2191** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 06/09/2018
 Location: 24 Rathcoole Avenue N8 9NA
 Proposal: Certificate of lawfulness for the erection of outbuilding in rear garden.

FUL Applications Decided: 4

Application No: **HGY/2018/1764** Officer: Sean McCawley
 Decision: GTD Decision Date: 06/09/2018
 Location: 8 Harvey Road N8 9PA
 Proposal: Replacement of all existing external front doors with composite units.

Application No: **HGY/2018/1982** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 13/09/2018
 Location: Ground Floor Flat 21 Church Lane N8 7BU
 Proposal: Erection of outbuilding in rear garden in connection with ground floor flat

Application No: **HGY/2018/1983** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/09/2018
 Location: 17 Glebe Road N8 7DA
 Proposal: Erection of single storey rear infill extension; increase in width of existing rear dormer window; and installation of new rooflight to basement

Application No: **HGY/2018/2201** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 30/08/2018
 Location: 122 Rathcoole Gardens N8 9PG
 Proposal: Construction of a ground floor rear side extension following the removal of existing rear extension. Juliet balcony to rear first floor bedroom and reconfiguration of existing two flats into a single family dwellinghouse.

RES Applications Decided: 3

Application No: **HGY/2018/1804** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/08/2018
 Location: Land to the East of Cross Lane N8 7SA
 Proposal: Approval of details pursuant to condition 12 (Construction Management Plan and Construction Logistics Plan) attached to Appeal Reference APP/Y5420/W/16/3165389 (original Haringey planning reference HGY/2016/0086)

Application No: **HGY/2018/2005** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 30/08/2018
 Location: Land to the East of Cross Lane N8 7SA
 Proposal: Approval of details pursuant to condition 18 (energy strategy) attached to Appeal Reference APP/Y5420/W/16/3165389 (original Haringey planning reference HGY/2016/0086)

Application No: **HGY/2018/2721** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 21/09/2018
 Location: Hornsey Reuse and Recycling Centre High Street N8 7QB
 Proposal: Approval of details pursuant to condition 33 (Level 4 of the Code for Sustainable Homes) attached to planning permission HGY/2013/2019

Total Applications Decided for Ward: 9

WARD: Muswell Hill

FUL Applications Decided: 8

Application No: **HGY/2018/1765** Officer: Sean McCawley
 Decision: GTD Decision Date: 07/09/2018
 Location: 84 Etheldene Avenue N10 3QB
 Proposal: Erection of a rear dormer roof extension

Application No: **HGY/2018/2044** Officer: Roland Sheldon
 Decision: GTD Decision Date: 30/08/2018
 Location: 56A Church Crescent N10 3NE
 Proposal: Installation of a detached timber garden room

Application No: **HGY/2018/2178** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/09/2018
 Location: Londis K & K Store 306 Park Road N8 8LA
 Proposal: Ground floor rear extension and alteration to the shop front.

Application No: **HGY/2018/2189** Officer: Roland Sheldon
 Decision: GTD Decision Date: 04/09/2018
 Location: 18 + 20 Danvers Road N8 7HH
 Proposal: Demolition of existing rear projections, erection of single storey ground floor rear extensions to nos. 18-20 Danvers Road.

Application No: **HGY/2018/2284** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 29/08/2018
 Location: First Floor Flat 46 Farrer Road N8 8LB
 Proposal: Formation of hip-to-gable roof extension and associated formation of rear roof dormer extension on enlarged rear roof slope; installation of roof lights on front roof slope

Application No: **HGY/2018/2285** Officer: Roland Sheldon
 Decision: GTD Decision Date: 20/09/2018
 Location: Basement 30 Church Crescent N10 3NE
 Proposal: Excavation to create 3 bedroom basement flat, creation of front and rear lightwells with new front stairway and front door to basement flat, erection of spiral staircase, glazed basement walkway and basement courtyard in rear garden.

Application No: **HGY/2018/2295** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 06/09/2018
 Location: 18 Ellington Road N10 3DG
 Proposal: Erection of single storey rear extension with roof terrace above; erection of first floor side extension; formation of rear roof dormer extension

Application No: **HGY/2018/2350** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/09/2018
 Location: 48 Wood Vale N10 3DN
 Proposal: Erection of roof extensions, increase in size of existing rear dormer and insertion of two front and one rear rooflight.

NON Applications Decided: 1

Application No: **HGY/2018/2192** Officer: Matthew Gunning
 Decision: GTD Decision Date: 29/08/2018
 Location: 234 Muswell Hill Broadway N10 3SH
 Proposal: Non material amendment following a grant of planning permission HGY/2017/1144 to adjust position of 1 no roof light, add 2 no roof lights and amend part of roof pitch to suit rooflight

PNE Applications Decided: 1

Application No: **HGY/2018/2454** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 17/09/2018
 Location: 99 Priory Road N8 8LY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

TEL Applications Decided: 1

Application No: **HGY/2018/2665** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 10/09/2018
 Location: Hornsey Fire Station 108 Park Avenue South N8 8LS
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
 The replacement of 6No. existing antennas with 6No. new antennas; the installation of 3No. new antennas; the replacement of 3No. equipment cabinets with 3No. new ones; the installation of 1No. new cabinet and ancillary works thereto.

Total Applications Decided for Ward: 11WARD: **Noel Park****CLUP Applications Decided: 1**

Application No: **HGY/2018/2485** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 29/08/2018
 Location: 17 Courcy Road N8 0QH
 Proposal: Certificate of lawfulness for the formation of rear dormer extension and insertion of 3 x rooflights to the front roofslope.

FUL Applications Decided: 6

Application No: **HGY/2018/1775** Officer: Sarah Madondo
 Decision: GTD Decision Date: 30/08/2018
 Location: Granta House 1 Western Road N22 6UU
 Proposal: Installation of 4 no weatherproof window louvres on the Ground Floor.

Application No: **HGY/2018/2098** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 03/09/2018
 Location: 182 Farrant Avenue N22 6PG
 Proposal: Replacement of the windows and doors of the front and rear elevations

Application No: **HGY/2018/2108** Officer: Sarah Madondo
 Decision: GTD Decision Date: 13/09/2018
 Location: 180 Farrant Avenue N22 6PG
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2018/2110** Officer: Roland Sheldon
 Decision: GTD Decision Date: 28/08/2018
 Location: 31 Moselle Avenue N22 6ES
 Proposal: Erection of single storey ground floor side to rear extension.

Application No: **HGY/2018/2255** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 21/09/2018
 Location: Land adjoining Former Clarendon Gas Works and 123 Hornsey Park Road N8 0JX
 Proposal: Installation of a temporary information centre associated with the Clarendon Gas Works for a period up to 3 years.

Application No: **HGY/2018/2467** Officer: Sarah Madondo
 Decision: GTD Decision Date: 20/09/2018
 Location: 168 Farrant Avenue N22 6PG
 Proposal: Demolition of single storey ground floor structure and erection of single storey ground floor extension

LCD Applications Decided: 6

Application No: **HGY/2017/3214** Officer: Sarah Madondo
 Decision: GTD Decision Date: 04/09/2018
 Location: 80 Westbeech Road N22 6HT
 Proposal: Replacement of windows and doors to the front elevation with new timber framed windows and doors; and the replacement of windows and doors to rear with new upvc windows and doors.

Application No: **HGY/2017/3215** Officer: Sarah Madondo
 Decision: GTD Decision Date: 05/09/2018
 Location: 505-507 Lordship Lane N22 5DL
 Proposal: Replacement of windows and doors to the front elevation with new timber framed windows and doors; and the replacement of windows and doors to rear with new upvc windows and doors.

Application No: **HGY/2017/3233** Officer: Sarah Madondo
 Decision: GTD Decision Date: 05/09/2018
 Location: Flat A 5 Vincent Road N22 6NE
 Proposal: Replacement of windows to the front elevation with new timber framed windows/door and the replacement of windows to rear with new upvc windows

Application No: **HGY/2018/2097** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 03/09/2018
 Location: 140 Farrant Avenue N22 6PG
 Proposal: Replacement of the windows and doors of the front and rear elevations.

Application No: **HGY/2018/2099** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 03/09/2018
 Location: 79 Morley Avenue N22 6NG
 Proposal: Replacement of the windows and doors of the front and rear elevations.

Application No: **HGY/2018/2100** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 03/09/2018
 Location: 140 Moselle Avenue N22 6EX
 Proposal: Replacement of the windows and doors of the front and rear elevations.

RES Applications Decided: 7

Application No:	HGY/2018/1996	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	29/08/2018
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22		
Proposal:	Approval of details pursuant to condition 38 (Construction Environmental Management Plan- block C1 only) attached to planning permission HGY/2017/3117		
Application No:	HGY/2018/1997	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	29/08/2018
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22		
Proposal:	Approval of details pursuant to condition 41 (Construction Logistics Plan - partial discharge - block C1 only) attached to planning permission HGY/2017/3117		
Application No:	HGY/2018/2000	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	30/08/2018
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22		
Proposal:	Approval of details pursuant to condition 44 (Details of flues - partial discharge - block C1 only) attached to planning permission HGY/2017/3117		
Application No:	HGY/2018/2009	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	30/08/2018
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22		
Proposal:	Approval of details pursuant to condition 37 (Thames Water Modelling report - partial discharge relating to block A, B & C) attached to planning permission HGY/2017/3117		
Application No:	HGY/2018/2437	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	18/09/2018
Location:	105-107 High Road N22 6BB		
Proposal:	Approval of details pursuant to condition 3 (Cycle Parking) and condition 6 (Waste management plan) attached to planning permission HGY/2017/3438.		
Application No:	HGY/2018/2438	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	18/09/2018
Location:	105-107 High Road N22 6BB		
Proposal:	Approval of details pursuant to condition 4 (Construction Management Plan) attached to planning permission HGY/2017/3438.		
Application No:	HGY/2018/2490	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	12/09/2018
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22		
Proposal:	Approval of details pursuant to condition 31 (Land Contamination - Partial discharge in relation to Blocks A1- A4 and Block C1 only) attached to planning permission HGY/2017/3117		

TPO Applications Decided: 1

Application No:	HGY/2018/2657	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	06/09/2018
Location:	Land between 103 & 123 Gas Holder Station Hornsey Park Road N8		
Proposal:	Works: 10no. limes - crown lift to 6m over road and 4m over footpath and site. Remove deadwood. -Additionally, prune lime tree next to property 123 Hornsey Park Road to provide 1.0-1.5 metres separation from the property and the adjacent lamp column up to a height of approximately 7 metres.		

Total Applications Decided for Ward: 21

WARD: Northumberland Park**CLUP Applications Decided: 1**

Application No: **HGY/2018/2214** Officer: Valerie Okeiyi
 Decision: NOT DEV Decision Date: 21/09/2018
 Location: Brook House 881 High Road N17 8EY
 Proposal: Certificate of lawfulness to allow the removal of the existing ACM (PE) cladding to be replaced with a cladding panel with an improved combustibility rating (Proposed use)

FUL Applications Decided: 1

Application No: **HGY/2018/2326** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 10/09/2018
 Location: 9 Prospect Place N17 8AT
 Proposal: Proposed removal of pitched roof and replacement with flat roof detail and insertion of 3no flat rooflights.

LBC Applications Decided: 2

Application No: **HGY/2018/2136** Officer: James Hughes
 Decision: GTD Decision Date: 11/09/2018
 Location: 796-800 High Road N17 0DH
 Proposal: Listed building consent:- 796 High Road (Percy House) - temporary signage to railings will be removed and proposed 370 x 300mm timber signs will be installed, fixed to brickwork each side of gateposts, as shown on page 1 - 800 High Road - temporary signage to railing will be removed and proposed 370 x 300mm timber sign will be installed, fixed to brickwork, as shown on page 2 - 798 High Road - temporary signage tied to the conduit will be removed and proposed 370 x 300,, timber sign will be installed, fixed to brickwork, as shown on page 3 - 800 High Road - proposed sign 370 x 300mm will be installed, fixed to brickwork, as shown on page 4 - All fixings to be fixed into mortar, as shown on page 5 and are fully reversible - All of the above Grade II or Grade II* listed properties are under the same ownership.

Application No: **HGY/2018/2328** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 10/09/2018
 Location: 9 Prospect Place N17 8AT
 Proposal: Proposed removal of pitched roof and replacement with flat roof detail and insertion of 3no flat rooflights.

RES Applications Decided: 2

Application No: **HGY/2018/2662** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 13/09/2018
 Location: White Hart Lane Railway Station White Hart Lane N17 8HH
 Proposal: Approval of details pursuant to condition 11 (NOx emissions) attached to planning permission HGY/2016/2573

Application No: **HGY/2018/2663** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 13/09/2018
 Location: White Hart Lane Railway Station White Hart Lane N17 8HH
 Proposal: Approval of details pursuant to condition 15 (NRMM registration) attached to planning permission HGY/2016/2573

Total Applications Decided for Ward: 6**WARD: St Anns****CLUP Applications Decided: 1**

Application No: **HGY/2018/2561** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 30/08/2018
 Location: 2 Avondale Road N15 3SJ
 Proposal: Certificate of lawfulness for the formation of rear dormer extension, hip-to-gable roof alteration and insertion of 2 x rooflights to the front roofslope.

FUL Applications Decided: 4

Application No: **HGY/2018/0910** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 04/09/2018
 Location: 7 Vicarage Parade West Green Road N15 3BL
 Proposal: Retention of Cafe Bistro and Shisha Lounge.

Application No: **HGY/2018/2346** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 20/09/2018
 Location: 33A-33B Grand Parade N4 1LG
 Proposal: Side Extension of Ground Floor Office Unit and erection of mansard roof with conversion of an existing One Bedroom Flat to a Three Bedroom Flat

Application No: **HGY/2018/2421** Officer: Jake Atkins
 Decision: GTD Decision Date: 12/09/2018
 Location: 60 Chesterfield Gardens N4 1LP
 Proposal: To replace all existing windows to front and rear elevations with new uPVC double-glazed windows, with styles and opening sizes to match existing.
 To replace existing rear garden door with new uPVC double-glazed door, to match existing style and opening sizes

Application No: **HGY/2018/2423** Officer: Jake Atkins
 Decision: GTD Decision Date: 13/09/2018
 Location: 44 Chesterfield Gardens N4 1LP
 Proposal: To replace all existing windows to front and rear elevations with new uPVC double-glazed windows, with styles and opening sizes to match existing. To replace existing rear garden door with new uPVC double-glazed door, to match existing style and opening sizes

PNC Applications Decided: 2

Application No: **HGY/2018/2366** Officer: Neil McClellan
 Decision: PN NOT REQ Decision Date: 31/08/2018
 Location: 447 West Green Road N15 3PL
 Proposal: Prior Approval under Class M, Part 3, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the change of use of part of the retail unit to a self-contained residential flat.

Application No: **HGY/2018/2470** Officer: Kwaku Bossman-Gyamera
 Decision: PN GRANT Decision Date: 20/09/2018
 Location: 3 Vicarage Parade West Green Road N15 3BL
 Proposal: Notification for Prior Approval for a Change of Use from Retail (Class A1) to Yoga Studio (Class D2)

RES Applications Decided: 8

Application No:	HGY/2018/2031	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	13/09/2018
Location:	Former St Anns Road Police Station 289 St Anns Road N15 5RD		
Proposal:	Approval of details pursuant to condition 8 (space heating and domestic hot water) attached to planning permission HGY/2015/3729		
Application No:	HGY/2018/2408	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	07/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 10 (full 'Secured by Design' Accreditation) attached to planning permission HGY/2018/0382		
Application No:	HGY/2018/2410	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	13/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 13 (details of the Ultra Low NOx boilers for space heating and hot water) attached to planning permission HGY/2018/0382.		
Application No:	HGY/2018/2411	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	13/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 14 (details of any chimney/flue heights calculations, diameters and locations) attached to planning permission HGY/2018/0382.		
Application No:	HGY/2018/2412	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	21/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 15 (site investigation) attached to planning permission HGY/2018/0382.		
Application No:	HGY/2018/2415	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	07/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 23 (stage 1 written scheme of investigation) attached to planning permission HGY/2018/0382		
Application No:	HGY/2018/2416	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	21/09/2018
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Approval of details pursuant to condition 24 (implementation of a programme of historic buildings recording and analysis) attached to planning permission HGY/2018/0382.		
Application No:	HGY/2018/2436	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	13/09/2018
Location:	66 Warwick Gardens N4 1JA		
Proposal:	Approval of details pursuant Condition 1(i) of appeal decision reference APP/Y5420/C/17/3184487		

Total Applications Decided for Ward: 15

WARD: **Seven Sisters**

CLDE Applications Decided: 1

Application No: **HGY/2018/2462** Officer: Laina Levassor
 Decision: GTD Decision Date: 21/09/2018
 Location: 1 Gladesmore Road N15 6TA
 Proposal: Certificate of Lawfulness for existing use of 1 Gladesmore Road as 9 self-contained flats

CLUP Applications Decided: 2

Application No: **HGY/2018/2682** Officer: Laina Levassor
 Decision: PERM REQ Decision Date: 19/09/2018
 Location: 17 Franklin Street N15 6QH
 Proposal: Certificate of Lawfulness for proposed rear extension at first floor level.

Application No: **HGY/2018/2737** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 19/09/2018
 Location: 7 Linkway N4 1QF
 Proposal: Certificate of lawfulness for proposed single storey rear extension.

FUL Applications Decided: 14

Application No: **HGY/2018/0533** Officer: Sarah Madondo
 Decision: GTD Decision Date: 18/09/2018
 Location: 10 Lemsford Close N15 6BY
 Proposal: Retention of existing HMO (Home in Multiple Occupation) for 3- 6 unrelated individuals

Application No: **HGY/2018/1075** Officer: Gareth Prosser
 Decision: GTD Decision Date: 19/09/2018
 Location: 1A Vartry Road N15 6PR
 Proposal: Erection of a new table top roof to create additional bedrooms to the existing single dwelling.

Application No: **HGY/2018/1103** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 14/09/2018
 Location: 19 Wellington Avenue N15 6AS
 Proposal: Erection of an additional storey known as a "Type 3" roof extension

Application No: **HGY/2018/2216** Officer: James Hughes
 Decision: GTD Decision Date: 28/08/2018
 Location: Sainsbury's Supermarket 4 Williamson Road N4 1UJ
 Proposal: Extension to existing GOL canopy

Application No: **HGY/2018/2322** Officer: Sarah Madondo
 Decision: REF Decision Date: 28/08/2018
 Location: 222 Hermitage Road N4 1NN
 Proposal: Conversion of house to 2 flats

Application No:	HGY/2018/2327	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	18/09/2018
Location:	Ground Floor Flat 27 Vale Road N4 1QA		
Proposal:	Erection of a rear and side infill extension at ground floor level.		
Application No:	HGY/2018/2333	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	05/09/2018
Location:	82 Wargrave Avenue N15 6UA		
Proposal:	Erection of additional storey 'Type 3'		
Application No:	HGY/2018/2334	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	05/09/2018
Location:	130 Wargrave Avenue N15 6UA		
Proposal:	Erection of additional storey known as a 'Type 3' roof extension.		
Application No:	HGY/2018/2335	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	07/09/2018
Location:	8 Riverside Road N15 6DA		
Proposal:	Erection of a 3-storey side extension incorporating a "Type 3" roof extension.		
Application No:	HGY/2018/2343	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	29/08/2018
Location:	4 Cadoxton Avenue N15 6LB		
Proposal:	Erection of single storey rear infill extension with the neighbors and type three loft conversion.		
Application No:	HGY/2018/2344	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	13/09/2018
Location:	61 Wellington Avenue N15 6AX		
Proposal:	Erection of an additional storey ('Type 3' extension)		
Application No:	HGY/2018/2361	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	13/09/2018
Location:	6 Rostrevor Avenue N15 6LR		
Proposal:	Addition of a pitched roof on to existing type 2 flat roof loft extension to create a type 3 loft extension.		
Application No:	HGY/2018/2363	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	11/09/2018
Location:	36 Wargrave Avenue N15 6UD		
Proposal:	Rear side first floor extension		
Application No:	HGY/2018/2651	Officer:	Kwaku Bossman-Gyamera
Decision:	NOT DET	Decision Date:	04/09/2018
Location:	124 Craven Park Road N15 6AB		
Proposal:	The proposals seek the removal of a third floor extension above rear outrigger; alteration to the roof of the existing ground floor rear extension to reduce the height on the boundary; reconfiguration of the existing second floor rear outrigger extension to provide a mono-pitched extension and erection of a dual pitched roof in order to provide a type 3 loft extension.		

PNE Applications Decided: 3

- Application No: **HGY/2018/2250** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 30/08/2018
 Location: 58 Hillside Road N15 6NB
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m
- Application No: **HGY/2018/2396** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 17/09/2018
 Location: 63 Fairview Road N15 6LH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.25m, for which the maximum height would be 3m and for which the height of the eaves would be 3m
- Application No: **HGY/2018/2535** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 21/09/2018
 Location: 61 Wargrave Avenue N15 6UH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 2

- Application No: **HGY/2018/2070** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 04/09/2018
 Location: 9 Craven Park Road N15 6AA
 Proposal: Approval of details pursuant to condition 3 (Method of Construction Statement) attached to planning permission HGY/2016/0110
- Application No: **HGY/2018/2213** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 10/09/2018
 Location: 9 Craven Park Road N15 6AA
 Proposal: Approval of details pursuant to condition 5 (details of all extraction and ventilation equipment) attached to planning permission HGY/2016/0110

Total Applications Decided for Ward: 22WARD: **Stroud Green****FUL Applications Decided: 5**

- Application No: **HGY/2018/2221** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/08/2018
 Location: 87 Woodstock Road N4 3EU
 Proposal: Replacement of front windows with new timber double glazed frames and cladding to brick slips and existing windows and doors to rear elevation with new uPVC frames.
- Application No: **HGY/2018/2324** Officer: Roland Sheldon
 Decision: GTD Decision Date: 10/09/2018
 Location: Flat C 7 Scarborough Road N4 4LX
 Proposal: Erection of rear dormer, insertion of one front and one side rooflight.

Application No: **HGY/2018/2395** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/09/2018
 Location: Flat B 194 Stroud Green Road N4 3RN
 Proposal: Conversion of maisonette flat into 2 x studio flats

Application No: **HGY/2018/2420** Officer: Sean McCawley
 Decision: GTD Decision Date: 21/09/2018
 Location: 117 Florence Road N4 4DL
 Proposal: Demolition of external walls and the construction of a single storey rear extension (retrospective)

Application No: **HGY/2018/2560** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/09/2018
 Location: 41 Nelson Road N8 9RX
 Proposal: Proposed part single-storey, part two-storey, part three-storey rear extensions.

NON Applications Decided: 2

Application No: **HGY/2018/2543** Officer: Sarah Madondo
 Decision: GTD Decision Date: 04/09/2018
 Location: Flat A 52 Woodstock Road N4 3EX
 Proposal: Non-material amendment for depth reduction of rear extension approved under planning permission ref. HGY/2017/3352.

Application No: **HGY/2018/2630** Officer: Samuel Uff
 Decision: GTD Decision Date: 04/09/2018
 Location: 60 Ferme Park Road N4 4ED
 Proposal: Non-material amendment for insertion of a rooflight within the side infill extension approved under planning permission HGY/2017/0628

Total Applications Decided for Ward: 7WARD: **Tottenham Green****CLDE Applications Decided: 1**

Application No: **HGY/2018/2307** Officer: Laina Levassor
 Decision: GTD Decision Date: 13/09/2018
 Location: 95 Broad Lane N15 4DW
 Proposal: Certificate of Lawfulness for the existing use of 95 Broad Lane as three self-contained flats.

CLUP Applications Decided: 1

Application No: **HGY/2018/2670** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 14/09/2018
 Location: 165 West Green Road N15 5EA
 Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 2 front rooflights and the formation of a single storey rear extension - proposed use.

FUL Applications Decided: 4

Application No: **HGY/2018/1570** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/09/2018
 Location: Old Firestation Town Hall Approach Road N15 4RX
 Proposal: Various internal and external alterations to Listed Building

Application No: **HGY/2018/1573** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 17/09/2018
 Location: Old Firestation Town Hall Approach Road N15 4RX
 Proposal: Use of the public highway for the placing of external seating consisting of 15 outdoor tables and accompanying benches.

Application No: **HGY/2018/2254** Officer: Jake Atkins
 Decision: GTD Decision Date: 04/09/2018
 Location: 48 Montague Road N15 4BD
 Proposal: Demolition of existing UPV conservatory and construction of new single storey rear extension.

Application No: **HGY/2018/2379** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 04/09/2018
 Location: 4 Colless Road N15 4NR
 Proposal: The excavation of a basement beneath the footprint of the building. The formation of a light-well on part of the front garden.

LBC Applications Decided: 1

Application No: **HGY/2018/1572** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/09/2018
 Location: Old Firestation Town Hall Approach Road N15 4RX
 Proposal: Internal and external alterations to Listed Building

NON Applications Decided: 2

Application No: **HGY/2018/2043** Officer: Christopher Smith
 Decision: GTD Decision Date: 03/09/2018
 Location: Apex House 820 Seven Sisters Road N15 5PQ
 Proposal: Non-material amendment following a grant of planning permission HGY/2017/0967 to amend the wording of condition 15.

Application No: **HGY/2018/2508** Officer: Christopher Smith
 Decision: GTD Decision Date: 21/09/2018
 Location: 52-68 Stamford Road N15 4PZ
 Proposal: Non-material amendment application to HGY/2017/0426 for alterations to ground floor layout, reconfiguration of residential unit layouts, alterations to facade fenestrations and increase in height above stairwells only.

RES Applications Decided: 2

Application No: **HGY/2018/1437** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/08/2018
 Location: Mono House 50-56 Lawrence Road N15 4EG
 Proposal: Approval of details pursuant to condition 17 (Air Quality and Dust Management Plan) attached to planning permission HGY/2018/0120

Application No: **HGY/2018/1443** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/09/2018
 Location: Mono House 50-56 Lawrence Road N15 4EG
 Proposal: Approval of details pursuant to condition 26 (Demolition and Construction Management Plan and Demolition and Construction Logistics Plan) attached to planning permission HGY/2018/0120

TEL Applications Decided: 1

Application No: **HGY/2018/2666** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 10/09/2018
 Location: 61 Markfield Road N15 4QA
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for the removal of 1 no cabinet to be replaced with 1 no new cabinet, the removal of 3no existing antennas to be replaced with 3no new antennas, and ancillary works thereto

Total Applications Decided for Ward: 12WARD: **Tottenham Hale****FLEX Applications Decided: 1**

Application No: **HGY/2018/2554** Officer: Robbie McNaugher
 Decision: FLEXGTD Decision Date: 12/09/2018
 Location: Ground Floor Ashley House Ashley Road N17 9LJ
 Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 31st October 2018: Existing Use Class B1 - Proposed Use Class A3 (Restaurant).

FUL Applications Decided: 4

Application No: **HGY/2018/2297** Officer: Jake Atkins
 Decision: GTD Decision Date: 20/09/2018
 Location: 105 Thackeray Avenue N17 9DU
 Proposal: Erection of rear roof dormer

Application No: **HGY/2018/2302** Officer: Laina Levassor
 Decision: GTD Decision Date: 18/09/2018
 Location: 165 Rosebery Avenue N17 9SG
 Proposal: Single storey side and rear extension

Application No: **HGY/2018/2317** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 03/09/2018
 Location: 37 Scales Road N17 9HD
 Proposal: Single storey wrap around extension.

Application No: **HGY/2018/2368** Officer: Neil McClellan
 Decision: GTD Decision Date: 06/09/2018
 Location: 102 Park View Road N17 9BL
 Proposal: Erection of a 2-storey side extension.

RES Applications Decided: 5

Application No:	HGY/2018/1355	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	31/08/2018
Location:	Hale Wharf Ferry Lane N17 9NF		
Proposal:	Approval of details pursuant to condition A36 (feasibility study - use of waterways) attached to the Hybrid Planning Permission Reference: HGY/2016/1719		
Application No:	HGY/2018/1978	Officer:	James Hughes
Decision:	GTD	Decision Date:	28/08/2018
Location:	1 Station Square Station Road N17 9JZ		
Proposal:	Approval of details pursuant to condition 25 part 1 (updated Noise and Vibration Assessment) attached to planning permission HGY/2016/3932		
Application No:	HGY/2018/2027	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	29/08/2018
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 6a (Demolition Dust Management Plan and Considerate Constructors Scheme) attached to planning permission HGY/2015/3398 (as amended by HGY/2017/2512).		
Application No:	HGY/2018/2165	Officer:	James Farrar
Decision:	GTD	Decision Date:	19/09/2018
Location:	Berol Yard Ashley Road N17 9LJ		
Proposal:	Approval of details pursuant to Condition 24 (Pre commencement Drainage Strategy (Thames Water) attached to planning permission HGY/2017/2044.		
Application No:	HGY/2018/2688	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	10/09/2018
Location:	2A-3A Collins Yard Scotland Green N17 9TT		
Proposal:	Approval of details pursuant to condition 3 (details of materials) attached to planning permission HGY/2014/3434		

Total Applications Decided for Ward: 10

WARD: **West Green**

CLDE Applications Decided: 1

Application No:	HGY/2018/1987	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	30/08/2018
Location:	28 Westbury Avenue N22 6RS		
Proposal:	Certificate of Lawfulness for existing use of 28 Westbury Avenue as four self-contained flats		

CLUP Applications Decided: 1

Application No:	HGY/2018/2521	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	18/09/2018
Location:	4 Pendennis Road N17 6LJ		
Proposal:	Certificate of lawfulness (proposed use) for loft extension		

FUL Applications Decided: 3

Application No:	HGY/2018/2090	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	19/09/2018
Location:	111 Higham Road N17 6NU		
Proposal:	Erection of a single storey rear extension to residential property.		
Application No:	HGY/2018/2329	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	18/09/2018
Location:	33 Sirdar Road N22 6QP		
Proposal:	Dormer loft conversion together with a raised ridge height.		
Application No:	HGY/2018/2588	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	13/09/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Approval of details pursuant to condition 16 (Delivery and Service Plan) attached to planning permission HGY/2016/3309		

FULM Applications Decided: 1

Application No:	HGY/2017/3679	Officer:	Christopher Smith
Decision:	REF	Decision Date:	31/08/2018
Location:	423-435 Lordship Lane N22 5DH		
Proposal:	Demolition of existing building and erection of part 1, part 5, part 6 and part 7 storey building comprising commercial uses (use class A1, A2, A3, A4, A5) at ground floor and 50 residential dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space		

RES Applications Decided: 4

Application No:	HGY/2018/1155	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	20/09/2018
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Partial discharge of details pursuant to conditions 3 (Materials) in relation to the residential parts of the development attached to planning permission HGY/2016/3309		
Application No:	HGY/2018/1423	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	29/08/2018
Location:	255 Lordship Lane N17 6AA		
Proposal:	Approval of details pursuant to condition 18 (finishing materials to be used for the external surfaces) attached to planning permission HGY/2017/1097		
Application No:	HGY/2018/1913	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	10/09/2018
Location:	276-278 West Green Road N15 3QR		
Proposal:	Approval of details pursuant to condition 3 (Samples of external materials) attached to planning permission HGY/2016/3984		
Application No:	HGY/2018/2634	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	11/09/2018
Location:	276-278 West Green Road N15 5QR		
Proposal:	Approval of details pursuant to conditions 5 (Construction Logistics Plan) and 10 (Dust Management Plan) attached to planning permission HGY/2016/3984		

Total Applications Decided for Ward: 10

WARD: White Hart Lane**CLUP Applications Decided: 1**

Application No: **HGY/2018/2761** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 19/09/2018
 Location: 78 Devonshire Hill Lane N17 7NG
 Proposal: Certificate of lawfulness for the formation of dormer in rear roof slope and installation of two roof lights in front roof slope.

FUL Applications Decided: 1

Application No: **HGY/2018/2119** Officer: Sarah Madondo
 Decision: GTD Decision Date: 03/09/2018
 Location: 25 Devonshire Hill Lane N17 8LJ
 Proposal: Loft conversion incorporating a dormer extension to the rear and roof lights to the front elevation.

PNE Applications Decided: 1

Application No: **HGY/2018/2301** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 10/09/2018
 Location: 12 Norfolk Close N13 6AN
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m

RES Applications Decided: 2

Application No: **HGY/2018/1299** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 07/09/2018
 Location: 500 White Hart Lane N17 7NA
 Proposal: Approval of details pursuant to condition 8 (Construction Environment Management Plan) attached to planning permission HGY/2016/0828

Application No: **HGY/2018/1301** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 21/09/2018
 Location: 500 White Hart Lane N17 7NA
 Proposal: Approval of details pursuant to condition 18 (Dust Risk Assessment) attached to planning permission HGY/2016/0828

TEL Applications Decided: 1

Application No: **HGY/2018/2669** Officer: Kwaku Bossman-Gyamera
 Decision: RNO Decision Date: 11/09/2018
 Location: Tottenham Service Station 311 The Roundway N17 7AB
 Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for the replacement of the existing 17.5m high monopole and 6No. shrouded antennas with a new 17.5m high monopole supporting 6No. new antennas and development ancillary thereto.

Total Applications Decided for Ward: 6**WARD: Woodside****CLUP Applications Decided: 3**

Application No: **HGY/2018/2481** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 29/08/2018
 Location: 25 Berners Road N22 5NE
 Proposal: Certificate of lawfulness for the formation of rear dormer extensions, and insertion of 2 x rooflights to the front roofslope.

Application No: **HGY/2018/2523** Officer: Tobias Finlayson
 Decision: PERM DEV Decision Date: 18/09/2018
 Location: 31 Sylvan Avenue N22 5JA
 Proposal: Certificate of lawfulness (proposed use) for roof extension (rear dormer and hip to gable) to facilitate a loft conversion with the installation of 3 roof lights to front roof slope.

Application No: **HGY/2018/2570** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 30/08/2018
 Location: 18 Berwick Road N22 5QB
 Proposal: Certificate of lawfulness for the erection of a single storey rear extension.

FUL Applications Decided: 5

Application No: **HGY/2018/2256** Officer: Jake Atkins
 Decision: GTD Decision Date: 29/08/2018
 Location: 306 High Road N22 8JR
 Proposal: Application for vehicle access to an existing hard-standing drive.

Application No: **HGY/2018/2274** Officer: Jake Atkins
 Decision: GTD Decision Date: 17/09/2018
 Location: 15 Ewart Grove N22 5NY
 Proposal: Demolition of existing garden shed and construction of rear single-storey extension, and addition of new windows and rooflight in existing end-of-terrace house

Application No: **HGY/2018/2342** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 13/09/2018
 Location: 72A Perth Road N22 5QY
 Proposal: Proposed single storey rear and side extensions to existing one bedroom self-contained flat to create a two bedroom flat.

Application No: **HGY/2018/2348** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/09/2018
 Location: 85 Stirling Road N22 5BN
 Proposal: Demolition of existing structure and erection of a single storey rear extension

Application No: **HGY/2018/2556** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/09/2018
 Location: Flat A 32 Woodside Road N22 5HT
 Proposal: Erection of a single storey rear extension

PNC Applications Decided: 1

Application No: **HGY/2018/2218** Officer: Valerie Okeiyi
 Decision: PN NOT REQ Decision Date: 11/09/2018
 Location: Elco House 22-24 Homecroft Road N22 5EL
 Proposal: Prior Approval of a Proposed Change of Use of a building from Office (Use Class B1) Use to a use falling within Use Class C3 (Dwellinghouse)

PNE Applications Decided: 1

Application No: **HGY/2018/2504** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 18/09/2018
 Location: 23 Warberry Road N22 7TQ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.4m and for which the height of the eaves would be 2.6m

Total Applications Decided for Ward: 10WARD: **Not Applicable - Outside Borough****OBS Applications Decided: 1**

Application No: **HGY/2018/2728** Officer: Robbie McNaugher
 Decision: RNO Decision Date: 13/09/2018
 Location: Blackhorse Road Car Park Forest Road E17
 Proposal: Redevelopment of the existing car park site involving demolition of existing structures and the construction of a building ranging from 5 to 21 storeys in height comprising 350 residential units (Use Class C3) approximately 1,650 sqm of flexible commercial floor space (Use Class A1 to A4, B1, D1 or D2), community cycle hub, ancillary refuse stores, servicing, parking, landscaping and associated public realm works (Observations to L.B. Waltham Forest. Their reference 182917FUL)

Total Applications Decided for Ward: 1**Total Number of Applications Decided: 245**