NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 10th December, 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

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee makes planning decisions in this context. These decisions are rarely simple

and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

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

TO FOLLOW

7. PLANNING APPLICATIONS

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

8. SDP SITES HGY/2018/2223 (PAGES 1 - 520)

Proposal: Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m² of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D1), office (Use Class B1), leisure (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works.

Recommendation: GRANT

9. UPDATE ON MAJOR PROPOSALS (PAGES 521 - 532)

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

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 533 - 566)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1 November – 28 November 2018.

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

12. DATE OF NEXT MEETING

14 January 2019

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, 30 November 2018

Agenda Item 8

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/2223 **Ward:** Tottenham Hale

Address: Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17

Proposal: Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m² of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D1), office (Use Class B1), leisure (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works.

Applicant: TH DM Limited (Argent Related)

Ownership: Private/Council

Case Officer Contact: James Hughes

Site Visit Date: 01/08/2018; 19/10/2018

Date received: 30/07/2018 **Last amended date:** 19/10/2018

1.1 This application is required to be reported to Planning Sub-Committee under the Council's constitution as it is major development. The development is also required to be reported as it is partly on Council land.

1.2 This application has been referred to the Mayor of London as it meets Categories 1A, 1B(c) and 1C(c) as set out in the Town and Country Planning (Mayor of London) Order 2008

1.3 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The Strategic Development Partnership (SDP) proposal will play a highly significant role in delivering the strategic vision for Tottenham Hale.

- The substantial quantum of residential development proposed (1030 homes) meets with Haringey's aspirations to deliver the regeneration and re-vitalisation of Tottenham Hale. These homes would make a significant contribution to meeting Haringey's targeted housing requirements.

- The provision of a new health centre on the Welbourne site is vital to allow expansion and improvement of health care services to local residents. The NHS strongly supports the development proposal. The health centre would provide a permanent, fit-for-purpose facility in an accessible location. Funding to deliver the health centre is contingent on the planning permission being granted.

- The level and type of affordable housing is compliant with London Plan and Local Plan policy and is above the maximum reasonable amount. The scheme is scheduled to deliver more than 10% of the Council's 1000 Council Homes target in the draft Borough Plan, subject to Cabinet's decision to purchase the units.

- The proposed mix of flexible Town Centre uses is supported and judged key to delivering the vision for Tottenham Hale and the new District Centre. The development will enable a comprehensive mix of community, commercial and leisure uses set within new streets and spaces. The developer has an established track record of high quality delivery of urban commercial space.

- The density of the scheme within an Opportunity Area will optimise the potential of a site with excellent public transport links. The scheme is comprehensively master planned across all relevant site allocations in the Tottenham Area Action Plan and would not prejudice the Council's future planning objectives.

- A Skills and Training Plan will be secured by S106 obligation. This will include a commitment to ensure that not less than 20% of those employed during construction are residents of the borough. A financial contribution to support apprenticeships and opportunities for local people is also secured.

- The scheme provides very high quality residential accommodation that meets with London Plan space standards. There are no north facing single aspect units in the scheme and all units will receive good levels of daylight and sunlight. The proposal incorporates a policy compliant level of accessible and adaptable wheelchair units and a suitable number of units per core. The residential units will be protected from noise impacts and will have adequate ventilation.

- There is clear and specific policy support for the principle of tall buildings in Tottenham Hale. A cluster of tall buildings will positively engage with the surrounding built environment. Building 1, the tallest building at 38 storeys, is considered to achieve a distinctive and unique form that will allow for wayfinding

to Tottenham Hale Station and present as a local landmark. All of the buildings proposed are of an excellent design quality.

- The building heights proposed are fully and robustly supported by the independent Quality Review Panel and the tall buildings are considered to meet relevant planning policy criteria in terms of design and sustainability. The tall buildings are judged key to delivering a viable and comprehensive scheme.

- The impacts of the proposal to strategic and local views are acceptable. The effects of the cluster of buildings on wider townscape views are also acceptable. The overall design quality of the public spaces and landscaping is considered to be very high.

- The layout of the development is considered to optimise an underutilised site with excellent public transportation links. The layout of the development accords with the vision to change the character of Tottenham Hale to a pedestrian oriented, mixed-use destination. The Pavillion Building is a strong feature of the development that will provide a focal point for Ferry Square.

- The proposed development will result in a significant reduction in vehicle trips at peak times. The development will not have undue impacts on local public transport services.

- Car free development and the provision of a car club will support sustainable travel. The scheme will ensure cycle connectivity to future routes and incorporates a compliant level of cycle parking. The development is acceptable in transportation terms.

- There is a surplus of available school places to address the increased population created by the scheme and the proposal will add GP capacity. The applicant's playspace proposals are high quality an offset contributions will mitigate impacts to existing local playspaces. The development provides suitable community infrastructure or will make a contribution via CIL or the S106 agreement to existing infrastructure with capacity to absorb the new residents.

- The site is comparatively isolated from existing residential development (except the Welbourne Plot), and would be anticipated to give rise to fewer and less intensive amenity impacts than may be expected from other large infill locations in London.

- While there will be some localised daylight/sunlight impacts to existing properties (largely confined to Hale Gardens) the development overall performs well in respect of daylight and sunlight impacts to surrounding development and amenity spaces. The proposal will have a negligible effect on the wind conditions on

adjoining occupiers. The construction and operational noise impacts arising from the scheme are acceptable.

- The air quality impacts to current and future occupiers are acceptable. The applicant's methodology in reaching a conclusion of Air Quality Neutral is sound. The construction phase impacts to air quality are temporary and will be monitored by the Local Authority. The scheme is well designed and the impacts to adjoining occupiers are considered acceptable.

- Haringey's Principal Conservation Officer considers that the proposal causes less than substantial harm to heritage assets. Officers have given considerable weight to this harm, however the public benefits of the scheme are substantial, including new and affordable homes, commercial space, a new health centre, and public open space as part of the creation of a new town centre; and bringing an under-used site in an Opportunity Area into more intensive and appropriate use. These benefits are considered to clearly outweigh the harm and the heritage planning impacts are acceptable.

- The scheme is highly sustainable. The proposed development exceeds the level of carbon emissions savings set out in Part L 2013. The development proposes to connect to the Tottenham Hale District Energy Network (DEN) and in the interim gas boilers are proposed. A carbon offsetting contribution of £939,650 will be secured in the Section 106 agreement together with a DEN connection fee of £250,000 and delivery of pipework or an additional £400,000 contribution. There will be a net gain in trees in the area resulting from the redevelopment.

- The issues of ecology, flood risk, waste and servicing, basement development, land contamination and archaeology are adequately addressed by the development proposal and where required will be mitigated by planning conditions.

- The scheme makes a significant contribution to the delivery of the Local Plan and the allocated sites TH2, TH4, TH5 and TH10, which seek to meet Haringey's strategic aspirations for the revitalisation of Tottenham Hale and the wider regeneration of the borough.

- In making a recommendation to grant permission, the Local Authority has considered the significant environmental effects of the proposed development as set out in the Environmental Statement and addendum, and taken into account the responses to consultation and other relevant information in accordance with EIA Regulations, and other relevant legislation and guidance including Section 63(1) of the Conservation of Habitats and Species Regulations 2017.

2. RECOMMENDATION

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

2.2 That delegated authority be granted to the Assistant Director Planning or the 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 Chair (or in their absence the Vice-Chair) of the Sub-Committee.

2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 28 February 2019 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

The full text of recommended conditions is contained in **Appendix 1** of this report. A summary list of conditions is below. Recommended conditions are split between those that apply to the whole site and those that apply to individual 'plots'.

Conditions Relating to the Whole Site

1) Three Year Expiry (HGY Development Management)
2) Development in Accordance with Approved Drawings and Documents (LBH Development Management
3) Range of Non-Residential Floorspace (LBH Development Management)
4) Tree/Plant Replacement – 5 Years (LBH Development Management)
5) Wheelchair Accessible Dwellings (LBH Development Management)
6) Part M4 (2) Accessible and Adaptable Dwellings (LBH Development Management)
7) BREEAM Very Good Certification (LBH Carbon Management)
8) Green/Living Roof – Amenity Access Precluded (LBH Carbon Management)
9) Tree Removal In Accordance with Relevant Standards (LBH Arboricultural Officer)
10) New Tree Provision – Industry Best Practice (LBH Arboricultural Officer)

11) Electric Charging Points (LBH Transportation)
12) Noise Levels – Compliance (LBH Environmental Health – Noise)
13) Building Services Plant Noise (LBH Environmental Health – Noise)
14) Infiltration of Surface Water Drainage (Environment Agency)
15) Intermittent and Exceptional Use of Diesel Generators (LBH Environmental Health)
16) Back-Up Diesel Generators – Details of EU Stage V Emission Standards Compliance (LBH Environmental Health)
17) Diesel Generator Fuel - Ultra Low Sulphur Diesel (ULSD) - (LBH Environmental Health)
18) Flue Height Termination Above Highest Roof - (LBH Environmental Health)
19) Plant and Machinery – EU Air Quality Compliance (LBH Environmental Health)
20) Hard and Soft Landscaping (LBH Development Management) – Part A+B
21) Public Lighting Strategy (LBH Development Management)

Conditions Relating to Individual Plots. The Plots are:

- Plot A – North Island
- Plot B – Ferry Island
- Plot C – Welbourne
- Plot D – Ashley Road West
- Plot E – Ashely Road East
- Plot F – The Pavilion

The summary list sets out conditions that will apply to every plot, followed by bespoke conditions that apply to individual plots only. The full text of every condition recommended for each plot is contained in **Appendix 1.** Note that some residential conditions may not be applied to the Pavilion Plot.

1) Materials Samples (LBH Development Management)
2) Waste Management Plan (LBH Waste Management)
3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)
4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)
5) BREAAM – Post Occupation Certificate (LBH Carbon Management)
6) Overheating and Model Report (LBH Carbon Management)
7) Biodiversity Plan (LBH Carbon Management)
8) Green/living Roof Plan (LBH Carbon Management)
9) Boiler Details (LBH Environmental Health/Carbon Management)
10) Accessible Parking Demarcated (LBH Transportation)
11) Cycle Parking (LBH Transportation)
12) Service and Delivery Plan (LBH Transportation) (Part A+B)
13) Noise Level Testing Details (LBH Environmental Health – Noise)
14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

15) Secure by Design Accreditation (Metropolitan Police)
16) Site Levels (LBH Development Management)
17) Open Space Management & Maintenance Plan (LBH Development Management)
18) Child Playspace Strategy (LBH Development Management)
19) Monitoring and Maintenance Plan – Contamination (Environment Agency)
20) Contamination Not Previously Identified (Environment Agency)
21)) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)
22) Method of Piling (LBH Environmental Health)
23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)
24) Contaminated Land – Part 1 (LBH Environmental Health)
25) Contaminated Land – Part 2 (LBH Environmental Health)
26) Development Near Subsurface Potable Water Infrastructure (Thames Water)
27) Central Satellite Dish/Receiving System (LBH Development Management)
28) Satellite Dish or Television Antenna (LBH Development Management)
29) Demolition/Construction Environmental Management Plans (Part A+B)
30) Details of Roof Top PV Panels
31) Legal Agreement – Interested Parties (LBH Development Management)
32) Installation of roof top structures

Plot B Only

B33) Source Protection Strategy (Ferry Island) – (Thames Water)
B34) Internal Street Details (LBH Development Management)

Plot C Only

C33) Health Centre Operation and Parking Plan (LBH Development Management)

Plot D Only

D33) Ashley Road Façade (LBH Development Management)
D34) Hale Road Gable Opportunity (LBH Development Management)

Plot E Only

E34) Updated Ecological Survey (LBH Nature Conservation)
E35) Existing Business Occupier Retention (LBH Development Management)

Plot F Only

F33) Pavilion Signage Strategy (LBH Development Management)

Informatives (the full text of recommended informatives are contained in **Appendix 2** of this report)

1) Working With the Applicant (LBH Development Management)
2) Community Infrastructure Levy (LBH Development Management)
3) Hours of Construction Work (LBH Development Management)
4) Party Wall Act (LBH Development Management)
5) Development Numbering (LBH Land Charges)
6) Site Constraints (Environment Agency)
7) Advice to Applicant on Model Procedures and Good Practice (Environment Agency)
8) Waste on Site and Reuse of Materials (Environment Agency)
9) Advice to applicant on Review of Further Documents (Environment Agency)
10) Suitably Qualified Professional – WSI (Historic England – GLAAS)
11) Deemed Discharge - Written Scheme of Investigation (Historic England – GLAAS)
12) Evaluation - Written Scheme of Investigation (Historic England – GLAAS)
13) Asbestos Survey (LBH Environmental Health)
14) Positive Pumped Device (Thames Water)
15) Groundwater Risk Management Permit (Thames Water)
16) Minimum Pressure (Thames Water)
17) Water Mains Crossing or Close to Development (Thames Water)
18) Development within 15m of Thames Water Assets (Thames Water)
19) Ground Water Source Protection Strategies (Thames Water)
20) Network Rail Asset Protection (Network Rail)
21) Safe Operation of the Railway (Network Rail)
22) Safe Operation of the Railway - Future Maintenance (Network Rail)
23) Safe Operation of the Railway - Drainage (Network Rail)
24) Safe Operation of the Railway – Plant and Materials (Network Rail)
25) Safe Operation of the Railway – Scaffolding (Network Rail)
26) Safe Operation of the Railway – Piling (Network Rail)
27) Safe Operation of the Railway – Fencing (Network Rail)
28) Safe Operation of the Railway – Lighting (Network Rail)
29) Safe Operation of the Railway – Noise and Vibration (Network Rail)
30) Safe Operation of the Railway – Vehicle Incursion (Network Rail)
31) Asset Protection Agreement (Network Rail)
32) Commercial Waste Disposal (LBH Waste Management)
33) Noise Receptors (LBH Environmental Health – Noise)
34) Phasing for CIL Purposes (LBH Development Management)

Section 106 Heads of Terms:

1) **Considerate Constructor Scheme** – Applicant participation (All plots)

2) **Construction Management** – Financial contribution of **£40,000** (Contribution to a Tottenham Hale Construction Coordinator)

3) **Energy Plan**

   a. District Energy Network (DEN) Connection - Reasonable Endeavours
   b. DEN Connection Fees £**250,000**
   c. Carbon Offset Payment £**939,650**
   d. DEN Pipework:
      i. Installation of DEN pipework within Station Road and/or Ferry Link; OR
      ii. Payment in lieu of DEN pipework (up to sum of **£400,000**)

4) **Local Marketing** to Haringey Residents

5) **Affordable Housing Plan**

   a. **51** Social Housing units (Welbourne)
   b. **80** London Living Rent units (Welboune)
   c. **108** Shared Ownership Units (Ashley Road West and North Island - Building 3)
   d. **Early** and **Late Stage** Viability Review
   e. Restriction on occupation of market homes prior to completion of affordable housing (restriction on a plot by plot basis).
   f. Option to acquire and **amend tenure** to provide **131 council-owned social homes** on the Welbourne Plot
   g. **Additional child playspace contribution** in the event of acquisition noted above at f.

6) **Car Free Development** – Future Occupiers ineligible for Residential Parking Permits (excepting resident Blue Badge Holders)

7) Provision of an onsite **Car Club**

8) Provision of **1 Car Club Membership** per dwelling and a **£50 credit** for a period of **2 years**- **£103,000**

9) **Controlled Parking Zone** – Financial contribution of **£15,000** toward review, design and consultation, and implementation of parking management measures in:

- Chesnut Road, Park View Road, Monument Way, Watermead Way, Station Road, Ashley Road, Hale Road, The Hale and Ferry Road; and;
- other roads as deemed appropriate by the Council

10) **Residential Travel Plan** provision

11) **Framework Travel Plan** (commercial uses)

12) Appointment of a **Travel Plan Coordinator**

13) **Travel Plan Monitoring** – Financial Contribution **£6,000**

14) **Haringey Employment and Recruitment Partnership**

a. 20% local labour during construction phase of development
b. Pre-employment training (Construction Skills Certification Scheme) to be provided to that part of the onsite workforce comprising residents
c. Provision of Apprenticeships
d. Assistance for local tenders
e. Career Education workshops and local employment promotion via Harris Academy, ADA and CONEL.
f. Apprentices – Financial contribution **£94,000**

15) End User Skills Training Contribution – Range between **£19,944** - **£123,288** (Depending on Flexible Use Floorspace quantum)

16) **Highway Improvement Works** secured by way of highways S278 agreement:

- Widening of Hale Road to provide two eastbound traffic lanes on the approach to the junction with Ashley Road;
- Installation of traffic signal controls at the Watermead Way junction with Ashley Road and Station Road, which incorporates a relocated toucan crossing across Watermead Way;
- Reconfigured bus station layout and creation of signalised junction at the northern end of the bus station;
- New signalised pedestrian crossing on Watermead Way, to the north of Cygnet Way junction;
- The provision of bus standing space on Watermead Way, to the north of the Cygnet Way junction;
- Realignment of Station Road;
- Any other works reasonably necessary to facilitate those works described above such as relocation of street furniture and highway drainage, paving and carriageway resurfacing works; and in general accordance with the approved Highway Works Plan;

17) **Terms of Access** to Public Areas

18) **Public Access Management Plan**

19) **Public Art** - **£50,000**. Details and location of installation to be agreed with Local Planning Authority

20) **Child Play Space** – Off site financial contribution **£50,350 (to increase in the event of acquisition noted above at 5.f)**

21) **Architect Retention** – Local Planning Authority agreement – All Plots.

22) **S106** Monitoring - Financial contribution of **£50,000**

23) **Off Site Public Realm Improvements**

- Station Road
- Chestnut Road
- Hale Road/Watermead Way
- Down Lane Park

Sub-Total Public Realm - £2,906, 670

Total Contribution: £ 4,524,614

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

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

i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) marketing of the scheme to local residents 3) an option to acquire the Welbourne site, and 4) an option to amend the tenure on the Welbourne site (allowing for additional child playspace contributions), the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes. As such, the proposal is contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DPD Policies DM 11 and DM 13, and Policies AAP3 and TH4, TH5 and TH10.

ii. *In the absence of a legal agreement securing local employment opportunities and training, assistance for local tenders, career education and financial contributions towards End User Skills and Training (including an update confirming the quantum of B1 floorspace) and Apprenticeships, the proposal would fail to facilitate training and employment opportunities for the local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9, Policy DM48 and Policies AAP4, TH4, TH5 and TH10.*

iii. *In the absence of legal agreement securing 1) residential and framework Travel Plans, 2) Traffic Management Order (TMO) amendments to preclude the issue of parking permits 3) a travel plan coordinator 4) financial contributions toward travel plan monitoring, car club provision, and CPZ review, and 5) a S278 Highways Agreements, the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Saved UDP Policy UD3 and emerging Policy DM31 and emerging Policy AAP7.*

iv. *In the absence of a legal agreement securing the terms of access to the public realm and a public access management plan, the proposal would fail to secure publicly accessible open spaces and compromise the Council's vision for the future Tottenham Hale District Centre. As such, the proposal would be contrary to London Plan policies 7.5, 7.9, Policy SP12, Policy DM20 and Policies TH2, TH3 and TH4.*

v. *In the absence of a legal agreement securing 1) off site public realm enhancements 2) public art 3) architect retention, and 4) a child playspace plan, the proposal would give rise to an illegible public realm, poorly detailed building elevations and a poor quality public realm and child play spaces. As such, the proposal would be contrary to London Plan policies 7.1, 7.4, 7.6, 7.18, Strategic Policies SP11 and SP13 and Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH4, TH5 and TH10*

vi. *In the absence of a legal agreement securing an Energy Plan to address a carbon offset payment requirement and demonstrate a connection to a future district energy network, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DPD Policies DM 21, DM22 and Policies TH4, TH4 and TH10.*

vii. *In the absence of the legal agreement securing a financial contribution to coordinated construction management in Tottenham Hale and the applicant's participation in the Considerate Constructors Scheme, the development would give rise to construction phase amenity impacts*

related to road traffic, noise, air quality and safety. As such, the proposal is contrary to London Plan Policies 6.3 and 6.14, the Upper Lea Valley Opportunity Area Framework and Policy AAP11.

viii. In the absence of a legal agreement securing a financial contribution to address the administration, monitoring, and reporting of the discharge of planning obligations, the development would give rise to costs incurred by the Local Authority if the development were not in place. As such, the proposal would be contrary to London Plan Policy 8.2, Strategic Policies SP16, SP17, Policies AAP1 and AAP11 and Policy DM48.

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

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

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Appendix 19 Applicant Response – Air Quality (Dr Nunn)
Appendix 20 Map – Ecological Designations

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is a full application for comprehensive mixed-use re-development of the Strategic Development Partnership (SDP) sites in Tottenham Hale. In April 2017, Haringey formed a SDP with the applicant to progress the development of five plots. The SDP facilitates a joined-up approach to the design and delivery of homes, town centre uses, and new public realm.

3.1.2. The scheme incorporates 6 buildings on 5 plots totalling 104,053m² of floorspace. The proposal includes 1,030 dwelling units (including 51 Council homes at social rents, 108 shared ownership units and 80 units for intermediate rent), as well as retail uses, a health centre, and office and leisure uses. The applicant has proposed two options for the scheme. Option B includes a cinema.

3.1.3. A tabulation of the proposed uses is below, followed by a summary of the proposed development for each plot. A site plan is **Appendix 3**. Floor plans and elevations for each plot are set out in **Appendix 4**. Indicative images of the propsoals are **Appendix 5**.

Option A – Land Use	**Area (Minimum)**	**Area (Maximum)**
Residential	97, 645m^2 (1,030 Units)	
Retail	Up to 3,505m^2	
Leisure	Up to 1,167m^2	
Office	831 m^2	4,336 m^2
Health Centre	1,643 m^2	
TOTAL	**103,623 m^2**	

Option B – Land Use	**Area (Minimum)**	**Area (Maximum)**
Residential	97, 645m^2 (1,030 Units)	
Retail	Up to 4,306 m^2	
Leisure	Up to 2,288 m^2	
Office	831 m^2	5,137 m^2
Health Centre	1,643 m^2	
TOTAL	**104,053 m^2**	

Welbourne

3.1.4. This plot is proposed to contain a 16 storey block on Park View Road, with a 7 storey wing on Monument Way, and a 6 storey wing on Chesnut Road. A 4 storey element faces Fairbanks Road. The development is set around a landscaped podium providing residents' shared amenity and play spaces. The building will contain 131 residential units and 265m^2 of flexible commercial floorspace.

3.1.5. The Welbourne unit mix has been updated and the building is now proposed to be 100% affordable housing (comprised of 51 Social Rent units and 80 London Living Rent units). The number of family sized units has also increased: the block will comprise 36 one-bedroom units, 73 two-bedroom units and 22 three-bedroom units.

3.1.6. In response to consultation, and pending cabinet approval and final agreement, Haringey is proposing to proceed with an option to purchase the proposed building on the Welbourne Plot. The application will be subject to a cascade agreement in the section 106, which will secure, as a first choice, the delivery of these units as 131 Social rented units, and as a second choice, delivery of the units as 51 social rented units and 80 Discount Market rented units at London Living Rent levels. Should the Council not buy the building as 131 Shared Ownership units, Haringey may also seek to secure funding to allow the tenure amendment noted above.

3.1.7. A health centre is also proposed to be incorporated in the Welbourne Plot (1,643m² GIA). The centre comprises two storeys of accommodation fronting Monument Way. The space will significantly increase much needed local health care capacity and allow consolidation of local health care services as described below. The current unit mix and tenure of the Welborune plot is tabulated below.

WELBOURNE	**Social Rent**	**London Living Rent**	**TOTAL**
1-Bedroom	10	26	36
2-Bedroom	20	53	73
3-Bedroom	21	1	22
TOTAL	**51**	**80**	**131**

Ashley Road West

3.1.8. This plot is proposed to contain a Part 15/Part 7/Part 5 storey building. The building elevations along Hale Road and Ashley Road frame a courtyard which accommodates car and cycle parking. In total 98 residential units are proposed 70 are market units and 28 shared ownership units. The quantum of flexible retail/office floorspace proposed is 522m² across 2 ground units.

ASHLEY ROAD	**Market**	**Shared**	**TOTAL**

WEST		Ownership	
1-Bedroom	14	12	26
2-Bedroom	54	8	62
3-Bedroom	2	8	10
TOTAL	**70**	**28**	**98**

Ashley Road East

3.1.9. The Ashley Road East plot comprises a mixed-use building (19 and 13 storeys, with a 5 storey link) around a landscaped podium providing residents' shared amenity space. The plot proposes 183 residential units (all market) and flexible retail/office/leisure floorspace. This plot proposes 551m^2 of flexible retail/office floorspace, 519m^2 of flexible retail/office/leisure floorspace, and 831m^2 of dedicated office floorspace. The building fronts a new public open space on the corner of Watermead Way and Ashley Road (Watermead Place) and flexible use units on the northern side of the building fronting the National Collage for Digital Skills (NCDS).

ASHLEY ROAD EAST	Market	TOTAL
Studio	11	11
1-Bedroom	97	97
2-Bedroom	64	64
3-Bedroom	11	11
TOTAL	**183**	**183**

North Island

3.1.10. On the North Island plot, Building 3 (18 storeys) is mixed-use, providing 136 residential units (80 shared ownership and 56 market) and 317 m^2 flexible retail/office/leisure accommodation. A ground level external amenity space, incorporating children's playspace, is located to the north of the building.

NORTH ISLAND (BUILDING 3)	Market	Shared Ownership	TOTAL
Studio	0	16	16
1-Bedroom	21	22	43
2-Bedroom	35	42	77
3-Bedroom	0	0	0
TOTAL	**56**	**80**	**136**

Ferry Island

3.1.11. On the Ferry Island plot, the applicant proposes two buildings set around a landscaped square and a pavilion. Building 1 (38 and 19 storeys, with a 7 storey link) and Building 2 (13 and 7 storeys) are mixed-use, providing 482 residential

units (market) and flexible retail/office/leisure floorspace. Option B for Ferry Island incorporates a cinema in the basement shared between both buildings, with associated facilities at ground and mezzanine level.

3.1.12. In Option A, 615 m^2 of flexible retail/office floorspace is proposed in Building 1; and 136m^2 of flexible retail/office floorspace and 332m^2 of flexible retail/office/leisure in Building 2. In floorspace Option B, 295m^2 of flexible retail/office floorspace and 1,002m^2 of flexible retail/office/leisure floorspace is proposed in Building 1; and 136m^2 of flexible retail/office floorspace and 450m^2 of flexible retail/office/leisure in Building 2.

3.1.13. A two-storey pavilion building is proposed on the southern side of Ferry Square, comprising 249 m^2 of flexible retail/office floorspace. Building 1 incorporates a double height glazed link providing a pedestrian connection between the bus station and Ferry Square. Building 2 has a single storey route through the building from Ferry Square to Station Road.

FERRY ISLAND (Building 1)	**Market**	**TOTAL**
Studio	36	36
1-Bedroom	181	181
2-Bedroom	131	131
3-Bedroom	27	27
TOTAL	**375**	**375**

FERRY ISLAND (BUILDING 2)	**Market**	**TOTAL**
Studio	13	13
1-Bedroom	37	37
2-Bedroom	46	46
3-Bedroom	11	11
TOTAL	**107**	**107**

Public Highway and Landscaping

3.1.14. The proposed development will provide a number of dedicated public spaces. The largest is Ferry Square which is located on Ferry Island and framed by Buildings 1, 2 and the pavilion. This has a direct link with the bus station and Station Square through and to the south of Building 1.

3.1.15. Watermead Place is located to the south of Ashley Road East and will provide relief and public space for future and existing occupiers in the Ashley Road area. Public space will also be provided adjacent to the realigned Station Road (Station Place) which can be utilised for a variety of flexible uses.

3.1.16. The applicant proposes a comprehensive and detailed public paving and landscaping proposal set out in detail in the sections below.

October 2018 Alterations

3.1.17. As noted above, following consultation and discussions with officers, the applicant amended the proposal following the submission of the application primarily to increase the number of family-sized units and introduce social rented homes on the Welbourne Plot. Several other alterations were also included, including a minor amendment to the red line area along the northern boundary adjoining the NCDS building. These changes were the subject of statutory re-consultation as noted in the section below. The key alterations were:

- The residential entrance in Building 1 has increased at ground floor. A secondary entrance is added on the southern element of the building to provide direct access from the internal route.
- The quantum of retail in Building 1 has marginally reduced to accommodate the increased size of the residential entrance.
- Dedicated cycle entrances have been introduced in Buildings 1 and 2.
- Change of tenure in Building 3. From level 1 to level 10 the tenure remains Shared Ownership with a total of 80 units. From level 11 above, the tenure is changed from Shared Ownership to Market, with a total of 56 units;
- Change to the location of the residential entrance from The Hale to Station Road in Building 3.
- Some cycling provision in Building 3 has been relocated to a new cycle store at ground floor level.
- Remove two proposed trees between Building 1 on the Ferry Island plot and the Tottenham Hale bus station following a request from Transport for London ("TfL") to aid passengers boarding and alighting buses

3.1.18. The changes will allow for implementation of additional affordable housing and respond to Quality Review Panel comments. They are further assessed in the design section below.

3.2. **Site and Surroundings**

3.2.1. Tottenham Hale is dominated by traffic with poor pedestrian links and lacks civic space. However, the site benefits from excellent public transport links, including rail and underground services. The area has outstanding access to green spaces and nature, include the amenities of the Lea Valley that lie to the east of the SDP sites and Down Lane Park.

3.2.2. The SDP sites are predominantly characterised by a mixture of low rise industrial uses and a car-centred retail park. The land is under-utilised.

Images of the existing site are **Appendix 6**. Each plot is described briefly below.

Welbourne

3.2.3. This is the westernmost of the five plots, and is bounded by Monument Way to the south, Fairbanks Road to the west, Chesnut Road to the north and Park View Road to the East. The plot is currently vacant but formerly contained a community centre. There are several existing trees on this site.

Ashley Road West

3.2.4. This plot is west of Ashley Road and north of Hale Road. It is currently occupied by a petrol filling station and a retail shop. The plot is bound by hardstanding associated with a light industrial yard to the north.

Ashley Road East

3.2.5. The plot is situated to the east of Ashley Road West separated by Ashley Road. The plot contains Stratford College, which is a three storey building fronting Hale Road and also contains other meanwhile street food and bar uses (Styx, which is due to close shortly) to the rear. Ashley Road East is bound by a light industrial estate to the north.

Ferry Island

3.2.6. This is the southernmost plot and is bound by Ferry Lane/The Hale to the south, Station Road to the north and west and Tottenham Hale Bus Station to the east. Ferry Island is currently occupied by Ferry Island Retail Park, which includes KFC and Pizza Hut and the former Maplin store, and associated car parking.

North Island

3.2.7. This plot is currently occupied by a vacant former public house (a non-designated heritage asset) and car wash yard. The plot also incorporates a section of Station Road and associated public highway in the south. The plot is located to the north-west of the Ferry Island. The North Island is bound by two retail units to the north, a hotel to the east, Station Road to the south and The Hale to the west.

Land Use Designations

3.2.8. The plots are not located within or adjacent to any Conservation Areas and do not contain any statutory or locally listed buildings. The western end of

Ferry Island and the western edge of North Island lie within an Archaeological Priority Area (APA).

3.2.9. The SDP sites cover several allocations in the Tottenham Area Action Plan (TH2, TH4, TH5 and TH10). Tottenham Hale is also a Housing Zone and identified as an area for accelerated housing delivery. A locally protected linear view from Quernmore Road crosses the southern part of the site.

3.2.10. Tottenham Hale is a Growth Area identified for significant redevelopment. The centre of Tottenham Hale site is also programmed to become a District Centre. Part of the site lies within a Crossrail 2 safeguarding area. The site is an Opportunity Area as designated by the London Plan.

3.3. **Relevant Planning and Enforcement History**

3.3.1. There are a number of historic planning applications in the Council's records that pertain the various plots, however these are not relevant to the current application.

3.3.2. In May 2018, planning permission (HGY/2017/3649) was granted for the reconfiguration of the existing Tottenham Hale Bus Station. These works will improve the efficiency of bus operations (including reduced journey times for some routes), improved pedestrian movement through and around Station Square, and reduce the bus station footprint.

3.3.3. The Council issued a Scoping Opinion (HGY/2018/0268) pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in March 2018. The decision set the scope for the current application's Environmental Statement.

3.3.4. There are a number of emerging and consented developments in the vicinity of the SDP sites in Tottenham Hale. A map of recently approved development in Tottenham Hale and summary of key planning applications and their status is contained in **Appendix 7**. .

4. CONSULTATION REPONSE

4.1. **Planning Committee Pre-Application Briefing**

4.1.1. The proposal was presented to Planning Sub-Committee as a 'Pre-Application Briefing' on 9th July 2018. The relevant minutes of the meeting are summarised below:

- Following the Officer presentation, Cllr Gordon addressed the Committee in her capacity as ward councillor. Concerns regarding the health centre

capacity and car park. Objected to lack of social housing in pre-application scheme.

- Councillor Brabazon addressed the Committee in her capacity as ward councillor. Concerns regarding definition of affordable housing and objections regarding lack of social housing in the pre-application scheme.
- Committee noted the following response to their comments and questions at pre-application committee:

    - There would be one building at full height of 38 storeys.
    - Developer only had an obligation to deliver health centre building. The Council would secure the tenants and the Clinical Commissioning Group was working with the Council to create an appropriate business case. Site in Hale Village would close, as it had only been granted temporary permission.
    - The parking levels were in line with London Plan guidance, and the development was classed at PTAL 6b, so high levels of parking were not needed. There would be a maintenance plan in place and a concierge to cover the whole estate.
    - It would be possible to include a clause in the lease to prevent Air BnB rentals.
    - All buildings would be fully fitted out with sprinklers, and no combustible cladding would be used.
    - Cycle routes would be contained in a separate highways application.
    - There would be further information regarding jobs in the planning application, but there would be an increase in employment figures.

4.2. **Quality Review Panel**

4.2.1. Argent Related has worked extensively with Haringey's independent Quality Review Panel (QRP) throughout the planning pre-application and application processes to progress the design of the development.

4.2.2. Various parts of the scheme have been presented to Haringey's Quality Review Panel at different stages. In total, the Panel has considered the SDP sites 8 times. The final two reviews were undertaken at application stage. These two reviews (on 17 September and 14th November 2018) considered the final scheme in the round.

4.2.3. The Panel offered its full support for the planning application. As per the design section below, Haringey and GLA officers concur with the QRP that the scheme represents an impressive and well considered design and delivers the comprehensive and sensitive large-scale regeneration envisaged by adopted policy.

4.2.4. The 14th November 2018 review is **Appendix 8**. The QRP's support is clearly set out in the review and states "the Panel feels that the overall development strategy is extremely successful and rises to the challenge and aspirations of Tottenham Hale Area Action Plan. Its supports the inclusion of Tall Buildings"

4.3. **Development Management Forum**

4.4. The proposal was presented to a Development Management Forum on 20th June 2018. The key planning concerns highlighted at the meeting by residents were centrally the heights of proposed buildings, cycling infrastructure, affordable housing, and various design issues. An officer note summarising the forum is set out in **Appendix 9**.

4.5. **Non-statutory Consultation**

4.6. The applicant has submitted a Statement of Community Involvement (SCI) that sets out the applicant's pre-application consultation activities. The applicant has primarily undertaken two phases of public exhibitions as part of the pre-application process.

4.7. Alongside these, the applicant has set out a stakeholder engagement plan, which included meetings, presentations and workshops with local community and amenity groups, as well as three newsletters distributed to local residents and businesses. A popup event was held outside Tottenham Hale station across two separate days.

4.8. **Application Stage Consultation**

4.9. The following were consulted regarding the application:

Internal:

- LBH Design Officer
- LBH Head Of Carbon Management
- LBH Regeneration Tottenham Team
- LBH Housing
- LBH Flood and Surface Water Drainage
- LBH Economic Regeneration
- LBH Parks
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH EHS - Noise
- LBH Conservation Officer
- LBH Arboricultural Officer
- LBH Nature Conservation
- LBH Emergency Planning and Business Continuity
- LBH Building Control

- LBH Transportation
- LBH Planning Policy
- LBH Waste Management
- LBH Homes for Haringey

External:

- Network Rail
- London Fire Brigade
- Lee Valley Regional Park Authority
- Metropolitan Police - Designing Out Crime Officer
- Transport For London
- Environment Agency
- London Underground
- Natural England
- Crossrail 2
- Health and Safety Executive
- Canal and River Trust
- Royal Society for the Protection Birds (RSPB)
- Greater London Authority
- Thames Water
- Historic England
- Historic England - Greater London Archaeology Advisory Service

- Tottenham Conservation Area Advisory Committee
- Friends of Down Lane Park
- Ferry Lane Action Group
- Ferry Lane Estate Residents
- Tottenham Civic Society
- Chesnut Residents Association

Other Local Authorities:

- London Borough of Hackney
- London Borough of Waltham Forest
- London Borough of Enfield

4.10. A summary of consultation responses received is below. The full text of comments from internal consultees is **Appendix 10**. The full of external consultees that responded to consultation is contained in **Appendix 11**.

Internal:

LBH Environmental Health – Pollution: No objection to proposal subject to condition. Air Quality Neutral Assessment demonstrated that the development is

air quality neutral in terms of both building and road traffic emissions. Dispersion modelling study indicates that air quality will not present a significant constraint on the development. Sites have history of contamination. Standard Conditions and informatives recommended.

LBH Environmental Health – Noise: No objection to proposal subject to a condition around noise levels in conformity with British Standards recommended. Condition around noise level testing recommending. Noise Plant condition recommended. No mitigation measures are required for vibration. Condition around sound insulation between commercial and residential uses recommended. Informative recommended.

LBH Waste Management: No objection to proposal subject to condition. Request for twice weekly residual and recycling waste collection has been made. It is felt that due to the size and nature of the development a twice weekly collection of residential residual and recycling waste would be more suited. Some of the distances between waste storage areas and collection vehicles are further than the 10 metre distances. Management plan required.

LBH Carbon Management: No objection to proposal subject to condition. The majority of the issues raised by the Carbon Management Team have been accepted by the developer. Where they have not, the applicant has given justification that has been accepted by the Carbon Management Team. Therefore, the Carbon Management Team supports this application and the positive benefits that it brings to carbon reduction in Tottenham Hale.

Developments are estimated to achieve a reduction of 174 tonnes per annum (12%) in regulated CO2 emissions through Lean measures. BREEAM conditions required. Developments are estimated to achieve a reduction of 461 tonnes per annum (32%) in regulated CO2 emissions through Clean measures. Condition required for boiler details. A reduction in regulated CO2 emissions of 37 tonnes per annum (3%) will be achieved through Green measures. Condition required – overheating assessment. Condition required – living roof and bio-diversity.

LBH Transportation: No objection to proposal subject to condition and S106 obligations. Trip generation acceptable. The development will not create a significant level of additional public transport trips - no major consequences for local public transport services. Car parking and access acceptable subject to S106 and S278 obligations. Car club and cycle parking acceptable subject to condition. S278, S247 and S38 agreements required. Other standard conditions and obligations required.

LBH Conservation Officer: Proposed buildings incongruous in isolation however changing context of the area includes tall buildings. The proposed development would better integrate with this emerging context. Proposed

buildings would dominate Berol House, however a number of other taller buildings have been consented around the development sites, and the locally listed Berol House itself has consent for a two-storey rooftop extension

Visual impacts would be wide and should be comprehensively assessed through AVR assessment of views into and out of the affected Conservation Areas – Conservation Officer aware the applicants AVR has been considered by QRP. The potential cross borough impacts should be thoroughly assessed. Proposal is considered to result in 'less than substantial harm' to heritage assets, and this will need to be weighed against the public benefits of the scheme.

LBH Local Lead Flood Authority: No objection to proposal subject to condition. The proposed discharge rates are based on 3 x Greenfield as per LBH guidance and are agreed in principal. The proposed SuDS to be included across the developments include Blue and Green Roof, tree pit systems and permeable paving which will in effect collect and store rainwater at source, this in turn will decrease water volumes. Further discussion with highways required. Detailed management and maintenance plan required.

LBH Arboricultural Officer: No objection to proposal subject to condition. No objection to the proposed removal of the 10 trees on LBH land. New planting plan will provide more than adequate replacement tree cover. Alterations to Tree Strategy required given species mix in area. Proposed tree location require confirmation. Conditions concerning tree removal and replanting to ensure conformity with industry standard required.

LBH Nature Conservation: No objection to proposal subject to condition. Confirmation that, prior to the demolition of the current Stratford College building on the Ashley Road East plot, an internal bat survey is undertaken to ensure that the building is not being used by bats (as per the recommendation from the Ecological Appraisal).

External:

Canal and River Trust: No objection to proposal. Contributions sought to address tow path widening and operational equipment dealing with aquatic weeds.

Crossrail 2 Safeguarding Team: No objection to proposal. Land within limits of safeguarding direction. Configuration of Buildings 1 and 2 supported. Further discussion between Crossrail 2 and the developer encouraged. Soundproofing should be incorporated into design.

Environment Agency: No objection to proposal subject to condition. The proposed development is acceptable subject to listed conditions and a

remediation strategy carried out by a competent person in line with the NPPF. Conditions and Informatives recommended for imposition.

Health and Safety Executive: No objection to proposal. HSE is a statutory consultee on relevant developments within the Consultation Distance (CD) of a hazardous installation or a major accident hazard pipeline. As this development does not lie within a CD, HSE has no comments.

Greater London Authority: Principle of residential, town centre uses, and a health centre, as part of a high density mixed-use development on this under-utilised site is strongly supported. Proposals are of a high quality, with negligible impacts on strategic views, and no harm to designated heritage assets. Further information is required, including trip generation; Blue Badge parking; and shared surfaces. Bus route mitigation may be required. Further information on the energy strategy and surface water drainage required. The Greater London Authority Stage 1 report is **Appendix 12.**

Greater London Authority – Viability Officer: No objection to proposal is viability terms. The revised proposal is in excess of the maximum reasonable amount of affordable housing assessed on an objective basis. However, a relatively small reduction in build costs or increase in sales values would result in the development being much more viable. Given the place making nature of this development, GLA Officers consider that values may well exceed current expectations. A late stage viability review should be included in the s106 agreement. The assessment for this should be based on the build costs and sales values, but include agreed values for the health centre and affordable housing dwellings, assessed on an objective basis.

Historic England: No objection to proposal. Development supported in principle, however LPA should take impact of building height into account in coming to a view around heritage assets. Loss of non-designated heritage asset (former White Hart public house) is regrettable. Tall buildings should be assessed against local plan provisions to ensure duties established in legislation and policy concerning the conservation of the historic environment have been satisfied. [Officer note: the location is designated in the Local Plan as suitable for tall buildings, there are already tall buildings consented in the vicinity and these buildings will be viewed as part of a cluster. There were no objections from Historic England to the tall building locations in the Local Plan]

Historic England - Archaeological Service: No objection to proposal subject to condition. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan. Condition around a two-stage scheme of Written Scheme of Investigation (WSI) and informatives recommended for imposition.

London Fire Brigade: No objection to proposal (Initial concerns resolved). The Commissioner is satisfied with the proposals for fire fighting access as compliance with B5 of the Building Regulations following further consultation and information provided via email.

London Underground: No objection to proposal. No comment to make on the application except that the developer should continue to work with LU engineers for each stage of the development.

Metropolitan Police – Designing Out Crime Officer: No objection to proposal subject to condition. MET have studied the EIO Scope Haringey Island - Planning Statement and are satisfied that the requirements of the Metropolitan Police are met within the statement. The proposed development within the planning scope appears to positively seek engagement with Secured by Design to ensure that the current Police accredited standards are met. (Comments received following scheme alterations – no change in position.)

Natural England: No objection to proposal subject to condition. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. Additional advice on other natural environment issues included. Future monitoring should be reviewed.

Network Rail: No objection to proposal subject to condition. Developer should comply with the comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. Informatives around asset protection provided.

NHS Haringey CCG: No objection to proposal. New health centre in Tottenham Hale is essential. Tottenham Hale Medical Practice in Hale Village is a temporary site in a portakabin, only available for a limited period. Dowsett Road Surgery is currently located in a converted terraced house, unsuitable for the delivery of modern healthcare. New facility would enable the general practice to provide enhanced services to patients that would not be possible in their current premises. The CCG supports the planning application. NHS likely to receive a substantial capital grant to support the delivery of the health centre, subject to planning permission being granted.

Thames Water: No objection to the proposal subject to condition. Regarding water network infrastructure capacity, no objection. Regarding surface water proposal no objection however concerning foul water discharge - TW expect further developer engagement to ensure suitable sewerage infrastructure is in place. Source Protection Piling Strategy condition applies to Ferry Island only. Other standard conditions and informatives required.

Transport for London: No objection to proposal subject to condition. Trip generation and healthy streets – further detail required. Urban realm issues in relation to disabled users require further clarification. Cycle parking is London Plan compliant. Draft London Plan requirement for disabled parking is met, however details on future converted provision required. S106 obligations around bus provision may be required. (Re-consultation: No comment)

Adjoining London Boroughs

LB Waltham Forrest: LBWF offer their support to the application and consider that the level and height of built development proposed would be seen in the context of other approved tall buildings in this location and as such is considered acceptable. No adverse impact on LBWF noting in particular our approved and built developments and those coming forward shortly in the Blackhorse Lane Growth Area. Officer engagement around highways and the Wetlands encouraged. Contribution to support Wetlands sought. [Officer note: LBH has already made substantial contributions to the wetlands and additional contributions are not considered necessary.]

LB Hackney: Concerns about the height of the tallest element of the proposed development. Hackney officer consider harmful impact of view from Springfield Park and various other unspecified locations. Reduction requested however possible viability issues and wider planning balance acknowledged by Hackney Officers. [Officer Note: proposals that Hackney has approved in its own borough appear in this view and the view is in the distance in any case. The building will appear as part of a cluster with already approved buildings.]

LB Enfield: No objection to proposal. Proposals would not have any strategic implications for this Borough, however concerns cumulative schemes do not take account of the impact of the proposed Meridian Water development, or the developments at Tottenham Hotspur or Northumberland Park, especially with regards to the future capacity at Tottenham Hale. [Officer Note: the impact of developments in the vicinity were taken into account in assessments of the application. TfL raises no objection to the proposal.]

5. LOCAL REPRESENTATIONS

First Round of Consultation – August 2018

On 1st August 2018 the following consultation activity was undertaken:

- 1446 Letters to neighbouring properties
- 5 Letters Residents Association and local groups (as noted above)
- 8 site notices erected close to the site, publicising:
    - An application for Planning Permission (Major Development)

- An application accompanied by an Environmental Statement
- Development affecting the setting of a conservation area

- 3 Press Advertisements (placed in Haringey Independent on 3th August 2018) publicising:

  - An application for Planning Permission (Major Development)
  - An application accompanied by an Environmental Statement
  - Development affecting the setting of a conservation area

Second Round of Consultation – October 2018

The applicant submitted amendments to the application (including to the Environmental Statement) on 17th October 2018. A second round of consultation was undertaken on 19th October 2018 to publicise changes to the proposal. The second round of consultation replicated the first in terms of letters and site notices, and e-mail notification of the updates to those who already commented was sent. Press advertisements as per the above ran in the Haringey Independent on 19th October 2018.

5.1. The number of representations received from adjoining occupiers in response to notification and publicity of the application were as follows:

No of individual responses: 121
Objecting: 88
Supporting: 25
Others: 8

(Any additional comment following the publication of this report will be tabled at the planning sub-committee meeting.)

5.2. The following local groups/societies made representations:

- **Chesnut Residents Association**: Objection to proposal via petition (4 signatories). Application should be withdrawn. Council should work with local residents on a plan for a low rise proposal for the Welboune Site. Follow Up Objection 15.11.2018. Application is too large. Development on public land unacceptable. Proposal will give rise to air pollution. Portfolio approach unacceptable and will lead to gentrification. Impacts on infrastructure unacceptable.

- **Bridge Renewal Trust:** Supports proposal - welcome the mixed tenure options on the proposed homes, new large health centre, serving 30,000 local people and potential use of the facilities by local community whilst it reaches full capacity.

- **Friends of the Earth (Tottenham and Wood Green)** – Objection to the proposal. DEN supported but transition plan required. High glazing ratio increases the risk of overheating. The development does not meet the zero carbon standard. Heat pumps supported. PV supported but additional PV should be sought. Where the development still does not meet standards, the Council should impose the full zero carbon levy at £60.

- **Haringey Citizens:** Neither Supports nor Objects. Changes to scheme should be sought. Affordable Housing should be increased. Public Space should not be overly commercial and make provision for local groups. Health centre is welcomed. (Officer Comment: Response pre-dates scheme amendments. No response to second round of consultation)

- **Haringey Defend Council Housing:** Objection to the proposal. Lack of Council or social rent housing, Tenure segregation, Equality Issues, Fire Safety, Unexplained site boundary, and use of GLA funding. (Officer Comment: Response pre-dates scheme amendments. No response to second round of consultation)

- **Haringey Green Party:** Objection to the proposal**.** King's Cross Square, which was also built by Argent, is very attractive but, given that the majority of this development is on council property, scheme would need to be genuinely public. Lack of social housing unacceptable. Scheme should cater to local workers. 38 storey building (over 100 metres tall) will be visible over large area. Development would require matching transport infrastructure. Unit mix unsuitable. (Officer Comment: Response pre-dates scheme amendments. No response to second round of consultation)

- **Haringey Health Watch**: Support Proposal. Failure of GP provision to keep pace with local population growth a long standing problem in the local area. Health Watch investigation into local health care indicates local area underserved in terms of primary care provision. (Health Watch study attached). Health centre will address provision and health inequality in local area.

5.3 The following Councillors made representations. A summary of the representations is below. The full text of representations from Councillors, the MP for Tottenham, the London Assembly Member for Haringey and Enfield (as set out below) and other London Boroughs, is contained in **Appendix 13.** An officer response to objections is also provided.

- **Cllr Ruth Gordon**: Objection to proposal. Lack of Social Housing unacceptable. The scheme will increase inequality in Haringey. The scheme is a contravention of the Equalities Act. Affordable Housing product is aimed at attracting buyers from outside Haringey. Height of development is

unacceptable and will impact the amenity of adjoining occupiers in terms of daylight/sunlight.

Updated comments following scheme alterations: Affordable housing being delivered with funds flowing from Development Agreement is unacceptable. Height of development is unacceptable and a departure from guidance. The site allocation for Welbourne calls for a Green Buffer and the proposal does not achieve this - mature trees are being removed. The proposal will increase noise and air quality issues contrary to the Tottenham AAP. The Welbourne proposal does not accord with the character of the Chesnut Estate and will overshadow existing properties. Scheme contains insufficient playspace.

- **Cllr Zena Brabazon:** Objection to proposal. Lack of Social Housing unacceptable. The scheme will increase inequality in Haringey. The scheme is a contravention of the Equalities Act. Affordable Housing product is aimed at attracting buyers from outside Haringey. Reversal of tenure split for affordable housing not suitable as the scheme involves sale of public land. Height of development is unacceptable and will impact the amenity of adjoining occupiers. The development will impact air quality of local schools.

- **Cllr Daniel Stone:** Objection to proposal. Lack of Social Housing unacceptable. The council's objective is that social housing should constitute 70% of the 50% affordable housing within developments of ten or more units. Fire Safety concerns and single lack of egress. Infrastructure concerns with increased population in Tottenham Hale.

- **Cllr Mahir Demir:** Objection to proposal. Lack of Social Housing unacceptable. Quantum and type of affordable housing unacceptable. Height of tall buildings in Tottenham Hale unacceptable.

- **Cllr Matt White:** Objection to proposal. Lack of Social Housing unacceptable. The development will attract commuters and local residents. Applicant process is undemocratic as there are too many documents included and local people do not have ability to effectively comment.

- **Cllr Noah Tucker**: Objection to proposal. Lack of social housing unacceptable. Height of scheme and impacts on skyline unacceptable given – lack of affordable means impacts are not justified.

5.4 **The Right Honourable David Lammy, Member of Parliament for Tottenham**, made representations. A summary of the objection is below. The full text of the objection is Appendix 13.

- Objection to proposal. MP has received objections from local residents. Lack of social housing in scheme is unacceptable. Shared ownership is not affordable for some Tottenham residents. Social housing should be priority

given local authority waits lists. Proposal should achieve 40% affordable housing. MP considers proposal will give rise to further social polarisation in Tottenham. The height of the development is unacceptable and will impact on adjoining occupiers. Fire safety concerns regarding single egress from Building 1.

5.5 **Joanne McCartney, London Assembly Member for Haringey and Enfield** made representations. A summary of the objection is below. The full text of the objection is Appendix 13.

- Objection to proposal. There is too much shared ownership in the scheme and a lack of affordable housing which will not benefit local residents. Concerns regarding the height of the proposed development. Concerns regarding the fire safety and fire suppression systems in new build development. Air quality implications of scheme should be considered in further detail, especially impacts on local schools.

5.6 The issues raised in representations from adjoining occupiers that are material to the determination of the application are tabulated in **Appendix 14** together with an officer response. The material planning issues are briefly summarised below:

Affordable Housing

- The scheme contains an absence of social housing
- The scheme proposes a low proportion of affordable housing
- The affordable rent element of the scheme will not be truly affordable for local residents
- The affordable housing offer is too oriented toward shared ownership.
- The development should be marketed exclusively to Haringey residents for a set period of time
- BAME residents on comparatively lower incomes will be unable to access shared ownership housing

Development Design

- The buildings will be visually unattractive
- The buildings are too tall for the local area
- The buildings will loom over existing development and Down Lane Park
- The Pavilion finishes may weather poorly
- More green space should be incorporated into the design
- The tall building are located too close to the Walthamstow wetlands
- The affordable and market units should have integrated access points Separate access points are unsuitable and stigmatising
- The density of the scheme is too high given the context of the area
- The amount of child playspace in the scheme is insufficient

Housing Quality

- Highrise development will yield unsuitable living conditions for future occupiers
- The highrise element of the scheme will have low levels of light and poor outlook in the lower floors
- The overall unit mix is too oriented toward 1-bedroom and 2-bedroom units at the expense of family housing. This is a policy contravention. This unit mix will promote population churn

Amenity to Adjoining Occupiers

- The buildings will block light to adjoining occupiers

Public Access

- The development contains publically accessible areas as opposed to public rights of way

Infrastructure

- Additional numbers to the local population will put a strain on existing health and schooling facilities
- The Council should ensure that improvements at Tottenham Hale station will handle the extra capacity as the station is already congested in the mornings.
- The loss of the petrol station and the cash machine with be detrimental for the night-time economy
- The level of local CIL is not sufficient to address the impacts of the scheme

Transport

- The health centre should incorporated metered parking on Chestnut Road so local residents can drive to the health centre if unwell
- The development will give rise to local highway safety concerns
- The health centre will give rise to localised overspill parking impacts in the area
- The development will give rise to overspill parking impacts specifically to Hale Gardens

Fire Safety

- Buildings of the height proposed should not be permitted following the Grenfell Tower Fire.
- Layout of Buildings should be reviewed following the Grenfell Tower Fire.
- The 38 storey building only has a single point of escape.

- London Fire Brigade equipment is not suitable for a building of this height.

Flood Risk

- Tottenham Hale is in a Flood Plain and the buildings would over sit London Underground Tunnels

Air Quality

- The build out time (given the site size) will give rise to worsening air quality in Tottenham
- The applicant's submission understates the air quality impacts to the Welbourne School
- The removal of trees from the site will give rise to air quality concerns. The trees on the Welbourne Centre are a rousting habitat and should not be removed
- Residents on lower floors of the development will be impacted by higher levels of pollution than on higher floors
- The applicant is using out-of-date air quality data
- The proposal will give rise to additional car travel and therefore more air pollution
- Construction traffic and onsite impacts will worsen air quality in the local area
- School Air Quality Audit Program notes two schools in the vicinity of the site have air quality issues – the development will worsen local air quality

5.7 The following is a summary of comments received from adjoining occupiers in support of the development:

- Proposal will provide much needed new housing
- The scheme will make excellent use of existing transportation links
- Tottenham Hale needs investment and regeneration
- Redevelopment will bring new jobs in the area
- Development should be welcomed by local residents following a lack of historic investment in Tottenham.
- A local cinema is a positive feature of the development
- Proposal would provide good quality homes
- There is sufficient social housing in Tottenham and no further provision is required
- Similar high density proposals in Stratford have yielded family friendly development
- The Health centre is welcome, but should be large enough to accommodate local needs
- The Health Centre will help address the acute lack of access to primary care in the ward

- This development represents a much better alternative to building low density development on a greenfield site

5.8 The following issues raised are not material planning considerations:

- Any social housing provided would not be allocated to key workers or local residents as the Council would prioritise asylum seekers to occupy any social units created. (Officer Comment: Haringey's Housing Allocations Policy as it relates to the circumstances of those on the housing register is not a material planning consideration.)
- The units as sold would be left empty (Officer comment: while a S106 obligation around local marketing is included in the Heads of Terms, the occupation of any unit post sale or construction is not a material planning consideration.)
- Development approved by Haringey at Seven Sisters is visually unappealing and overshadowing adjoining properties (Officer comment – only the current development proposal may be considered by Planning Sub-Committee. Development approved in Seven Sisters is not material to the planning decision.)
- The application should be 5 separate applications or made in outline. (Officer comment: Officers requested that Argent make a full application in order to make a full assessment of the proposals as a whole. The choice of redline is one for Argent, however Officers think it is appropriate that it should cover all 5 areas. The applicant's redline area is not a material planning consideration in so far as the application boundaries are configured. The applicant has submitted a full Environmental Statement which considers the cumulative environmental impacts of the development.)
- The Council's sale of land to the applicant represents poor value for money and the Development Agreement between the applicant and Haringey should be rescinded. (Officer comments: issues of land ownership are not a material planning consideration.
- The planning documents are too numerous and too complex for the local community to consider. (Officer comment: the Council has placed the submitted application documents in the planning register in line with the Development Management Procedure Order. The applicant has met validation requirements.)
- The proposal contravenes the Equalities Act 2000 because it will have a 'negative equalities' impact on local residents. The application is not accompanied an in Equalities Impact Assessment. (Officer comment: An equalities assessment is generally required a plan making stage. The proposal is in conformity with the Local Plan. The issue of equalities is dealt with in additional detail in Section 6.20 in the report).
- The heights of the buildings is not disclosed in the application. (Officer comment: the specific building heights and number storeys are contained in the application submission and are set out in this report in Section 6.5.)

- The red line area encompasses public highway and include cycle lanes. (Officer comments: land ownership is not a material planning consideration. Part of the proposal requires the stopping up of public highway, and updates to the public highway require cycle lanes to be included in the redline area.)
- The Greater London Authority did not consent to its grant funding being used by Haringey to deliver this scheme. (Officer comments: the Greater London Authority supports the scheme in planning terms [subject to the resolution of the issues noted in the Stage 1 report] however the GLA's decision to grant funds to Haringey is not material to the planning decision).

6 MATERIAL PLANNING CONSIDERATIONS

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

6.2 Principle of the Development
6.3 Policy Assessment
6.4 Affordable Housing
6.5 Development Design
6.6 Residential Quality
6.7 Social and Community Infrastructure
6.8 Child Playspace
6.9 Heritage Conservation
6.10 Impacts on Amenity of Adjoining Occupiers
6.11 Parking and Highway Safety
6.12 Energy and Climate Change
6.13 Flood Risk and Drainage
6.14 Trees and Ecology
6.15 Waste and Recycling
6.16 Land Contamination
6.17 Basement Development
6.18 Archaeology
6.19 Fire safety and Security
6.20 Equalities

6.2 Principle of the development

6.2.1 *Policy Background*

6.2.2 The revised National Planning Policy Framework (NPPF) establishes overarching principles of the planning system, including the requirement of the system to support development through the local development plan process and supports approving development proposals that accord with the development plan without delay.

6.2.3 The NPPF expresses a presumption in favour of sustainable development. The revised NPPF also strengthens the requirement to make effective use of land, including brownfield land and increased transparency with respect to viability.

6.2.4 *The Development Plan*

6.2.5 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan includes the London Plan (2016), Haringey's Local Plan Strategic Policies and the Tottenham Area Action Plan (AAP) and Development Management Polices Development Plan Document (DPD).

6.2.6 *The London Plan*

6.2.7 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.

6.2.8 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.

6.2.9 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) which opens on 15th January 2019. The Draft London Plan currently has limited weight.

6.2.10 *Upper Lea Valley Opportunity Area Planning Framework*

6.2.11 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. The OAPF sets out the overarching framework for the area (which includes the application site) and the objectives for the Upper Lee Valley. The OAPF identifies Tottenham Hale as suitable for tall buildings and a new landmark building as a focal point of the new district centre.

Housing Zone

6.2.12 Key to the delivery of regeneration at Tottenham Hale is the Council's participation in the Mayor of London's Housing Zone program. Tottenham

Hale's designation as a Housing Zone provides funding for new infrastructure and allows policy interventions such as tax incentives, simpler planning regulations and the use of compulsory purchase powers.

6.2.13 The programme seeks to deliver 5,500 new homes – 1,700 more than would otherwise be viable – through the unlocking of brownfield sites. The Housing Zone also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas.

Haringey Strategic Policies

6.2.14 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be the key location for the largest amount of Haringey's future growth. The Strategic Policies also make clear the need for affordable housing outstrips supply in Haringey.

Tottenham Area Action Plan (AAP)

6.2.15 The Tottenham AAP provides site specific and area-based policy to underpin the delivery of the spatial vision for Tottenham Hale set out in the Strategic Polices. The AAP seeks to provide clarity and certainty about how the opportunities for improving Tottenham's places will be realised. Specifically, it prescribes a vision for how neighbourhood areas, including Tottenham Hale, can develop and allocates strategic sites for particular uses and types of development.

District Centre Framework (DCF)

6.2.16 The District Centre Framework provides an illustrative masterplan for the centre of Tottenham Hale, with a range of building heights mainly stepping up to the focus of the District Centre, south of Hale Road and north of Ferry Lane/The Hale and the Welbourne Centre where 'Higher Rise' buildings are considered appropriate.

AAP Site Allocations

6.2.17 The AAP sets out 3 site allocations that are relevant to the application: TH4: (Station Square West); TH5 (Station Square North) and TH10 (Welbourne Centre & Monument Way). A brief summary of each allocation's concept is below. An assessment of the development proposals against site allocation requirements and guideline is contained in the section following.

TH4: Station Square West

6.2.18 Comprehensive redevelopment incorporating new District Centre uses at ground and first floor levels, including a hotel use, with residential and commercial above. Creation of a high quality public realm including the extension of Ashley Road as the primary route through the site.

TH5: Station Square North

6.2.19 Comprehensive redevelopment of the southern end of Ashley Road for ground floor town centre uses with a mix of residential and employment above, forming part of the new District Centre.

TH10: Welbourne Centre and Monument Way

6.2.20 Comprehensive redevelopment of the Welbourne Centre for secondary town centre uses (which could include a health centre) at ground floor level, and residential above. Limited new residential development to the south of Chesnut Estate.

6.3 Policy Assessment

6.3.1 Planning policy at all levels supports the principle of a comprehensive mix used redevelopment of the application site to provide residential and non-residential uses.

6.3.2 The NPPF fundamentally prioritises the re-use of brownfield land in urban locations to deliver required homes, jobs and community facilities. The London Plan identifies Tottenham Hale as being located within an Opportunity Area (OA), where residential and non-residential output and densities should be optimised and higher density prioritised.

6.3.3 Local policy articulates a vision seeking to capitalise on the dynamics of the area and unlock Tottenham's potential as an increasingly attractive place to live, work, study and visit, a neighbourhood fully benefitting from London's growth and its position in a world city.

6.3.4 As set out below, the proposal is judged to play a highly significant role in delivering the strategic vision for Tottenham Hale as set out in adopted policy, enabling Tottenham Hale to provide a new much needed Health Centre and to become a bustling hive of activity with a vibrant mix of community, commercial, leisure and residential uses set within a public network of streets and spaces. The sections that follow assess the principle of the various elements of the scheme against adopted policy and guidance.

6.3.5 *Principle of Provision of Housing*

6.3.6 London Plan Policy 3.3 sets a target for Haringey to deliver a minimum of 15,019 homes per year in the period 2015-2025. 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.

6.3.7 Planning policy is clear that Tottenham Hale will be a key location for the largest amount of Haringey's future growth. The site lies within the London-Stansted-Cambridge-Peterborough Growth Corridor and is identified in the London Plan as an Area for Intensification and an Opportunity Area respectively. The application site is therefore suitable for large scale redevelopment with a significant increases in jobs and homes.

6.3.8 The 1030 units of residential accommodation proposed would make a significant contribution to meeting Haringey's allocated housing target. The quantum of development accords with a spatial location designated for significant levels of growth. Subject to a detailed assessment of the type and tenure of housing (including affordable housing), the principle of the provision of housing is acceptable.

Provision of Flexible Commercial Floorspace

6.3.9 London Plan Policies 2.15, 4.7 and 4.8 support the provision of high quality town centres as the main focus for commercial development and intensification. This approach is reflected in the Draft London Plan. Policy SP10 promotes the distribution of retail growth to meet Haringey's required additional floorspace, centrally in district centres. SP10 also encourages commercial growth alongside a mix of residential uses.

6.3.10 The Tottenham AAP identifies the site as within a potential District Centre, with new District Centre uses at ground/first floor, and residential and employment uses above. The Tottenham AAP targets a quantum of town centre floorspace by AAP site allocation as per the below:

- Ferry Island and North Island plots (part of TH4): **5,200m^2**
- Ashley Road West and Ashley Road East plots (part of TH5): **7,300m^2**

Loss of Existing Uses

6.3.11 The existing site is currently occupied by approximately 3,500 m^2 of non-residential floorspace. Within this, retail space occupies 952m^2, educational use 872m^2 and 575m^2 is occupied as a meanwhile music/bar venue (which will be closing shortly). Given the new floorspace provision noted below, the loss of this existing space is acceptable, subject to a condition seeking to secure a

business relocation and retention strategy as per the comments of GLA Officers.

Proposed Town Centre Uses

6.3.12 The application proposes 4335m^2 – 5137m^2 of flexible commercial space (depending on if the applicant includes a cinema in the proposal). The flexibility of this space is in part a response to a rapidly changing retail market, but also in recognition of the challenges of creating a new town centre. The flexible nature of the floorspace is supported by Haringey and GLA Officers.

6.3.13 The application is accompanied by a Retail Strategy, which takes account of the Tottenham AAP and DCF objectives, as well as existing and proposed non-residential uses in the vicinity of the site. The applicant's aspiration is for a range of uses, from national multiple convenience stores, local cafes, creative arts facilities, all-day restaurant operators and amenity uses providing for both the local market of residents and those visiting the area. Officers note Argent has demonstrable experience of successfully achieving this type of development in other locations in London, including in King's Cross.

6.3.14 Food and beverage and leisure users are targeted for the Ferry and North Island plots, focused around a new civic space (Ferry Square) at the core of the new district centre. The office space is targeted at creative/SME occupiers.

6.3.15 Taking into consideration existing jobs that would be displaced and depending on the final nature of the flexible floorspace, the proposal would deliver a net increase of between 75 and 415 jobs, with the actual employment yield likely falling somewhere between this range.

6.3.16 The quantum of flexible commercial floorspace against AAP policy targets (and in consideration of other consented schemes) is supported. Officers welcome Argent's experience managing a diverse mix of commercial uses that will draw users to Tottenham Hale and facilitate the commercial regeneration of the area. The uplift in the quantum and quality of employment floorspace will offset the loss noted above and will add jobs and grow the local economy. The proposed mix of flexible Town Centre uses is strongly supported and considered a key element of the vision for Tottenham Hale and the new District Centre.

Provision of Health Centre

6.3.17 London Plan Policy 3.17 states that development proposals which provide high quality health facilities will be supported in areas of identified need, particularly in places easily accessible by public transport, cycling and walking. Strategic Policy SP14 supports the provision of new health facilities that are well

integrated into existing areas and that address Haringey's health needs. This approach to community facilities is reflected by Policy DM49.

6.3.18 The Tottenham AAP indicates new development and growth must be supported by adequate social infrastructure, including health facilities for new and existing residents. Policy TH10 notes the Welbourne plot may include a health centre as part of the strategic allocation.

6.3.19 The applicant proposes a two-storey health centre comprising 1,643m^2 of D1 floorspace on the Welbourne Site. The applicant has committed to delivery of the shell and core of the building, whilst the internal fit out of the health centre and its operation will be the responsibility of the NHS. The NHS has funding for the fit out.

6.3.20 The applicant's socio-economic assessment in the Environmental Statement notes there is currently no surplus GP capacity at the local level in Tottenham Hale. The capacity of local GP surgeries was assessed using the Healthy Urban Development Unit (HUDU) benchmarks and the assessment concludes an additional 1,600 residents would yield a need for the equivalent of 0.9 GPs.

6.3.21 A Healthwatch report produced in 2014 highlighted the major issue of shortfall in GP provision in the Tottenham Hale area which was made worse when the NHS did not take up space offered in the Tottenham Hale Development. Healthwatch has been campaigning for this shortfall to be addressed for several years. The temporary location of a health centre in temporary buildings on Hale Village has met some of this shortfall pending the development of the Health Centre proposed in this application.

6.3.22 A new health centre with capacity to accommodate up to 10 GPs would address the increased demand created by the development and add much needed substantial new health care capacity in the local area. The NHS Haringey Clinical Commissioning Group (CCG) strongly supports the application.

6.3.23 The NHS CCG notes that the proposed health centre would meet demand generated by the development as well as providing significant additional capacity for the local area. The CCG is also clear the proposed development would provide a permanent, fit-for-purpose site to consolidate existing health care services.

6.3.24 In 2016, the Tottenham Hale Medical Practice was opened on a temporary site at Hale Village to accommodate the need for more primary care in the area, with the intention that the practice would move into the Welbourne Centre on completion of the building. The Hale Village provision is a temporary site in a portakabin, only available for a limited period.

6.3.25 It is planned that the Dowsett Road Surgery will move into the new health centre. The NHS CCG notes this surgery is currently located in a converted terraced house which is unsuitable for the delivery of modern healthcare. The NHS also notes that the provision of a new modern facility will assist with staff recruitment in a difficult market.

6.3.26 The provision of a health centre is an important element of the redevelopment of Tottenham Hale and key to delivering the vision articulated in adopted policy. Delivery will allow for consolidation and expansion of health care services. The increased provision will both address the new household growth created by the development and allow for increased future capacity. A condition concerning health centre operational management is recommended for imposition.

6.3.27 A new health centre will benefit new and existing residents in accordance with London Plan and local policy health objectives. Provision of a health centre in a highly accessible location is therefore acceptable in principle and strongly supported by both Haringey and GLA officers, and the NHS. It is a significant public benefit of the scheme.

Principle of Master Planned and Comprehensive Development

6.3.28 Policy AAP1 indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet wider planning and regeneration objectives. 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. This policy approach is also reflected in Policy DM55.

6.3.29 The various site allocations listed above set out the site requirements and development criteria to ensure comprehensive development in Tottenham Hale. The applicant has provided a detailed masterplan, as set out in Volume 1 of the Design and Access Statement and Addendum. This has been prepared having regard to other approved and emerging development within the district centre area.

6.3.30 There are some parcels of land within AAP site allocations TH4, TH5 and TH10 that sit outside the SDP sites. Some of these parcels already have planning permission and the applicant has developed the current proposal with regard to existing permissions. The TH10 allocation is comprised of the Welbourne Plot and a linear strip of land adjoining Monument Way that has been granted planning permission for 54 affordable homes (HGY/2018/0050). Officers are satisfied the applicant's proposal completes the TH10 allocation in line with relevant site criteria and the development will be comprehensive.

6.3.31 The applicant has also produced plans to show how development could come forward on the remaining land within the TH5 allocation. The existing terrace of Victorian homes fronting Hale Road west of the BP garage form part of the strategic allocation, however the Ashely Road West plot ensures a separation distance from existing development, a suitable step down in adjoining heights and a treatment for the flanking elevation of the new building. The applicant has also amended the redline area along the northern edge of the Ashely Road East plot to ensure a comprehensive public realm that accords with other approved development.

6.3.32 Officers are satisfied the delivery of the remainder of TH5 will not be prejudiced by the current proposal and the applicant has taken a master-planned approach.

6.3.33 Within the TH4 allocation, the land north of Building 3 also lies outside the application site. The applicant has demonstrated that this parcel is capable of being delivered separately in the future, but care will need to be taken to ensure that any future mixed use proposals protect the amenity and privacy of current and future occupiers, and achieve a suitable separation distance from Building 3 and future play spaces.

6.3.34 Officers note a small part of the TH2 site allocation (Tottenham Hale Station) falls within the application site, but this is largely land released with the approved changes to Tottenham Hale Bus Station and would not prejudice comprehensive delivery.

6.3.35 The applicant's scheme is comprehensively master planned. Haringey's Quality Review Panel has considered the scheme and as per the design section below, judges the master planned areas to be coherent and unified in design terms. The proposals meet the relevant site allocation criteria and will achieve comprehensive and coordinated delivery in line with the policy cited above.

Principle of the Development – Summary

6.3.36 The principle of a health centre is strongly supported. The provision of a mixed use scheme comprising housing and flexible commercial uses is acceptable in principle given the site allocations noted above. The significant quantum of residential development proposed meets Haringey's planning policy aspirations to deliver the regeneration and re-vitalisation of Tottenham Hale and would significantly contribute to meeting Haringey's targeted housing requirements. As assessment of affordable housing follows in the section below.

6.3.37 The flexible nature of the new commercial space is supported given the challenging commercial environment for retail development in the UK. The

proposal will create employment and jobs. The quantum and type of non-residential floorspace meets with planning policy objectives to create a new district centre. The scheme is considered to be comprehensively master planned and the proposal will not prejudice wider planning policy objectives. There is an identified and pressing need for a new health centre in Tottenham Hale. The development is acceptable in principle and is strongly supported given that it creates a new district centre, is high quality and provides much needed housing and affordable housing.

Development Density

6.3.38 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.

6.3.39 The applicant proposes 1030 residential units, incorporating 2,608 habitable rooms (hr). The majority of the site has a Public Transport Accessibility Rating (PTAL) of 6a (the highest possible), indicating excellent access to public transportation. The net redline area (deducting footways/roadways) is 1.7 Hectares (Ha). The development would therefore yield a density of **589 u/ha** and **1490 hr/ha.**

6.3.40 Officers consider the site to be urban in character, although it has some central characteristics. The London Plan sets a target range of 70-260 u/ha and 200–700 hr/ha for schemes with an average of 2.7-3.0 habitable rooms/unit (hr/unit) and a PTAL rating of between 4 and 6. The proposal therefore exceeds the London Plan density range for both units per hectare and habitable rooms per hectare.

6.3.41 The London Plan Housing SPG states that in appropriate circumstances, it may be acceptable to exceed the ranges in the density matrix, providing key concerns are addressed. Considerations include:

- The location of a site in relation to existing and planned public transport connectivity;
- Quality of design in terms of liveability, public realm, residential and environmental quality and accordance with housing quality standards;
- Contribution to overall 'place making';
- Residential mix; and
- Locations appropriate for higher density development such as town centres, Opportunity Areas and other large sites.

6.3.42 The scheme is considered to meet the considerations above given its spatial location within a growth area in close proximity to public transport. As per the design assessment below, the development represents exemplary design and its contribution to place making (given the existing context in Tottenham Hale) is significant. The units will be high quality housing that incorporate a significant number of Council homes.

6.3.43 The site is also in close proximity to a significant open space in the form of Down Lane Park, which lies across Hale Road, immediately to the north of the site, with Lee Valley Regional Park in close proximity. All units have private amenity space or are oversized (and the amenity space is therefore internalised rather than having balconies) and communal amenity is incorporated into each building. Given the developments high quality and spatial location, Haringey and GLA officers consider the density yield of the scheme is acceptable.

Dwelling Unit Mix

6.3.44 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.

6.3.45 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.

6.3.46 The unit mix was updated during the planning process to increase the amount of family sized housing. The tables below set out the current mix by unit and by habitable room.

Tenure by Unit	**Studio**	**1-Bed**	**2-Bed**	**3-Bed**	**TOTAL UNITS**
Market	60	350	330	51	**791**
Affordable	16	70	123	30	**239**
TOTAL UNITS	**76**	**420**	**453**	**81**	**1,030**
%	7%	41%	44%	8%	100%

Table 1.9 – Scheme Unit Mix

Tenure by	**Studio**	**1-Bed**	**2-Bed**	**3-Bed**	**TOTAL**

Hab Room					**HAB ROOM**
Market	60	700	990	204	**1,954**
Affordable	16	140	369	129	**239**
TOTAL HAB ROOM	**76**	**840**	**1,359**	**333**	**2,608**
%	3%	32%	52%	13%	100%

Table 1.10 – Scheme Unit Mix by Habitable Room

6.3.1 The amended scheme has oriented the dwelling mix more toward family housing on the Welbourne site. The scheme will yield 81 (8%) 3-bedroom units which is 13% by habitable room, across all tenures. Due to the location and surrounding amenities Officers consider the location of the 3-bedroom family housing primarily on the Welbourne Site to be the correct approach. The mix of units proposed on sites closer to the centre of the site respond to their location with 1 and 2 bedroom units within the more dense elements of the proposal, close to the transport interchange.

6.3.2 Although the proposal itself has a high concentration of 1 and 2 bedroom units, this is appropriate within the context of the e the Portfolio Approach to housing mix within the Housing Zone. The portfolio approach seeks to balance the mix of units across sites in Tottenham Hale with each site contributing a suitable range of units based on its characteristics. Sites with planning permission on Monument Way and Ashley Road will provide a higher concentration of family sized units close to Down Lane Park and further from the Transport interchange. The current permissions provide 274 x 3 bedroom units which allows for higher density, 1 and 2 bedroom units on the SDP sites where they are consider appropriate.

6.3.3 The dwelling mix is consistent with the AAP approach to deliver smaller units in close proximity to public transport. London Plan Policy 3.4 states while there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility.

6.3.4 A breakdown of the dwelling mix of affordable tenure is in the Affordable Housing Section below. The proposal is considered to deliver a balance of unit sizes across tenures and the dwelling mix proposed makes an appropriate contribution given the site characteristics as part of a portfolio of development sites in the area, this is in accordance with Policy DM11 and the London Plan and is supported and considered to meet the needs of Haringey. The proposal does not represent an overconcentration of 1 or 2 bedroom units as part of a portfolio of development sites in the area.

6.4 Affordable Housing

Policy Background

6.4.1 The revised NPPF (Paragraph 62) 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 when negotiating on individual private residential and mixed-use schemes.

6.4.2 Draft London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing London-wide. Policy H6 identifies a minimum threshold of 35% affordable housing by habitable room (rising to 50% on former industrial sites) below which s viability assessment is required. The SPG sets guidance on the use of viability reviews in the planning process.

6.4.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%, with the maximum reasonable amount of affordable housing to be provided on a site by site basis. This approach is reflected in Policy DM13. Policy AAP3 sets out affordable housing policy in Tottenham.

Housing Zone and Strategic Development Partnership

6.4.4 Key to delivering regeneration in Tottenham Hale is the Council's participation in the Mayor of London's Housing Zone programme. This programme seeks to deliver a total of 5,500 new homes in the Zone – 1,700 more than would otherwise be viable – through the unlocking of brownfield sites.

6.4.5 Policy AAP3 supports the Housing Zone's "Portfolio Approach" to housing delivery. This approach balances housing tenures and dwelling mixes across Housing Zone areas with each site within Tottenham Hale making its own specific contribution based on its characteristics.

6.4.6 Under the Strategic Development Partnership (SDP) between the applicant and Haringey, a number of disparate land assets held by both parties are pooled together to facilitate a more joined up approach to redevelopment. This also enables the sites to deliver more affordable housing than in a conventional approach. This approach will enable development to come forward without the constraints of land ownership boundaries.

Affordable Housing Policy - Tenure Split

6.4.7 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.

6.4.8 Policy AAP3 sets out the affordable tenure split in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation. Policy DM13 states also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis.

6.4.9 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.

6.4.10 Revisions to the Haringey's Housing Strategy (2017-22) 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. The preference in terms of intermediate rented housing is London Living Rent or Discount Market Rent, at rent levels equivalent to London Living Rent.

Affordable Housing Offer – Assessment

6.4.11 The scheme initially proposed 25% affordable housing by habitable room, of which 100% would have been shared ownership. Following feedback from consultation, the applicant amended their affordable housing position to include more social rented housing and London Living Rent units, as is set out below.

6.4.12 Whilst the overall quantum of affordable housing is proposed to remain at 25% by habitable room, the Welbourne plot is now to be provided as 100% affordable housing. The section 106 agreement will include a cascade with the first option comprising all social rented homes and the second option comprising a mixture of social rent and intermediate London Living Rent (LLR) homes with a fall back position of all shared ownership homes if the Council do not go through with buying the building. Other than in the fall back position the homes on the Welbourne Plot will be owned and managed by the Council.

6.4.13 It is now envisaged that it is likely that the Welbourne will comprise 131 social rented homes however the application is also assessed on the basis of having 51 social rented homes and 80 intermediate rented DMR homes at LLR levels with a fall back position of 131 shared ownership units. The unit mix has also been reconfigured to increase the number of 3-bedroom units. The scheme proposes shared ownership units in the North Island (Building 3) and in Ashley Road West. These homes will be providing an important contribution (over

10%) of the Council's 1000 Council Homes Programme, with the aspiration for occupation in 2021.

6.4.13 The current development proposal will therefore yield 239 Affordable Homes. Of these units, 131 will be on the Wellbourne site and the first option is for the Council to purchase the building and deliver these as Social rented Council owned units and 108 will be Shared Ownership. Overall, this represents an affordable tenure split of 35% low cost rent, 65% intermediate (by habitable room). The market and affordable housing by building is set out in the table below.

Building	Affordable/Market Units by Building		Total Units by building
Ferry Island 1	Market	375	375
	Affordable	0	
Ferry Island 2	Market	107	107
	Affordable	0	
North Island	Market	56	136
	Affordable	80	
Ashley Road East	Market	183	183
	Affordable	0	
Ashley Roast West	Market	70	98
	Affordable	28	
Welborne	Market	0	131
	Affordable	131	
ALL	**TOTAL**	**1030**	**1030**
	MARKET TOTAL	**791**	
	AFFORDABLE TOTAL	**239**	

Affordable House Unit Sizes

6.4.14 The breakdown of the proposed affordable housing by unit size is set out in the table below. As noted above, the proportion of family-sized affordable housing has been increased following discussions with the developer.

Tenure	**Studio**	**1 bed**	**2 bed**	**3 bed**	**Total (Tenure)**	**Percentage (Tenure by unit)**
Market	60	350	330	51	791	**77%**
Shared Ownership	16	34	50	8	108	**10%**
London	0	26	53	1	80	**8%**

Living Rent						
Social Rent	0	10	20	21	51	**5%**
Total (Mix)	76	420	453	81	1,030	**100%**
Percentage (Mix)	7%	41%	44%	8%	-	**100%**

6.4.15 12% of the overall affordable offer is comprised three-bedrooms units. The increased proportion of family-size affordable units (including 21 social rented three-bedroom units on the Welbourne site) is welcomed by officers and the provision is in line with the objectives of Haringey's Housing Strategy. The location of these family units in a lower rise setting on the Welbourne plot is also supported.

6.4.16 Officers also note the Portfolio Approach to affordable housing seeks to ensure flexibility, with each site contributing based on its characteristics. The provision of family housing on the Monument Way site and other sites in the portfolio have allowed for higher density, smaller homes on the SDP sites.

Portfolio Approach

6.4.17 The site is located within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.

6.4.18 The Housing Zone and Tottenham AAP3 policy also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.

6.4.19 This approach sets out that various sites may each contribute a higher or lower proportion of affordable housing in line with an overall Zone-wide target. The contribution will depend on individual site characteristics and viability.

6.4.20 Land receipts and overage from this scheme has already been committed to provide an additional 113 units (60 London Living Rent and 53 Shared Ownership) on the Canon Factory and Ashley House site which has recently been granted approval at Reserved Matters Stage HGY/2018/2353. This increases the number of affordable units provided in, or facilitated by, this application to 352, which would be equivalent to 34% affordable housing.

6.4.21 The current level of affordable housing expected to be delivered through the portfolio approach is set out in the table below. This demonstrates that the 40% area-wide target is expected to be achieved.

Site	**Total Units**	**Affordable**	**Percentage AH by unit**	**Percentage by Hab Room**
Cannon Factory (ARS), Notting Hill	265	152	57%	50%
One Station Square, Berkeley Square	128	117	91%	91%
Hale Wharf	505	177	35%	30%
Ashley Gardens & Berol Yard, Berkeley Square	561	134	24%	35%
Hale SW Plot	279	43	15%	15%
Monument Way	54	54	100%	100%
SDP Site / Current Application	**1030**	**239**	**23%**	**25%**
			Sub-total	33%
	Uplift on Cannon factory from SDP land receipts			
Cannon Factory (ARS), Notting Hill		+113	+100%	+100%
			Current-total	37%
	Forthcoming applications (est. subject to planning)			
Ashley Park, Notting Hill	97	38	39%	40%
Ashley Road Depot	180	90	50%	50%
			Final Portfolio Total	**40%**

Change from Consulted Scheme

6.4.22 As noted above, following discussions with Argent and in response to consultation, Haringey Council is minded to proceed with an option to

purchase the proposed building on the Welbourne plot, including the health centre, retail unit and the residential housing.

6.4.23 This proposed acquisition is in part a response to the lifting of the Housing Revenue Account (HRA) borrowing cap and would allow for all 131 homes on the site to be delivered as Council homes with social rents. This decision is pending Cabinet approval and relevant funding.

6.4.24 Therefore an option to further amend the proposed tenure for the Welbourne site to provided 131 social homes (owned by Haringey and managed by Homes for Haringey (Hf), the Council's Arms Length Management Organisation) is secured as an option by way of a S106 Obligation, as set out in the Heads of Terms above.

6.4.25 This tenure change would result in a higher child yield as the number of social units on the site would increase, however this is addressed by way of an additional child playspace contribution secured by a S106 obligation should this option be exercised.

Shared Ownership Affordability

6.4.26 While the final income limits will be determined by negotiation in the S106 process, the Mayor's draft Affordable Housing and Viability SPG sets the income cap for all intermediate products at £90,000 per household per annum. The eligibility criteria for the remaining shared ownership units on the Ashley Road West and North Island buildings will be in line with GLA guidance and confirmed during the S106 negotiation process.

Viability Assessment

6.4.27 The applicant has submitted a Financial Viability Assessment (FVA) to support their affordable housing position. This FVA was updated following the changes to the affordable housing proposed. The Council instructed BNP Paribas to undertake a review of the applicant's updated FVA. BNPP's assessment of the applicant's affordable housing position is **Appendix 15**.

Third Party Assessment – Methodology

6.4.28 The applicant's viability assessment uses a conventional model to consider if the affordable housing proposed is the maximum reasonable amount possible.

- Firstly, the value of the completed development is assessed.
- Secondly, the development costs are calculated, using either the profit margin required or land costs.

6.4.29 The difference between the total development value and total costs equates to either the profit (if the land cost has already been established and inputted as a cost) or the Residual Land Value ('RLV'). The output of the appraisal is a RLV, which is then compared to an appropriate benchmark, often considered to be the Current Use Value ('CUV') of the site plus, where appropriate, a landowner's premium.

6.4.30 Development convention and planning guidance indicates that where a development proposal generates a RLV that is higher than the benchmark, it can be assessed as financially viable and likely to proceed. If the RLV generated by a development is lower than the benchmark, it is assumed that a landowner would sell the site for existing or alternative use or might delay development until the RLV improves.

Applicant Viability Conclusion

6.4.31 The applicant notes in the application submission the extensive site constraints that exist in Tottenham Hale which make development here more expensive than on more conventional sites these include underground utilities and transportation tunnels, land fragmentation, the layout of the existing road network and an infrastructure deficit.

6.4.32 These factors all contribute to development costs, impacting viability. Officers accept these constraints are key viability challenges and point to the historic and repeated stalling of development in Tottenham Hale over many years. These factors are in part why a development partnership with the applicant has been agreed and why a portfolio approach to affordable housing is set out in policy and why the infrastructure to support development is being provided through the designation by the Mayor of a Housing Zone in the area.

6.4.33 The applicant's FVA notes that the 25% affordable housing offer proposed is not currently viable but is premised on a reasonable level of value growth secured by the development partnership taking account of the target of 40% across Tottenham Hale via the portfolio approach.

6.4.34 BNPP has reviewed the applicant's position and their appraisal indicates that the applicant's development would generate a deficit of £1.25 million below benchmark land value. BNPP's review therefore supports the applicant's conclusion that the level of affordable housing proposed is above the maximum reasonable amount.

6.4.35 The applicants affordable housing position is therefore a combination of the onsite 25% provision (in excess of what is viable), ring fenced SDP receipts and GLA Housing Zone funding that sees the level of affordable housing across the Tottenham Hale area achieve a 40% zone-wide level, contingent on the deliverability assumptions of other portfolio sites noted above.

6.4.32 The applicant is therefore considered to be delivering the maximum reasonable amount of affordable housing pursuant to London Plan and local planning policy.

6.4.33 The applicant's amended tenure split is also supported by officers as it will prioritise Council owned social rented homes and deliver against the Council's 1000 council homes target.

Early and Late Stage Viability Reviews

6.4.34 Early and Late Stage Viability reviews will be secured by S106 agreement, as per the Heads of Terms above. The need for the viability review accords with BNPP's and the GLA viability officer conclusion in reviewing the viability documentation.

Affordable Housing – Summary

6.4.35 The scheme delivers more than the maximum reasonable amount of affordable housing, which is London Plan and Local Plan compliant. The current development will yield 239 Affordable Homes. Of these units, 131will be on the Wellbourne site, with 108 shared ownership units on other plots.

6.4.36 Options presented above set out various tenure and acquisition possibilities for Haringey and the Council's preferences are dependent on funding and cabinet approval. However in any scenario, save the fall back position, the amount of social housing has been substantially increased during the application process, and the level of affordable housing is judged to be above the maximum reasonable amount and of an acceptable tenure split. The scheme is judged to offer an acceptable mix of unit sizes in the context of the Portfolio Approach.

6.4.37 The Council's third party consultant BNPP has assessed the applicant's viability position and concludes that the affordable housing proposed is above the maximum reasonable amount.

6.4.38 Early and late stage viability review mechanisms that will capture any uplift in land value during the development process will be included in the Section 106 agreement.

6.4.39 The level and type of affordable housing is compliant with the London Plan Policy and is strongly supported by officers. The scheme is considered to deliver a very high number of Council Homes given the site constraints. The developer has worked with the Council following submission to improve opportunities to deliver social homes on the site.

6.5 Development Design

6.5.1 DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials.

6.5.2 Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2016) Policies 7.4 and 7.6.

6.5.3 Officers consider that the scheme provides an exceptionally high standard of design that will create a new piece of public realm in Tottenham Hale. As per the assessment below, Haringey's independent Quality Review Panel concurs with this assessment. The applicant's strategy of engaging different architect teams for different parts of the site has yielded a varied and attractive development that is comprehensive and takes account of its surroundings. This section of the report will consider the scale, massing layout and height of the various buildings on the site and the landscaping and public realm proposed across the plots.

Quality Review Panel

6.5.4 As noted above Haringey's Quality Review Panel (QRP) has assessed various parts of the scheme on eight separate occasions. The final two reviews were at application stage. These two reviews (on 17 September and 14 November 2018) considered the final scheme in the round.

6.5.5 As per the tabulated summary below, the QRP has offered full and robust support for each element of the application in design terms. Officers consider this is a reflection of both the number of reviews at pre-application and application stage, and Argent's engagement with the Panel's critiques and willingness to undertake comprehensive design alterations to address the Panel's concerns. Minor issues where the Panel is of the view conditions are necessary have been included in **Appendix 1.**

6.5.6 The final Chair's review and the applicant's response with Officer comments is set out in the table below.

Quality Review Panel – Comment	**Officer Response**
Island Sites	
The panel is fully satisfied with the Island sites proposals. This has a very challenging context to respond to, and the high quality of the buildings and public realm proposed promise to create a successful place, changing wider perceptions of Tottenham Hale as a whole.	Noted
The panel is happy with the massing and expression of the buildings on the Island sites, and feels that the architecture is distinguished.	Noted. Standard materials conditions requiring samples of materials for the Island sites is contained in Appendix 1.
The quality of the public realm proposed demonstrates careful thought about how people move through – and occupy – space.	Noted. Conditions around public access and management of public space are contained in Appendix 1.
The arcade is a very important architectural feature of the development; the panel supports the approach taken to ensure that it works well as a route from the station, through careful management and detailed design.	Noted
The panel welcomes the significant work that has been undertaken in order to reduce the numbers of single aspect units, and increase the quality of the accommodation that fronts onto the noisier environments.	Noted. Conditions regarding noise insulation are contained in Appendix 1.
The panel also welcomes the approach to explore mixed mode ventilation that strikes a good balance between natural and mechanical ventilation, whilst mitigating noise from busy roads, especially for the units in Building 3.	Noted.
Ferry Island Pavilion	
Whilst the Ferry Island Pavilion is the smallest building within the masterplan, it is actually very important and presents the opportunity to create an edge to the public square, provide a buffer to the noise and nuisance of the traffic, bringing delight and fine detail into the proposals.	Noted

The panel is very pleased with the final design of the pavilion, and feels that it successfully fulfils all of the above aspirations. It welcomes the careful thought that has been given to the use and functionality of the building, the materiality of the roof, the lighting and signage.	Noted.
The panel also welcomes the intention to establish clear signage zones and guidelines, in order to ensure that the signage is light and elegant, and carefully integrated. Whilst the scheme still retains its quirkiness, it also has a refined simplicity, and addresses both the square and the road very well. The texture, colour and materiality of the pavilion allows it to serve a function as a welcome foil to the development surrounding it.	Noted Conditions around a signage strategy for the pavilion and a site-wide lighting strategy are contained in Appendix 1.
The panel also welcomes the inclusion of the 'veil' element, and would like to see the quality and detail of the pavilion as a whole safeguarded through the onward technical design and construction process.	Noted.
Ashley Road East	
The panel offers enthusiastic support overall for the development at Ashley Road East. It feels that it represents a great asset on a prominent site.	Noted.
It notes that the internal planning of the scheme is very efficient, and it welcomes the work that has been undertaken to minimise the number of single aspect units – and maximise the quality of accommodation – within the building.	Noted.
In terms of the communal circulation spaces within the building, the panel feels that the generosity and quality of the circulation at first floor level offsets the reduction in daylight within the corridors at upper levels.	Noted. An officer assessment of unit aspect is contained in the section below.
Ashley Road West	

The panel is happy with how the scheme at Ashley Road West has evolved during the design process, and feels that the quality and liveability of the accommodation designed within this part of the development will be very high. The architectural expression of the proposals is elegant, and turns the corner well, as well as relating successfully to the building adjacent at Ashley Road East.	Noted
The panel understands that the intention is for the façade onto Ashley Road South to visually 'read' as three separate buildings, and it supports the approach to enhance this visual differential through planning conditions. It feels that reinforcing the vertical shadow gap between the tallest 'buildings' with a strip of darker brickwork, in addition to dropping / notching the parapet at the junction with the shadow gap as proposed by the design team will provide a good visual 'break'.	Noted. A planning condition to address the visual separation of the Ashley Road West building is contained in Appendix 1.
The quality of the materials and construction details will be extremely important, with particular reference to the quality and texture of the brickwork, and it will be important to safeguard these through the planning process.	Noted. Standard materials conditions requiring samples of materials for the ARW site is contained in Appendix 1.
Welbourne Plot	
The panel supports the proposals for the Welbourne centre site. It considers that although the density of the proposal is at the limit of what is appropriate for the site, the design team has succeeded in optimising the density whilst also achieving a well-mannered and carefully conceived piece of architecture. It is located away from the central area of the masterplan, but it sits at a very important corner, and responds creatively to the different challenges that the site brings.	Noted
The design of the health centre and the housing is well-considered, and promises high quality accommodation alongside much-	Noted

needed local healthcare facilities. The planning, layout and circulation of the accommodation is very successful; the deck access to the residential units works well.	
The approach taken to communal and private open spaces is successful; the central space and landscaped seating terraces will contribute to the creation of a high-quality external environment.	Noted.
The panel welcomes the approach to architectural expression, and feels that the material palette will bring a warmth to the elevations. The area of green glazed brick at ground level will bring a level of richness and dynamism to the street frontage; the panel supports the intention to further enhance the detail, variety and colour of this glazed brick panel through a planning condition.	Noted. Standard materials conditions requiring samples of materials for the Welbourne site is contained in Appendix 1. Officers support the glazed brick proposed.
Public Realm, Landscape and Infrastructure	
The panel welcomes the unified approach to the distribution and layout of the different hard landscape materials, especially adjacent to the station, and feels that overall, the proposals for the public realm within the masterplan area promise a very high quality environment.	Noted
The proposals strike a successful balance between the level of hard- and softlandscape elements. The masterplan area is a very urban environment with potentially very high levels of activity, so the panel feels that an appropriate strategy for this location is for a predominantly hard landscape with a good level of carefully chosen trees. It notes that the proposals include the planting of 74 trees with an additional three in pots.	Noted. Standard conditions related to relevant British Standards for tree installation are contained Appendix 1.
The panel understands that the ‘red line’ for the development no longer extends to reach the proposed National College for Digital Skills to the north. In this context it welcomes the intention for the applicant and design team to collaborate with their counterparts for this adjacent site, to ensure that there is continuity	Noted. Officers also support this approach to the red line area and the public realm.

and coherence within the design of the public realm to the north of the masterplan area.	
There is an intended hierarchy for the different spaces within the masterplan site; as Station Road is an adopted highway the material palette will need to conform to Council guidelines. The panel has confidence that the applicant and design team can ensure that this part of the public realm is well considered and integrates well with the hard landscaping used elsewhere within the masterplan.	Noted. Hard and soft landscaping details will be subject to condition as per Appendix 1.
The panel is happy with the provision of play space, and feels that they will meet the needs of families living within – and visiting - the area. There are appropriate levels of play space provision for 0-5 year olds within each plot, as part of communal gardens, large terraces, shared podiums and private amenity spaces. With regard to provision for older children (age 5-11), the panel understands that there is a good level of provision within the site, in addition to Down Lane Park to the north, which again meets the required standard.	Noted. Play space details will be required by condition as per Appendix 1.
Summary	
The panel offers warm support for the planning application. It has every confidence in the commitment and aspirations of the applicant and design team, and considers that the proposals will have a dramatically transformative effect on Tottenham Hale as a whole.	

6.5.7 The sections following consider the detailed design elements of the various parts of the scheme against adopted policy and guidance.

Site Layout

6.5.8 The site layout and placement of building footprints is considered to respond well to the constraints of the area. The density of the development is focused on the centre of the site in close proximity to pubic transportation. The proposal also responds to the challenging restrictions of underground services, including Victoria line tunnels, which have informed the location of open spaces, as well as building massing. The layout is also considered to

respond well to other consented development in the Tottenham Hale district centre.

6.5.9 A new well-defined north-south route will be established through the Ferry Island plot, linking to adjacent plots and providing a focus for commercial and retail uses, with a new civic space (Ferry Square) at the intersection with a new east-west route connecting to the bus station. The layout of the Welbourne site also focuses density towards the proposed district centre with a more low rise built form adjoining the existing Chesnut Estate.

6.5.10 The layout of the development is considered to optimise an underutilised site with excellent public transportation links, effectively enclosing and framing public spaces with tall buildings to protect them from a high volume of road traffic and prioritising pedestrian links. The layout of the development is acceptable and accords with the AAP vision to change the character of Tottenham Hale to a pedestrian oriented, mixed use destination.

Building Height, Scale and Massing

6.5.11 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.

6.5.12 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.

6.5.13 The applicant proposes buildings of the heights in the table set out below. All of the proposed buildings on the site (except the pavilion) meet the policy definition of tall buildings.

BUILDING	Maximum Storeys Height	AOD Height
Ferry Island – Building 1	38*	138.35m
Ferry Island – Building 2	14*	56.30m
North Island – Building 3	19*	71.60m
Ashley Road East	19	75.325m
Ashely Road West	15	60.40m
Welbourne	16	60.90m

*Denotes a building where the number of storeys includes a floor of non-habitable plant

6.5.14 There is clear and specific policy support for the principle of tall buildings in Tottenham Hale. The applicant must therefore justify the specific proposals against relevant policy criteria. Historic England Advice Note 4 (which supersedes the document 'Guidance on Tall Buildings' produced by English Heritage and CABE in 2007 as referenced in Policy DM6) provides a list of criteria that should be satisfied when considering the merit of tall buildings.

6.5.15 The criteria includes:

- Architectural quality
- Sustainable design and construction
- Credibility of the design
- Contribution to public space and facilities
- Consideration of the impact on the local environment
- Provision of a well-designed inclusive environment

6.5.16 Policy DM6 also sets a list of policy criteria that must be met to ensure acceptability of tall buildings. The criteria includes a high level of architectural quality providing elegant urban forms and landmark structures as well as protection of local and strategic views and heritage assets.

6.5.17 An assessment of the development against the above criteria is undertaken. As noted above, the design is considered to be high quality and comprehensive. The scheme will knit together a fragmented urban fabric and allow increased connectivity and permeability. As per the QRP assessment above, officers agree the design of the various building is "dramatically transformative" and makes use of unique and varied architectural styles access the various plots.

6.5.18 The heights and massing of the 6 tall buildings are considered to relate well to recently permitted nearby schemes in Tottenham Hale, including the adjacent 22 storey One Station Square, the Ashley Road South Masterplan site to the north and the 33 storey Gateway Tower to the east.

6.5.19 The applicant achieves a consistent visual cluster of tall buildings, which will mitigate their appearance and prevent any one building appearing stark in isolation. The buildings themselves also have a broken and tiered form to lessen their massing. The buildings are all judged to be visually elegant and of a high quality design.

6.5.20 As per the sections below, the development is considered to be sustainable and incorporates district energy and renewables. New high quality public space is incorporated into the scheme, yielding a well-considered and

inclusive public environment that will be centrally and comprehensively managed by the applicant. As per the assessment below, the micro-climate impacts arising from the development are acceptable.

6.5.21 The scheme protects strategic and local views and heritage assets, as set out in the sections following. Building 1, the tallest building at 38 storeys is also considered to achieve a distinctive and unique form that will allow for wayfinding to Tottenham Hale Station and present as a local landmark in Tottenham Hale. The buildings two towers are considered to achieve a slender and elegant built form. The QRP states “the panel is happy with the massing and expression of the buildings on the Island sites, and feels that the architecture is distinguished."

6.5.22 The cluster of tall buildings will positively engage with the surrounding built environment and make a significant contribution to the redevelopment of Tottenham Hale. Haringey Officers note the support of the QRP for the building heights at all locations in the scheme, and that GLA Officers also support the heights proposed in the Growth Area. Officers therefore consider the criteria in Policy DM6 and Historic England’s guidance around Tall Buildings is met and the tall buildings proposed are acceptable.

Strategic and Local Views

6.5.23 London Plan Policy 7.12 and Policy HC4 of the draft London Plan state that development should not harm strategic views, with further detail provided in the Mayor’s London View Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.

6.5.24 The applicant’s Townscape and Visual Impact Assessment (TVIA) includes an accurate visual representation of the potential impact on view ‘London Panorama: Alexandra Palace’ from Assessment Point 1A.2. While visible in the view, the proposal sits some distance east of the ‘Landmark Viewing Corridor’ and ‘Wider Setting Consultation Area’, well away from the Protected Vista of St. Paul’s Cathedral. The proposals will form part of the emerging cluster of tall buildings at Tottenham Hale, and the impact would be negligible, with no harm to the setting of St. Paul’s Cathedral.

6.5.25 The southern portion of the Ferry Island plot is crossed by a local view - Reference View 15 in the DPD, which notes a linear assessment point from the junction of Quernmore Road and Stapleton Hall Road. The cluster of high quality tall buildings at Tottenham Hale, if discernible on the edge of the view, will enhances the viewers’ ability to recognise Tottenham Hale from the view point and are therefore judged to make a positive contribution to the characteristics and composition of the local view.

6.5.26 Officers note the consented Hale Village Tower would have a more prominent impact on Reference View 15, but both schemes are cumulatively acceptable. The impact to the designated local views are considered to be acceptable and in accordance with the London Plan and local policy

Wider Townscape Impacts

6.5.27 The applicant has undertaken as assessment of the likely wider effects of the development on townscape character. The TVIA considers the scheme from various viewpoints in the locality and in other boroughs. Indicative images of the scheme from the TVIA assessment points are set out in **Appendix 16** for member's reference.

6.5.28 It is acknowledged that the development will result in notable changes to the wider townscape. The proposed massing would create a varied alteration to the skyline and Building 1 would act as a landmark denoting the centre of Tottenham Hale. The Townscape changes are considered to meet the AAP policy objectives of establishing a new urban character to the Growth Area and optimising the site potential.

6.5.29 The massing strategy employed by the applicant is also judged to meet with policy objectives to effectively transition between higher elements within the scheme and consented/emerging schemes and the surrounding suburban fabric. The applicant has used appropriate transition/scaling of heights and several of the buildings have a tiered appearance to mitigate the visual appearance to the Townscape and achieve a cluster effect as envisaged by the District Centre Framework and the AAP. As noted above the QRP supports the massing strategy.

6.5.30 Given the applicant's engagement with policy and in light of the quality of the buildings as set out above, Officers concur with the applicant's conclusion that the significance of effects on the wider townscape is acceptable and is considered to be in line with Local Plan policy, in particular this being a growth area, an area suitable for tall buildings and design quality policies

Building Materials and Appearance

6.5.31 The scheme is brick built and Haringey and GLA officers consider the use of brick as the main material provides a robust and contextual appearance, while different tones introduce a suitable degree of variation. The Welbourne building is considered to accord with the existing built context and will visually integrate with surrounding homes. The architectural appearance of the proposal is supported and the material will ensure a high standard of design.

6.5.32 Samples of all building materials will be required by condition for each plot before installation. An architect retention clause is contained in the S106

Heads of Terms above, which will ensure any change of architect will be subject to the approval of the Local Planning Authority.

Public Realm and Pavilion

6.5.33 London Plan Policy 7.5 indicates that landscape treatment, street furniture and infrastructure of public spaces should be of the highest quality, have a clear purpose, maintain uncluttered spaces and contribute to the easy movement of people. Policies DM2 and DM3 reflect this approach at the local level.

6.5.34 The proposal envisages the creation of new high quality public spaces and a pavilion within Tottenham Hale. Public spaces will be created at the corner of Ashley Road and Watermead Way (Watermead Place), at the northern boundary of the site adjacent to the proposed College (College Square), and at the south end of Station Road (Station Place). The provision of landscaped public space, mostly south-facing, responds to surrounding roads and maximises sun exposure.

6.5.35 Officers consider that the new public spaces are proportional and will be well framed by mixed use development to enclose and activate the public realm. Officer's share the QRP's view that the proposals strike a successful balance between the level of hard and soft landscaped elements and creates a successful hierarchy of well delineated spaces.

6.5.36 The Metropolitan Police Secured By Design Officer has reviewed the proposal and considers the scheme to positively seek engagement with Secured by Design principles to ensure that the current Police accredited standards are met. A Secured by Design accreditation condition is recommended in Appendix 1.

6.5.37 The overall design quality of the public spaces is considered to be high and will reduce the dominance of traffic in Tottenham Hale and create new opportunities for existing and future residents to interact. As per the Heads of Terms, the S106 agreement will secure public access to the spaces created and a planning condition requiring a management plan for the public space is contained in Appendix 1.

6.5.38 The pavilion building is considered to be a strong feature of the development. The roof of the pavilion is publically accessible, incorporating both internal and external areas. Officers consider the high quality design of the pavilion will enhance Ferry Square as a public space and add to the vitality and viability of the future district centre. The QRP strongly supports the pavilion subject to conditions around signage and lighting.

Landscaping

6.5.39 The applicant has submitted a Design and Access Statement addressing landscaping. The applicant's approach is considered to be master planned and comprehensive and will allow for landscaping that connects approved schemes in the vicinity of the site to the urban fabric created by the development.

6.5.40 Given the urban location, the planting of street trees is utilised across the site having, regard to the location of underground utilities which run along main thoroughfares. Trees are used to create 'human scaled' spaces within areas of tall buildings to give legibility to the public realm. Trees line streets and highlight key routes. The overall approach to landscaping is judged to yield a high quality urban realm. The balance toward hardscape is considered acceptable given the designation of Tottenham Hale as a future District Centre and its future commercial character and the level of traffic which is expected through the space.

6.5.41 The Council's Nature Conservation Officer and Tree Officer have both reviewed the scheme and raise no objection in landscape terms. An assessment of ecology and tree removal and replacement are in the sections below. The details of landscaping, including specific planting schedules and species will be subject to the conditions contained in Appendix 1.

Development Design – Summary

6.5.42 The scheme provides an exceptionally high standard of design that will create a new piece of public realm in Tottenham Hale. Haringey's independent Quality Review Panel concurs with this assessment. The QPR support for the scheme is reflection of detailed engagement with the Panel's views.

6.5.43 The layout of the development is considered to optimise an underutilised site with excellent public transportation links. The layout of the development accords with the vision to change the character of Tottenham Hale to a pedestrian oriented, mixed use destination.

6.5.44 There is clear and specific policy support for the principle of tall buildings in Tottenham Hale. A cluster of tall buildings will positively engage with the surrounding built environment.

6.5.45 Building 1, the tallest building at 38 storeys is considered to achieve a distinctive and unique form that will allow for wayfinding to Tottenham Hale Station and present as a local landmark in Tottenham Hale. All of the building are of an excellent design quality.

6.5.46 The heights in the proposal are supported by the Quality Review Panel and the tall buildings are considered to meet relevant policy criteria. They are judged key to delivering a viable and comprehensive scheme.

6.5.47 The impacts to strategic and local view are acceptable. The significance of effects on the wider townscape is acceptable and is considered to be in line with Local Plan policy, in particular this being a growth area.

6.5.48 The use of brick as the main material provides a robust and contextual appearance, while different tones introduce a suitable degree of variation. The overall design quality of the public spaces and landscaping is considered to be very high and the pavilion building is considered to be a strong feature of the development.

6.5.49 The development is considered to represent exemplary design and the final development will be a key element in achieving the Council's vision to transform Tottenham Hale.

6.6 Residential Quality

6.6.1 London Plan Policy 3.5 sets out housing quality, space, and amenity standards, with further detail provided in the Mayor's Housing SPG. This approach is continued in the draft London Plan by Policy D4. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

6.6.2 The scheme is considered to offer a very level high of quality in terms of residential accommodation. All of the units in the scheme either meet or exceed the London Plan space standards in the Mayor's Housing SPG. This includes the proposed Council-owned homes. Officers consider the applicant has sought to address the amenity impacts arsing in an urban location (including traffic levels and noise) with a well-considered and detailed design.

Location of Residential

6.6.3 The most sensitive residential uses are located above ground floor level (apart from duplex units on the Welbourne plot that are away from arterial roads) and the applicant's noise study indicates that the specification of facade sound insulation, including double/triple glazing, would result in negligible effects for the proposed residences. Noise control conditions in Appendix 1 will also mitigate noise transmission and ensure sufficient separation between residential and commercial uses.

Unit Aspect

6.6.4 The number of single aspect units have been minimised to 35%, with none that are directly north-facing. Some units have an orientation slightly less than 45 degrees of north; however, these represent less than 5% of the total units, and all have two-bedrooms or less, which is judged acceptable given the site context. Officers consider the overall unit aspect to be acceptable given the

site constraints and the overall high standard of accommodation, as noted below.

External Amenity Areas

6.6.5 The applicant has submitted a private amenity strategy with the Design and Access Statement for each plot that has considered daylight/sunlight and wind impacts in relation to private external amenity areas. The applicant's approach to private amenity (where there may be constrains due to proximity to roads or the bus station) is to use either recessed balconies or provide 'oversized' dwellings for units with no (or limited) external amenity space. With regard to private amenity space, 21% of the residential units have been provided with additional internal living space equivalent to the area of the private amenity space requirement, generally in locations adjoining the bus station or roadways.

6.6.6 The use of oversized units is supported in line with the Housing SPG, which allows for overprovision in exceptional circumstances where site constraints make it impossible to provide private open space for all dwellings. Guidance sets out that a proportion of dwellings may be provided with additional internal living space equivalent to the area of the private open space requirement. It is also important to note that all residents will have access to shared external amenity spaces within their buildings.

Dwellings Per Core

6.6.7 Standard 12 of the Mayor's SPG Housing seeks accessible cores of generally no more than eight units on each floor per core. The scheme incorporates less than 8 units per core on every floor of each building, excepting six floors of Building 2 (11 units per core) and three floors of the eastern block of Ashley Road East (9 units per core). However, Building 2 provides natural light to the subject corridors, which are also an oversized width. The stair core is placed centrally, with 5/6 units either side. The design constraints of the Ashley Road East site have resulted in a slight exceedance on three floors.

6.6.8 The QRP considered the areas within the development where a high number of units per core were proposed, and concluded the applicant's bespoke design solutions, noted above, mitigated the planning impacts.

6.6.9 Officers also note the exceedances are both in buildings with market units only, and there is no non-compliance for affordable units. Haringey and GLA officers therefore consider the scheme delivers good residential quality with an acceptable number of units per core on each building floor.

Daylight/Sunlight – Future Occupiers

6.6.10 The applicant's daylight and sunlight analysis concludes that the vast majority of the new units within the proposal will receive very good levels of daylight, achieving an overall average daylight factor (ADF) compliance of 88% in the baseline scenario, and 83% with other consented and emerging development considered.

6.6.11 The separation distances between habitable rooms in residential units generally achieve a minimum of 18 metres, as suggested by the Housing SPG, although it does note that in an urban high density context this cannot always be achieved. Some units facing into the podium courtyard of the Ashley Road East building have lesser distances; however, layouts and window openings are positioned to allow an acceptable level of privacy to be achieved. Officers consider this layout responds well to specific site constraints. The scheme is considered to provide a high level of daylight/sunlight and privacy for future occupiers.

Inclusive Access

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

6.6.13 The proposed development provides 10% wheelchair adaptable units which meets the 10% requirement in planning policy and the layouts are considered acceptable. As per the Design and Access Statements all wheelchair units which the scheme have lift provision and are appropriately sized.

6.6.14 The wheelchair units are required to be fully compliant with Building Regulations Approved Document M4(3) and all other units are fully compliant with Approved Document M4(2). These requirements are the subject of planning conditions contained in Appendix 1.

Residential Quality – Summary

6.6.15 The scheme overall delivers very high quality residential housing in all buildings that responds well to a challenging context. The location of residential units on upper floors separated from traffic impacts is supported. There are no north facing single aspect units in the scheme, and the total number of north facing single aspect units has been minimized to 35%, which is acceptable.

6.6.16 The design of amenity areas responds to the site context and oversized units in place of external amenity space in some units is acceptable. The scheme will deliver good daylight and sunlight to future occupiers and the number of dwellings per core is acceptable. The development will deliver a policy compliant level of wheelchair accessible and adaptable units in line with

London Plan policy. The quality of residential housing accords with the London Plan and local policy cited above and is acceptable.

6.7.1 **Social and Community Infrastructure**

6.7.2 London Plan 3.16 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related-policies concerning health, education and open space.

6.7.3 The applicant has undertaken an assessment within the Environmental Statement (ES) as to the socio-economic impacts of the development and the social infrastructure that is required to meet the needs of additional residents. This assessment has been updated following alterations to the scheme increasing the number of affordable homes.

6.7.4 The Greater London Authority Model has been used to calculate the number of children expected to live in the development, with age brackets adjusted to align with primary and secondary school years. The capacity of local GPs has been assessed using the HUDU32 benchmark of 1,800 registered patients per NHS GP. A child play space assessment has also been undertaken.

6.7.5 The applicant's updated assessment (taking account of the increased number of social and London Living Rent homes on the Welbourne site) indicates a demand of 38 primary school places and 25 secondary school places. The assessment concludes there is sufficient surplus educational capacity available within both primary and secondary schools locally, and the level of demand generated by the development will not place significant additional pressure on school places. The scheme will deliver a significant CIL contribution as noted below which would be expected to cover any shortfall in educational capacity.

6.7.6 As is set out in detail above, a new health centre with capacity to accommodate up to 10 GPs would address the increased demand created by the development and add substantial much needed new health care capacity in the local area. The design details of health centre and its operation are also set out in the sections below.

6.7.7 The scale and location of the proposed development within a new district centre does not allow for large amounts of new open-space to be incorporated within the scheme but the scheme benefits from close proximity to existing strategic open space provision.

6.7.8 The development would over-provide in terms of doorstep play space for children under 5 years according to the GLA standards, with the remaining provision for other age groups mostly met off-site. The layout and general

design of this play space is set out in the sections below. The additional contribution which arises from the proposed change from London Living Rent to Social Rent on the Welbourne site will be secured by way of a S106 obligation, as set out above.

6.7.9 The development is considered to provide suitable community infrastructure or will make a contribution via CIL or the S106 agreement to existing infrastructure with capacity to absorb the new residents. The proposal is considered to accord with London Plan 3.16 and local policy addressing community infrastructure.

Employment, Skills and Training

6.7.10 The NPPF is concerned with supporting the economy and creating jobs. Policy 4.12 of the London Plan (2016) requires development to support local employment, skills development and training. The Haringey Planning Obligations SPD seeks to ensure that jobs are provided for local people, both in the construction phase of development and, where appropriate, by the end-users. To enable local people to benefit from development growth, the Council, with partners, has introduced a number of programmes to support job brokerage, employer-led training, construction skill training and apprenticeships and work experience placements.

6.7.11 To this end, the applicant has agreed to develop a Skills and Training Plan, which will be secured by S106 and agreed in consultation with the Haringey Construction Partnership (formerly known as 'HERP'). This will include a commitment to ensure that not less than 20% of those employed during construction are residents of the borough. A financial contribution, which will be used to support apprenticeships and opportunities for employment for local people in the completed development is also secured as per the S106 heads of terms above.

6.7.12 The measures above are considered to enable local people to benefit from the investment and development proposed, and support the local economy. The proposal is considered to be in accordance with the above policies.

6.8 Child Playspace

6.8.1 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Policy S4 of the draft London Plan continues this approach. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space. The Mayor's SPG indicates at least 10 square metres per child should be provided subject to detailed policy guidance.

6.8.2 The GLA child yield calculator provides an estimate of 133 children, requiring 1,330m^2 of play space. Each plot provides all under-fives playspace on site within podium/terraced levels, with some over-provision compared to the GLA calculator requirement of 700m^2 for under-5 provision.

6.8.3 Although Down Lane Park, with extensive facilities for younger and older children, is in close proximity, given the slightly removed nature of the Island sites from the entrance to the park, 100m^2 of the 380m^2 of 5–11 year old playspace required is proposed as part of the Ferry Island and North Island buildings, with incidental playspace in Ferry Square through playable landscape features.

6.8.4 The remaining 280m^2 of 5-11 provision, plus 250m^2 of 12+ provision will be accommodated within existing play facilities in the area, with financial contributions proposed for improvements to existing provision. As per the Heads of Terms above, the off-site contribution from the developer is £50,350. The additional contribution due if the Wellbourne units are delivered as 151 SR units has been secured in the section 106 agreement.

6.8.5 Given the financial contribution to mitigate the impact of increased usage of existing facilities and on site provision catering to under-5's and 5-11s, the child play space proposals for the scheme are acceptable. Officers note the QRP support of the proposed playspaces as per the table above. Subject to the planning condition in Appendix 1 to provide layout details by way of a child playspace strategy, the proposal is considered to meet with London Plan and local policy objectives to provide inclusive, accessible and safe play spaces.

6.9 Heritage Conservation

6.9.1 The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.

6.9.2 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.

6.9.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 reflects 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.

6.9.4 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.

Legal Context

6.9.5 The Legal Position on the impact of 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”.

6.9.6 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.”

6.9.7 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.”

6.9.8 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.

6.9.9 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.

6.9.10 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.

6.9.11 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

6.9.12 The applicant's TVIA and Heritage Statement explore the potential impact of the development on designated and non-designated heritage assets, including listed buildings and conservation areas. There are no designated heritage assets within or adjacent to the site; however, there are a number of non-designated assets within or adjacent to the site boundaries.

6.9.13 The majority of the designated heritage assets are associated with the Tottenham High Road Historic Corridor, including the following conservation areas, which are more than 400 metres to the west of the Welbourne plot.

- Tottenham Green Conservation Area;
- Seven Sisters/Page Green Conservation Area;
- Clyde Circus Conservation Area;
- Bruce Grove Conservation Area;
- Scotland Green Conservation Area;
- Bruce Castle Conservation Area; and
- North Tottenham High Road Conservation Area.

6.9.14 The TVIA identifies Grade II* listed buildings at 583 and 585 High Road and a further Grade II listed buildings, structures and monuments along the High Road, with the Grade II listed Ferry Boat Inn to the east and the Pumping Station Building to the south. These designated heritage assets have been considered with the representative views in the TVIA.

Impact on Assets

6.9.15 Given the scale and height of the proposed buildings, they will be visible in the settings of many of the heritage assets identified. However, distance and intervening built environment will provide a degree of layering and screening, and they are unlikely to be a dominant feature in the settings of heritage assets. Furthermore, consent has already been granted for a number of tall buildings in Tottenham Hale and these will appear as a cluster. GLA officers consider that no harm will be caused to designated heritage assets.

6.9.16 Haringey's Principal Conservation Officer sets out that when considering the proposal in isolation the proposed buildings appear incongruous with the existing urban grain, form, scale, massing, height and architectural language of the surrounding area however the proposals need to be seen in the changing context of the area including all the allocated sites and consented schemes, including a number of tall buildings. She considered that the proposed development better integrates with the emerging context than the existing context. She also sets out that the proposals will create a zone of visual influence that is very wide and will reach across neighbourhood and borough boundaries. Overall she concludes that the proposals will result in less than substantial harm.

6.9.17 The proposals include the demolition of the former White Hart Public House, now in office and residential use. Although demolition will amount to a total loss of this non-designated asset, its low significance means that it does not merit retention when weighed against the benefits of the scheme. Haringey Officers also note the AAP Site Allocation TH4 was found sound at the plan-making stage by an independent Planning Inspector, and the AAP does not call for the retention of the former public house. The building itself has not been used as public house for many years. The removal of this building from the land with redevelopment is therefore in compliance with the Local Plan.

6.9.18 Officers have considered the views of Historic England and confirm the proposal is in accordance with the Local Plan, and accords with Policies DM6 and DM9 and Policy AAP6. The District Centre framework set out one way that the development of the District Centre could take place. It informed the quantums set out in the AAP site allocations which are minimums. As the proposals in the area have come forward they have all refined the DCF proposals and for the most part have delivered larger quantums of development. These schemes have all be assessed both individually and cumulatively and have all been judged to be in accordance with local plan policy.

6.9.19 Officers have also had regard to the comments of the London Borough of Hackney regarding the impacts of Building 1 on Springfield Park. Haringey Officers note that Hackney has declined to designate a locally protected view from Springfield Park and that developments within Hackney appear in views form the park.

6.9.20 Haringey Officers do not consider the scheme will harm the setting of Springfield Park due to the intervening distance and the high quality of design of Building 1. The proposals will impact the setting of other non-designated heritage assets near to the site; however, this is not considered to cause any harm to these assets, which are also of low significance.

6.9.21 Haringey's Principal Conservation Officer considers that the proposal causes less than substantial harm. Officers have given considerable weight to this harm, however officers conclude that the public benefits of the scheme are considerable, including new and affordable homes, commercial space, a new health centre, and public open space as part of the creation of a new town centre; and bringing an under-used site in an Opportunity Area into more intensive and appropriate use. These benefits are considered to clearly outweigh the harm.

6.10 Impact on the Amenity of Adjoining Occupiers

6.10.1 The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.

6.10.2 Excepting the Welbourne Plot, the site is comparatively isolated from existing residential development, and would be anticipated to give rise to fewer and less intensive amenity impacts than may be expected from other large infill locations in London. This section considers issues of wind and micro-climate, daylight/sunlight, privacy, noise (including construction noise) and privacy on adjoining occupiers. An assessment of air quality is located in the section following.

Daylight/Sunlight – Methodology

6.10.3 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in Opportunity Areas, central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

6.10.4 BRE Guidance provides two different methods for assessing daylight for existing residential accommodation: Vertical Sky Component ('VSC') and No

Sky Line ('NSL') methods. With regard to assessing sunlight, annual probably sunlight hours (APSH) is a measure of sunlight that a given window may expect over a year period.

6.10.5 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model. This may not be appropriate for higher density, urban London locations and the Mayor's Housing SPD notes that guidance should not be applied rigidly to proposals in urban areas for this very reason in that developments in urban areas are of much higher density than developments in more suburban areas.

6.10.6 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.

Vertical Sky Component (VSC)

6.10.7 The applicant's assessment undertakes an assessment of the levels of existing and expected levels of daylight, sunlight and overshadowing of neighbouring properties. This assessment considered 524 existing windows adjoining the proposed development.

6.10.8 The VSC results for the completed development demonstrate that 62% of the surrounding building windows will fully comply with the VSC criteria, and therefore experience a negligible effect. For the windows that were below VSC criteria: 83 windows will experience a 'minor' effect, 67 windows will experience a 'moderate' effect, and 51 windows will experience a 'major' effect. (The effects are in reference to BRE guidance and do not denote unacceptable impacts in and of themselves.)

6.10.9 The majority (73%) of windows that will experience a moderate effect will retain reasonable levels of VSC, which is considered to be acceptable in an urban site within an Opportunity Area. Of the 51 windows that will experience a major effect, 10 will achieve what is considered to be reasonable levels of VSC. This is again acceptable given the site's location within an Opportunity Area.

6.10.10 The 18 windows that experience major impacts are at 32-86 Hale Gardens. 17 of these windows are located on the first floor beneath an overhanging balcony walkway, on the second floor. This limits their availability to achieve higher levels of daylight and they already receive very low levels of daylight and the proposal will not significantly alter the already established position.

6.10.11 Overall, the significant majority (85%) of windows either meet BRE Guidelines or will retain reasonable levels of VSC, while there are localised impacts arising from the scheme, the flexible application of BRE criteria indicates the overall level of VSC compliance in the cumulative scenario is acceptable.

No Sky Line (NSL)

6.10.12 The NSL results demonstrate that 89% of tested window will fully comply with the NSL criteria and experience a negligible effect. For the 23 windows that were below NSL criteria: 21 rooms will experience a 'moderate' effect and 2 rooms will experience a 'major' effect. The two windows in question are in 32-86 Hale Gardens, out of the 104 windows assessed in this block. However, the NSL results show that while a small number of exceedances of BRE criteria are noted, the scheme will generally have a negligible effect overall on the surrounding residential properties in terms of NSL.

6.10.13 Given the sites location in an Opportunity Area, the localised non-compliance is judged acceptable in the context of the high level of overall compliance and the NLS results are acceptable.

Annual Probable Sunlight Hours (APSH) Results

6.10.14 The APSH results demonstrate that of the 371 rooms assessed, 78% will fully comply with the APSH criteria and will result in a negligible in effect. For the rooms that are below APSH criteria: 13 rooms will experience a minor effect and 20 rooms will experience a moderate effect and 49 rooms will experience major effects.

6.10.15 The results demonstrate that the majority of rooms within the surrounding residential properties will experience a negligible effect with many rooms retaining reasonable levels of sunlight in APSH terms.

6.10.16 The assessment sets out that of the 82 rooms that fall short of the numeric targets, 31 rooms will achieve annual levels of sunlight between 20% and 24% APSH. A further 14 rooms which fall short of the guidelines will achieve annual levels of sunlight between 12% and 19%, demonstrating that they will receive reasonable levels of annual sunlight for an urban area.

6.10.17 All of the proposed amenity areas assessed will receive a reasonable level of sunlight, and the scheme will not reduce the amount of direct sunlight that these existing areas experience beyond a negligible degree; this includes down Lane Park. Overall, the APSH results to demonstrate an acceptable level of sunlight to adjoining properties is retained. While there are localised non-compliances with BRE criteria, the site location indicates the results are acceptable.

Daylight/Sunlight – Summary

6.10.18 Overall, whilst there will be some impacts to existing properties (largely confined to Hale Gardens) the proposed development performs well in respect of daylight and sunlight to proposed units, surrounding development and amenity spaces. Officers and the GLA are satisfied with the daylight and sunlight issues with the GLA stating the overall residential as being good.

Wind and Micro-climate

6.10.19 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 approach in continued in Policy D8 of the draft London Plan. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy AAP6 requires high quality public spaces. Chapter 13 of the applicant's Environmental Statement sets out the micro-climate impacts of the proposal. An addendum has also been submitted with the updated scheme.

6.10.20 The applicant notes a 3-dimensional model of the scheme was constructed to test the wind impacts in a wind tunnel facility in order to predict the comfort and safety of pedestrians in and around the site. The surrounding area was also represented up to a radius of approximately 360m. Measurements were taken at 309 locations in and around the site, focussing on sensitive receptor locations including footpaths, potential amenity areas, roof terraces and entrances. The modelling has taken into account potential cumulative impacts from the proposed and other recently approved developments.

6.10.21 Measurements were assessed against the Lawson comfort criteria which allows wind conditions to be considered unacceptable, tolerable or acceptable, for activities of high, medium or low sensitivity. Higher sensitivity locations such as long-term sitting areas or development entrances have a lower unacceptable threshold than lower sensitivity areas such as those used for "business walking" (i.e. fast and direct walking between two specific locations such as a transport hub and residential property or place of work). To ensure a vibrant and comfortable public realm around the site the wind conditions must be suitable for pedestrian strolling and sitting.

6.10.22 These results have been tested by the Council's third party consultant, Urban Microclimate. Urban Microclimate's review is Appendix 17. The applicant's consultant also responded to the review clarifying several issues - this response is Appendix 18. The applicant has clarified the use of several spaces within the scheme in the context of the wind assessment.

6.10.23 The applicant's assessment notes that with the proposed development in place, the site conditions generally get windier as a result of the introduction of the tall buildings. However, during the windiest season (Winter) the wind effects range from negligible to moderate beneficial at all locations across the site due to the implementation of landscaping and wind mitigation measures designed into the scheme. The Council's third party consultant considers the impacts will be negligible, but considers the applicant's assessment to be sound subject to clarifications provided by the applicant.

6.10.24 Where required, notably on some balconies and thoroughfares around North Island and Ferry Island, landscaping and design measures have been introduced to reduce potentially adverse wind effects to suitable levels for intended uses. These measures will be secured by way of a planning condition (as part of hard and soft landscaping measures) as contained in Appendix 1.

6.10.25 In terms of the public realm, the applicant's results show that pedestrian level wind conditions would be safe for all users and the effects on pedestrian safety from the development overall would be negligible. In terms of pedestrian comfort, wind conditions are expected to be suitable for pedestrians walking through and around the proposed development. Entrances to the scheme are also expected to be suitable for pedestrian ingress/egress.

6.10.26 Public and communal amenity spaces are expected to enjoy suitable conditions for associated recreational activities with the 'strolling' comfort levels achieved at all locations in the winter scenario and 'standing' achieved in the summer scenario. The public realm areas around the commercial uses would all achieve 'standing' conditions in winter and 'sitting' in summer'.

Noise

6.10.27 London Plan Policy 7.15 requires new development to reduce existing and potential adverse impacts from noise on, from, within, or in the vicinity of, development proposals. Policy DM23 seeks to improve or mitigate impacts and locate noise sensitive development away from existing or planned sources of noise pollution.

6.10.28 The applicant's Environmental Statement (ES) assesses the noise effects associated with the proposed development. The applicant's baseline noise surveys indicate the site to be subject to relatively high existing levels of noise, associated with road traffic.

6.10.29 The applicant's consultant concludes the most sensitive adjoining occupiers to the scheme are residential properties located on nearby roads including Hale Road, The Hale, Monument Way, Cheshunt Road and Fairbanks Road. The

applicant's assessment considered noise impacts from building services plant, and noise from traffic once the proposed development is operational. As per the air quality section below, the development will result in less traffic on local roads as it will remove car-centric uses from the area.

6.10.30 The Council's Environmental Health Officer (Noise) has reviewed the applicant's assessment that there will be a negligible operational impact on all noise receptors (including from road traffic and building plant). The EHO raises no objection with respect to the operational noise impacts of the development, however several standard condition are recommended for imposition, as set out in Appendix 1. These conditions relate to future building plant installations, window testing as well as requirements for details of noise separation between commercial and residential occupiers.

6.10.31 The impacts of construction noise are temporary and will be managed on a site-wide, comprehensive basis in Tottenham Hale alongside other developments coming forward. The EHO raises no objection with respect to construction noise. A condition around a local liaison group (as part of a Contraction Environmental Management Plan – CEMP) to keep local residents informed of construction impacts is also contained in Appendix 1. The noise impacts to adjoining occupiers are considered to be acceptable and in accordance with the London Plan and local policy cited above.

Air Quality

6.10.32 The revised NPPF states that opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision.

6.10.33 London Plan Policy 7.14 seeks to 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). Haringey is an Air Quality Management Area (AQMA). Draft London Plan Policy SI1 builds on this approach and states that London's air quality should be significantly improved and exposure to poor air quality, especially for vulnerable people, should be reduced. London Plan SPGs around dust control and sustainable design and construction supports adopted policy.

6.10.34 Policy DM4 and DM23 indicate 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.

6.10.35 The applicant's Environmental Statement (Chapter 9) considers the issue of Air Quality. The Council's Environmental Health Officer (EHO) has assessed

the proposal. The applicant has also provided a further submission with respect to air quality and local schools.

Air Quality Impacts to Future Occupiers

6.10.36 The environmental impacts of surrounding busy roads and the bus station raise some air quality and noise challenges; however, this is not unusual in an urban location, and it is noted that the proposed changes to the bus station layout, and the removal of existing drive-through food retail outlets with significant car parking, will reduce traffic and air quality impacts on the local area.

6.10.37 The scheme has also designed such that residential uses on core sites are located above the ground-floor furthest away from the existing road network, which represents the main source of air quality impacts to future occupiers.

6.10.38 The applicant's Environmental Statement indicates the development will be Air Quality Neutral. The completed development is predicted to have negligible impact on NO2 and PM10 concentrations. The ES sets out that that future occupiers will experience acceptable air quality levels, with pollutant concentrations below the relevant air quality objectives.

6.10.39 The public realm and landscape strategy also seek to mitigate against air quality impacts through planting. The Council's Environmental Health Officer has reviewed the scheme and concurs with the applicant's assessment that the development will be Air Quality Natural. The site is suitable for future residential development.

Air Quality Impacts to Existing Occupiers

6.10.40 As noted above, it has been demonstrated that the Development is Air Quality Neutral in terms of both building and road traffic emissions and the air quality impacts to existing occupiers would be negligible. The assessment demonstrated that the emissions from the energy plant within the scheme will have a negligible effect on air quality at existing nearby properties and cumulative developments.

Air Quality Impacts – Demolition and Construction Phase

6.10.41 The air quality impacts arising from construction and demolition are temporary and will be closely monitored by the Local Authority. The applicant has committed to a S106 obligation towards the costs of centrally managed construction logistics in Tottenham Hale, and will be a member of the London-wide Considerate Constructors scheme.

6.10.42 A Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) will be required to be submitted and approved by the Local

Planning Authority before works proceed by plot. Non-Road Mobile Machinery (NRMM) will also be required to be registered and operated to EU standards during the construction phase of development.

6.10.43 Officers agree with the applicant's assessment that the residual effects of dust and particulate matter generated by construction and demolition activities on air quality would be negligible with imposition of conditions. The Council's EHO raises no objection the construction related air quality impacts provided they are mitigated by the planning conditions and obligations noted above.

Applicant's Methodology and Impacts to Schools

6.10.44 Officers have had regard for comments from adjoining occupiers regarding the accuracy of the applicant's air quality data and the impacts of the scheme on local schools. The applicant has responded further to consultation responses, submitting a letter from Dr Jousha Nunn, the applicant's air quality consultant. This letter is attached as **Appendix 19.**

6.10.45 Dr Nunn's submission concludes that the dispersion modelling results presented within the ES are significantly more robust than those in the London Atmospheric Emissions Inventory (LAEI) concentration maps for 2013 (as referenced by objectors) and it is his professional view the results within ES may be relied upon by officers. He also notes the 2017 data shows improvements in air quality which is likely to improve further over time, so the data used is not only accurate but is a worse case than currently improving trajectory for local air quality.

6.10.46 As noted above, the EHO raises no objection with respect the applicant's modelling or methodology and concludes that the applicant's submission demonstrates the scheme will be Air Quality Neutral. Officers are therefore satisfied the applicant's submission is sound and the impacts to current and future occupiers (including school users) are acceptable.

Future Air Quality Improvements

6.10.47 Members should also notes that strategic measures to reduce pollutant emissions from road traffic will principally be delivered in the longer term by the introduction of more stringent emissions standards. The local air quality plan that the GLA is required to produce will help to improve air quality and the implementation of Clean Air Zones (CAZs) can be expected to lead to significant improvements in the future.

Air Quality - Summary

6.10.48 The air quality impacts to current and future occupiers are acceptable. The applicant's methodology in reaching a conclusion of Air Quality Neutral is

sound. The construction phase impacts to air quality are temporary and will be monitored by the Local Authority. Subject to the conditions and obligations noted above, the impacts will be negligible. The proposed development is therefore acceptable in air quality terms and complies with London Plan policy 7.14 and Policies DM 4 and DM 23.

Impacts to Amenity - Summary

6.10.49 The site is comparatively isolated from existing residential development (except the Welbourne Plot), and would be anticipated to give rise to fewer and less intensive amenity impacts than may be expected from other large infill locations in London.

6.10.50 While there will be some impacts to existing properties (largely confined to Hale Gardens) the proposed development performs well in respect of daylight and sunlight to proposed units, surrounding development and amenity spaces.

6.10.51 Within the surrounding area, wind conditions remain suitable for existing activities and the proposal is therefore considered to have a negligible effect on the wind conditions on adjoining occupiers. The construction and operational noise impacts arising from the scheme are acceptable.

6.10.52 The air quality impacts to current and future occupiers are acceptable. The applicant's methodology in reaching a conclusion of Air Quality Neutral is sound. The operational air quality impacts of the development are therefore acceptable. The construction phase impacts to air quality are temporary and will be monitored by the Local Authority. The scheme is well designed and the impacts to adjoining occupiers are considered acceptable.

6.11 Parking and Highway Safety

6.11.1 Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

6.11.2 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

6.11.3 The applicant has submitted a full Transport Assessment prepared by Steer Davies Gleave. The Council's Principal Transport Planner and Transport for London Officers have reviewed the application.

Trip Generation

6.11.4 Officers are satisfied that the trip generation follows best practice guidance and uses the industry standard empirical data sources, such as suitable TRICS sites and census data. The applicant has undertaken an assessment of trip generation across modes for both the application site and cumulatively in the area, including other existing and consented development.

6.11.5 In terms of vehicle trips, the applicant's analysis indicates that the residual effects of the proposed development on the highway network will be positive i.e. a significant reduction in vehicle trips at peak times is anticipated . Haringey Officers and TfL accept this conclusion.

6.11.6 The assessment considers the net public transport trip generation and compares this with the baseline to determine the residual trip generation and its impacts on public transport services. In terms of both north and southbound Victoria line services and gate capacity at Tottenham Hale station, TfL and Haringey Officers are satisfied the proposed development's increase in journeys are able to be absorbed by the exiting network.

6.11.7 The assessment also shows that the additional trips generated by the development would have minimal impacts on national rail services operating at Tottenham Hale Station. Following discussion with the applicant, a revised trip generation model for bus usage was provided. The applicant's analysis indicates that the impact to the bus network are acceptable.

6.11.8 Officers have had regard for comments from adjoining occupiers, consultees (including Enfield Council) regarding the impacts of the development on the capacity of public transportation. In terms of overall public transport capacity, the 14 bus routes operating in the vicinity of the site (including six (6) bus routes through Tottenham Station) provides a combined frequency of 108.5 buses per hour at peak periods.

6.11.9 The Victoria Line offers a frequency of 36 trains per hour at peak times, following the recent upgrade of the line and improvements to Tottenham Hale Station and other stations. Officers are satisfied in recommending approval that the development will not create a significant level of additional public transport trips that will have major consequences for local public transport services.

Access and Parking

6.11.10 Haringey officers consider the proposed vehicle access points to the Welbourne, Ashley Road East and Ashley Road West buildings are suitable subject to the provision of details pursuant to a highways agreement. There are no vehicle accesses provided for the Ferry Island and North Island sites.

6.11.11 The development is car-free with the exception of accessible Blue Badge car parking. This approach is compliant with London Plan (policy 6.13) and Haringey local policies (DM32). Officers strongly support car free development in this location as it will remove traffic from local roads and improve air quality.

6.11.12 In terms of the quantum of accessible parking, the development includes a total of 31 spaces. These disabled spaces are distributed across the site:

- 10 Welbourne
- 8 Ashley Road West
- 11 Ashley Road East

Total: 29 - Accessible car parking spaces.

- 2 accessible parking spaces are provided on Station Road, for the use by occupiers of the North Island and Ferry Island sites.

6.11.13 The level of accessible car parking equates to 3% of the overall quantum of residential units. The current London Plan requires 10% accessible car parking. The Draft London Plan requires one space per dwelling for 3% of dwellings, to be provided from the outset. However, the policy provides that, “the applicant is required to demonstrate on plan and as part of a Car Parking Management Plan, how the remaining requirement of 1 space per dwelling, for up to 10% of dwellings can be accommodated.

6.11.14 Taking into account recent planning consents, which establishes the principle for a lower provision than the current, London Plan, and the constraints of the site and the fact that the Victoria Line entrance to the station is accessible, the level of Accessible car parking is considered acceptable. In coming to this view officers have had regard for the views of Transport for London, the Greater London Authority and statutory and non-statutory consultees.

Car Club

6.11.15 The proposal includes car club parking bays. Provision for car clubs are supported and will form a key element of travel planning for the proposed uses given the car free nature of the scheme. The proposed locations are acceptable in principle but the final locations will be confirmed as part of the review of the existing CPZs. The applicant has agreed a S106 obligation to deliver the Car Clubs as per the head of this report.

Cycle Parking

6.11.16 The development includes 1,817 cycle parking spaces across the site including short and long stay spaces for residential and commercial users. These spaces are distributed across the masterplan, with each development site incorporating the required London Plan cycle provision.

6.11.17 The applicant will be required to submit further details of short and long stay cycle parking as per the conditions for each plot contained in Appendix 1. The details will require provision in line with the London Cycle Design Guide (LCDG) Subject to the provision of details, cycle parking provision is acceptable.

Cycle Routes

6.11.18 TfL's Cycle Future Route 2 from Camden to Tottenham Hale is due to be constructed by 2020/21, with the route beginning on Ferry Lane at the junction with Mill Mead Road, proceeding to Broad Lane and the A10.

6.11.19 Proposed enhancements to local cycle routes and infrastructure respond to DCF and AAP policy. These include opportunities for new cycle routes on quieter roads, including Ashley Road which will become more cycle friendly and provide a legible route through the new District Centre.

6.11.20 The applicant proposes also the continuation of the contraflow cycle connection on Ashley Road to Watermead Way where a relocated toucan crossing will be provided to respond to the desire lines of cyclists and pedestrians heading to/ from the Island sites. To the south of Watermead Way, the cycle route will continue via the shared pedestrian and cycle area on Ferry Way and connect to the existing cycle infrastructure on Ferry Lane.

6.11.21 The proposal is considered to prioritise cycle connections and integrate with exiting routes. Transport for London and Haringey Transportation Officers raise no objection in terms of cycling routing and the proposed cycle routes are considered acceptable.

Legal Agreements - Section 278, Section 247 and Section 38

6.11.22 The proposal will deliver significant highway and public realm benefits through the Highway Improvement Works package, which is secured through a Section 278 Agreement between the Council and the applicant. The highway improvements works encompasses the following:

- Widening of Hale Road to provide two eastbound traffic lanes on the approach to the junction with Ashley Road;

- Installation of traffic signal controls at the Watermead Way junction with Ashley Road and Station Road, which incorporates a relocated toucan crossing across Watermead Way;
- Reconfigured bus station layout and creation of signalised junction at the northern end of the bus station;
- New signalised pedestrian crossing on Watermead Way, to the north of Cygnet Way junction;
- The provision of bus standing space on Watermead Way, to the north of the Cygnet Way junction;
- Realignment of Station Road;

6.11.23 There are areas of private land included as part of the proposed highway. As such, all areas of private included as public highway will be dedicated as such through an agreement pursuant to Section 38 Highways Act 1990. This generally relates to Station Road and Ashley Road.

6.11.24 The securing of the highways works by way of a S278 agreement and a S38 agreement is required to make the scheme acceptable as per the Heads of Terms at the top of this report.

Delivery and Servicing

6.11.25 Delivery and servicing consists of kerbside provisions only. A total of eight on-street loading bays, each with the capacity to accommodate 1 or 2 Heavy Goods Vehicles (HGVs) at a time, will be provided across the site. Fairbanks Road is a private road and as such, any modifications will require approval by the party responsible for its maintenance (Homes for Haringey). This is proposed to be secured by legal agreement as the Heads of Terms above.

6.11.26 It is anticipated that delivery and servicing during the peak traffic periods will be mainly by cars and vans. Larger vehicles are anticipated to be an infrequent occurrence, and these vehicles are expected to arrive/depart outside of peak traffic periods.

6.11.27 Haringey's Principal Transport Officer considers that the forecast delivery and servicing trip generation for each site and demonstrates that the proposed loading bays offer adequate capacity to meet the requirements of the development in serving terms.

6.11.28 Details of serving arrangements will need to be set out in a Delivery and Servicing Plan. A planning condition requiring such a plan is contained in Appendix 1. Subject to condition, the delivery and serving proposals are therefore acceptable.

Transportation – Summary

6.11.29 In terms of vehicle trips, the the residual effects of the proposed development on the highway network will be positive (i.e. a significant reduction in vehicle trips at peak times is anticipated).

6.11.30 The development will not create a significant level of additional public transport trips that will have major consequences for local public transport services. This is sufficient public transport capacity to support the increased population.

6.11.31 A Car free development and the provision of a car club are both supported by officers. Blue Badge Parking provision is in line with the draft London Plan. Cycle provision is acceptable subject to the provision of additional details. The details of cycle lane layouts are acceptable subject to finalisation by way of a S278 Highways agreement. The forecast delivery and servicing trip generation for each site and demonstrates that the proposed loading bays offer adequate capacity to meet the requirements of the development in serving terms.

6.11.32 The development will allow for a shift to sustainable travel in Tottenham Hale and for improved pedestrians and cycling journeys. The development is acceptable in transport planning terms.

6.12 Energy and Climate Change

6.12.1 The revised NPPF and London Plan Policies 5.1-5.3 and 5.7-5.11, and Local Plan Policy SP4 sets out the approach to climate change and require developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.

6.12.2 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that is can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) requires obligations to futureproof a potential connection to the district energy network by way of a S106 agreement.

6.12.3 The applicant has submitted an Energy Assessment that applies the Mayor's Energy Hierarchy. Greater London Authority Officers and Haringey's Carbon Management Team have assessed the proposal in sustainability terms. The scheme exceeds the national target of reduction of carbon emissions against Part L 2013 (35%).

6.12.4 With regard to the 'Be Lean' part of the Energy Hierarchy, the characteristics for U-values and air permeability for the scheme show improvements over the minimum standards as set out by Part L1A 2013. overall the development is estimated to achieve a reduction of 174 tonnes of carbon per annum (12%) in regulated emissions compared to 2013 Building Regulations and is compliant development through Lean measures.

6.12.5 With regard to 'Be Clean', the applicant has committed to connect to the future Tottenham Hale District Energy Network (DEN) in accordance with Policy DM22. This is supported by Officers. All residential buildings will be connected to the DEN with some commercial elements of the scheme supplied by Air Source Heat Pumps (ASHP). Officers have had regard to the comments of Friends of the Earth regarding the reversibility of Air Source Heat Pumps to provide comfort cooling, however the applicant has confirmed it does not propose to reverse the proposed pumps and the objection has therefore been addressed.

6.12.6 Overall the development is estimated to achieve a reduction of 461 tonnes per annum (32%) in regulated CO2 emissions compared to a 2013 Building Regulations through 'Clean' measures. This level of savings is supported by LBH Carbon Management.

6.12.7 Rather than delivering this level of saving from on-site infrastructure there is an assumption that the development will connect to the Tottenham District Energy Network (DEN). This strategy is supported by the Council. As the DEN is unlikely to be delivered prior to the completion of the development, gas boilers will be installed as an interim solution. The applicant will be committed to connect to the DEN when it comes on-line within 10 years. A £250,000 connection fee to the DEN together with pipework delivered in kind or an additional contribution of £400,000 will be secured in the section 106 agreement.

6.12.8 It is acknowledged that there is a shortfall in the connection fees collected from this development, together with other developments that rely on connection to the DEN, that are needed to make the DEN viable and the Council is confident that it can find alternative funding to make up this shortfall (including the Heat Network Investment project and Community Infrastructure Levy).

6.12.9 In the event that the DEN does not go ahead the applicant will consider alternative low carbon options for alternative long term replacements for the interim boilers. At this point the £400,000, which in the scenario of connection to the DEN would have been used for pipework, will be used towards the alternative low carbon option. This option will be need to be agreed with the

Council at this point via the submission of an alternative energy strategy for approval.

6.12.10 With regard to 'Be Green' a range of low and zero carbon technologies were evaluated and roof mounted solar photovoltaic panels have been proposed for the suitable available roof areas on each plot. The photovoltaic panels are subject to details (on a plot-by-plot basis) by way of a planning condition contained in Appendix 1.

6.12.11 The applicant has committed to a BREEAM Very Good standard (2018) for the commercial element of the proposal. A condition for an overheating strategy (using current London Plan methodology for modelling) is contained in Appendix 1.

6.12.12 The Development as a whole does not achieve the Zero Carbon standard on site, with 536 tonnes of carbon, assuming the DEN is connected to, remaining to be offset, however in line with Local Plan policy the applicant has agreed to a carbon offsetting contribution of £939,650 which will be secured in the Section 106 agreement.

6.12.13 Should the development not connect to the DEN within ten years then at that point the applicant will need to submit a revised energy strategy for approval by the Council together with a revised carbon emissions figure. At that point an additional carbon offsetting contribution may become payable, subject to viability.

6.12.14 *Energy and Climate Change – Summary*

6.12.15 The proposed development exceeds the level of carbon emissions savings set out in Part L 2013. The development proposes to connect to the Tottenham Hale DEN and in the interim gas boilers are proposed. A carbon offsetting contribution of £939,650 will be secured in the Section 106 agreement together with a DEN connection fee of £250,000 and delivery of pipework or an additional £400,000 contribution.

6.12.16 Any additional funding needed to make the DEN viable will be secured by Haringey through external funding or Community Infrastructure Levy. Should the DEN not come forward the applicant will be required to submit an alternative energy strategy and the £400,000 will go towards an alternative low carbon solution, to be agreed by the Council. At that point any additional carbon offsetting contribution will need to be calculated and paid subject to viability. This strategy is in line with Haringey Council policy and is supported.

6.13 Flood Risk and Drainage

6.13.1 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

6.13.2 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

6.13.3 The Local Plan (2017) sets out that the sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with the National Planning Policy Framework (NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located (see the Sequential Test report for Tottenham Hale).

6.13.4 The site is located primarily within Flood Risk Zone 2 with some of the site falling in Flood Risk Zone 1. The applicant has submitted a Flood Risk Assessment (FRA). The Environment Agency and Haringey's Local Lead Flood Authority (LLFA) raise no objection in flood risk terms. The proposals for each plot are considered "appropriate uses". Officers note that no habitable spaces are proposed to be located on the ground floor within Flood Risk Zone 2. Officers have had regard to comments from adjoining occupiers concerning the unsuitability of Tottenham Hale for residential redevelopment, however the site allocations have been found sound at the plan making stage following an assessment of flood risk.

6.13.5 The applicant notes the development has the potential to increase the risk of surface flooding. A number of measures are recommended to mitigate potential impacts including a programme of sewer diversion in liaison with Thames Water. The LLFA and Thames Water have reviewed the scheme and raise no objection subject to conditions regarding flood risk associated with sewer flows and basement development. These conditions are contained in Appendix 1.

6.13.6 The applicant incorporates Sustainable Urban Drainage Systems within the scheme (SuDS) to provide attenuation of surface water. The applicant's FRA notes that a SuDS review for the whole site was undertaken. Given the site conditions and space constraints, infiltration devices such as soakaways were not expected to be viable. However SuDS features such as blue roofs, porous paving (treatment), rainwater harvesting, below ground storage and flow control devices are proposed to provide the necessary attenuation volumes and flow rates. These SUDS features are proposed to be secured by

condition. Subject to the imposition of the conditions noted above, the development is acceptable in flood risk and drainage terms.

6.14 Trees and Ecology

Tree Removal and Replacement

6.14.1 Policy 7.21 of the London Plan states that any tree lost as the result of development should be replaced and wherever appropriate and the planting of additional trees should be included in new developments. This approach is reflected at the local level.

6.14.2 An Arboriculture Impact Assessment and Method Statement has been submitted with the applicant. There are a total of 59 existing trees on the site and 2 small groups of trees. 50 of the individual trees and the 2 small groups of trees are considered to be low quality (Category C) trees. The remaining 9 of the trees have been assessed to be of moderate quality. All trees on the site are proposed to be removed and replaced with better quality mature trees as part of a comprehensive landscaping scheme to allow for redevelopment.

6.14.3 The Council's Tree Officer has reviewed the proposed tree removals and considers the removal of current trees on the site to be acceptable, subject to the details of re-provision and re-planted as noted below.

6.14.4 As part of re-development it is proposed to plant 14 'signature' trees (larger sized and in key locations), 62 street trees and 3 planter trees, totalling 79 trees across the site. As such there will be a net gain in trees resulting from the redevelopment and an improvement in the quality and maturity of the trees across the sites.

6.14.5 The Council's Tree Officer supports this level of provision, subject to conditions with replanting being in accordance with relevant British Standards. Officers are in agreement with the applicant's assessment that the proposals will enhance the area in terms of its public space and trees will be a significant part of this by ensuring an uplift in tree numbers and quality and providing better structural diversity and species of interest.

6.14.6 Officers have had regard for the comments concerning the loss of trees on the Welbourne plot, including the potential loss of a 'green buffer' A line of immature existing street trees (elms) sit alongside the southern site boundary. Whilst it is proposed to remove these trees, they are proposed to be re-planted with a more robust choice of species likely a small leaved Lime. Detail will be provided by the applicant at condition stage. Officers consider the 'green buffer' noted in the site allocation will be retained with redevelopment.

6.14.7 The tree removal and replacement is acceptable and in accordance with the policy above.

Ecology

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

6.14.9 An Ecological Appraisal has been submitted and notes the site is not subject to any statutory or non-statutory ecological designations. The nearest designations are five statutory and two non-statutory designated sites approximately 400m to 1.9km away from the application site and are separated by urban development.

6.14.10 Potential ecological enhancement measures are set out in the Ecological Appraisal to improve the site for wildlife and to ensure the proposed development is ecologically friendly. Measures include the landscaping design using both native and non-native planting to provide high quality landscaping and to promote nature conservation by attracting local wildlife.

6.14.11 The new landscaping aims to enhance the area for wildlife by providing new habitats and foraging areas in this urbanised location. Bat and bird boxes have also been incorporated into the design to provide new roosting and nesting opportunities for local wildlife. These are proposed to be secured by the conditions in Appendix 1.

6.14.12 The Council's Nature Conservation Officer and Natural England have reviewed the enhancements and raise no objection subject to condition. An additional condition concerning bat surveying of the Stratford College Building is also required. Subject to these conditions, the development is accords with London Plan policy 7.19 and Policy SP3 and is acceptable in ecological terms.

Habitats Regulation

6.14.13 Policy AAP6 states that where proposals fall within 500m of a Special Protection Area (SPA)/Ramsar areas, specific measures should be set out to ensure there is no adverse effect on ecological integrity.

6.14.14 Given the proximity of the application site to two designed European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations').

6.14.15 The application sites lies 0.5 km west of the Lea Valley SPA at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally important numbers of species. This area is also a Ramsar site. The Lee Valley SPA / Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).

6.14.16 The application site lies 4.5 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. The site is within the Zone of Influence (ZOI) of the SAC as defined by Natural England in their Interim Guidance. The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.

6.14.17 A map of the application site in relation to designated EU ecological areas is **Appendix 20** for member's reference. The applicant has submitted a Habitats Regulation Screening Assessment to accompany the application that undertakes an assessment of the impacts of the development on the conservation objectives of both Lee Valley SPA and the Epping Forest SAC. Natural England has reviewed the application.

6.14.18 Given the distance of the Site from the Lea Valley SPA site, the applicant considers that there would be no significant effects from lighting or noise impacts during the construction or operational phases of the proposal. The applicant also undertakes an assessment of disturbance impacts, hydrological impacts and air quality impacts against the site's conservation objectives.

6.14.19 The applicant's assessment considers the possible impact of the new residents in the development on the Lee Valley and Epping Forest. The Assessment explains that they would have use of available and much closer green spaces such as Down Lane Park (amongst others), thereby reducing any potential increased pressure on the Lee Valley SPA. The applicant's conclusion (including in-combination effects) accords with the views of Natural England that the development would not give rise to any likely significant effect on the integrity of the Lee Valley SPA / Ramsar site and that therefore no mitigation is necessary. Officers note this position was taken at application stage and following the CJEU's ruling in the 'People Over Wind' judgement.

6.14.20 The applicant undertakes a similar assessment in relation to the conservation objectives of the Epping Forest SAC, however the issue of recreational pressure is also considered in more detail due to the location of the scheme within the SAC's Zone of Influence (ZOI) and Natural England's interim advice relating to residential planning applications within the ZOI.

6.14.21 The Site is beyond 4.5km from Epping Forest SAC and falls within the defined ZOI of 6.2km. The fact that the Development would also have a limited vehicle ownership would limit recreation trips to the SAC. The site is removed from the core 3km recreational catchment area of the SAC.

6.14.22 The applicant's concludes that there would not be any likely significant effects on the Epping Forest SAC when the development is considered, either alone or in combination with other plans/projects. The applicant also concludes that no additional impacts have been identified in relation to Walthamstow Reservoirs SSSI or Epping Forest SSSI and no mitigation measures are therefore considered necessary.

6.14.23 Officers therefore consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations'). An integrity test is therefore not required. The proposal is in accordance with Policy AAP6.

6.15 Waste and Recycling

6.15.1 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. Policy SP6 Waste and Recycling require development proposals make adequate provision for waste and recycling storage and collection. The approach is reflected in Policy DM4. The applicant has submitted a Delivery and Serving Plan.

6.15.2 A total of eight loading bays are proposed across the scheme provided at key locations to ensure refuse collection can be conducted in the immediate vicinity of each plot. The waste storage areas within each building have been designed to incorporate space for both recyclable and non-recyclable waste and are based on the guidelines set out within the LBH Sustainable Design and Construction SPD.

6.15.3 The Council's Waste Management Team have assessed the proposal and raise no objection to the proposal subject to the provision of a site-wide waste management plan. The collection points are judged acceptable. The applicant will be required to ensure a commercial contract for commercial waste collection on the site.

6.16 Land Contamination

6.16.1 London Plan Policy 5.21 and 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 Geo-environmental Desk Study for the site.

6.16.2 The applicant's submission notes that all five plots that make up the site are previously developed land and have been identified as being potentially affected by contamination arising from on-site previous land use/and or current land uses.

6.16.3 The applicant notes the development proposes to cover the site with hard surfaces and landscaping (with an appropriate thickness of clean material and soils), removing the pathways between the end user and contamination with the exception of potential pathways for ground gas. The risk from contamination following the competition of the site is judged to be negligible as the clean layer topsoil will prevent the risks of people being exposed to contamination and prevent other risks to the environment.

6.16.4 The Council's Environmental Health Officer (Pollution) and the Environment Agency have assessed the proposal and raise no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These standard conditions are contained in Appendix 1. A condition requiring an unexploded ordnance survey is also recommended for imposition.

6.16.5 Subject to these conditions, the proposal is considered to accord with London Plan Policy 5.21 and Policy DM32 as appropriate measures will be taken to ensure that the impacts of land contamination are mitigated.

6.17 Basement Development

6.17.1 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). The applicant proposes a shared basement between Buildings 1 and 2 in Ferry Square. The applicant has submitted a Basement Impact Assessment.

6.17.2 The applicant's assessment confirms the proposal will not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure and does not increase flood risk to the property. The applicant has satisfied the other policy criteria in DM18 with respect to basement development.

6.17.3 The applicant will be required to confirm the inclusion of a basement cinema (Option B) within a specified period as per the S106 agreement. The basement development is acceptable and in accordance with relevant policy.

6.18 Archaeology

6.18.1 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.

6.18.2 Part of 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.

6.18.3 Subject to a two-part condition regarding the undertaking of a Written Scheme of Investigation (WSI) the impacts of the development in archaeological terms are judged acceptable and in accordance with the policy cited above.

6.19 Fire safety and Security

6.19.1 Fire safety is not a planning matter and is addressed by the Building Regulations. However, in light of the Grenfell Tower tragedy and committee's concern around this matter, the applicant has been asked to provide information regarding its plans for fire safety in the development, and in particular the 38-storey element.

6.19.2 High rise residential blocks are constructed in many different ways and the varying combinations of design and materials mean that all proposals have to be considered individually.

6.19.3 The applicant has submitted detailed Fire Strategy sections in the Design and Access Statement for each plot. Details concerning Fire Fighting Access (Regulation B5) - the access provisions that satisfy the functional requirements of the Building Regulations – are provided.

Building Regulations

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

6.19.5 The development will be required to meet the Building Regulations in force at the time of its construction. The applicant has confirmed that all buildings will use Local Authority Building Control as opposed to Approved Inspectors. The Council's Building Control Team will carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure they are carried out correctly as far as can be ascertained. The Council's Building Control Team has held significant pre application meetings with the applicants and their consultants including their fire engineers.

6.19.6 As part of the plan checking process a consultation with the London Fire Brigade would also be carried out. On completion of work, the Local Authority Building Control Team will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations. The Council's Building Control Team has facilitated a meeting between the applicants, their fire engineers and the London Fire Brigade, to ensure that their proposals are in line with the Building Regulations and the relevant codes of practice.

Fire Safety Provisions

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

6.19.8 There are also provisions to prevent fire and smoke spreading unseen in cavities and concealed areas. Fire barriers are provided which are critical in ensuring fire and smoke separation between compartments.

6.19.9 External walls and roofs are required to have sufficient resistance against the spread of fire between buildings. These are determined in relation to the proximity of other buildings and the boundaries.

Provision of smoke detectors

6.19.10 The Building Regulations require installation of a self-contained mains operated smoke alarm in the hallway (lobby) within each flat. These provide early warning to the occupants and aid early evacuation and expect them to alert the fire service. These requirements have been in place from 2006 for new flats.

6.19.11 In large developments, smoke detection in common areas is provided that will activate automatic smoke vents. The applicant has confirmed that smoke detectors will be fitted. The applicant has also confirmed provision of enhanced smoke ventilation systems to common areas.

Provision of Sprinklers

6.19.12 New blocks of flats over 30m in height (approximately 10 stories) or more would require installation of domestic sprinklers and those with a floor more than 50m above ground level would require a wet riser under the Building Regulations since 2006. The applicant has confirmed that these will be provided in the various blocks to Building Regulations Standards, and that increased pump and tank capacities will be provided to support non-residential areas.

6.19.13 In general, sprinklers operate when a fire is developing and aim to keep the fire under control, to prevent further spread and aid the fire fighters to tackle the fire more effectively.

Materials

6.19.14 The applicant has confirmed that no Aluminium Composite Cladding of the type identified as problematic in Grenfell Tower is proposed. The applicant has confirmed that the specification of cladding materials for all buildings is fully aligned to or exceeding the latest guidance from central government and current best practice.

Adjoining Occupier Response

6.19.15 Officers have had regard for the comments of adjoining occupiers regarding fire safety. In so far as these are a material planning consideration, Officers note the London Fire Brigade's (LFB's) initial concerns with the proposal not meeting Building Regulation requirements have now been resolved following discussions between the LFB, the applicant (and their fire engineers) and the Councils Building Control Team.

6.19.16 The applicant confirms that the use of residential blocks containing single stair core is in line with Building Regulations and associated design guidance. This design is supported by the fire safety measures noted above. Each tower is to be provided with a firefighting shaft that serves all levels. These firefighting shafts are to be enclosed in 120 minutes fire resisting construction, and be provided with:

- A firefighting stair with a minimum clear width of 1,100mm,
- A firefighting lift, designed and installed in accordance with BS EN 81-72:2015, and
- A wet or dry rising fire main (depending on building height), with outlets at each upper level and located within the enclosure of the firefighting stair.

6.19.17 Each plot will have sufficient vehicle access, and allowance for suitable hard standings has been provided for each plot. Sufficient hydrant provision will be provided for each plot.

6.19.18 Following provision of the fire safety details as set above, the LFB has confirmed that it has no objection to the fire fighting access for the planning application, including a design including a single stair core.

6.20 Equalities

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

6.20.2 As noted in the various sections in this report, the proposed development provides a range of socio-economic and regeneration outcomes for the Tottenham Hale area including the provision of new housing, iwith a substantial amount affordable housing, a proportion of which will be Council homes at social rents. This overall provision will add to Haringey's stock of market and affordable homes. The new health centre included in the proposal will increase primary care provision and GP capacity in the local area.

6.20.3 Officers note the applicant has committed to the submission of an employment skills and training plan as a S106 obligation, which will ensure a target percentage of local labour is utilised during construction. This will benefit priority groups that experience difficulties in accessing employment. Assistance will also be provided for local tenders and employment skills and training. A financial contribution regarding apprenticeships is also secured by a S106 obligation, as per the Heads of Terms above. The proposal will result in positive local employment impacts, including a net increase in jobs.

6.20.4 The proposed development will engage with people with protected characteristics around physical access, and would add to the stock of wheelchair accessible and adaptable dwellings in the locality, in accordance with London Plan and local planning policy requirements.

Consultation Responses - Equalities Impact Assessment (EqIA)

6.20.5 Officers have had regard to the views of some consultees that the development proposal is a breach of the Equalities Act and in particular the public sector equalities duty in s.149 of the Act. Some consultees have noted

an Equalities Impact Assessment (EqIA) does not accompany the application itself.

6.20.6 The Tottenham Area Action Plan considered the issues of equality and a Sustainability Appraisal (SA) (which included both an integrated Equalities Impact Assessment (EqIA)) was submitted to the Planning Inspector in support of the Plan during the plan-making process at 'Regulation 22 Stage'. This followed modification of the SA in response to consultation.

6.20.7 The submitted SA concluded in respect of equalities that the Tottenham Area Action Plan performs well, with 'significant' positive effects identified as likely in terms of health, housing, community cohesion, accessibility, town centres and economic growth. The Planning Inspector found the Tottenham AAP sound.

6.20.8 Officers have considered the equalities impacts of the development proposal in the light of the Tottenham AAP and the consultation responses. As is explained above there are very considerable local benefits. The planning application is judged in accordance with the Local Plan, including the Tottenham AAP.

6.20.9 In recommending the scheme for approval to Planning Sub-Committee, Officers are satisfied there will be no adverse equalities impact within the meaning of the EA, and there is no requirement to undertake a further EqIA.

6.21 Conclusion

6.21.1 The Strategic Development Partnership (SDP) proposal will play a highly significant role in delivering the strategic vision for Tottenham Hale.

6.21.2 The substantial quantum of residential development proposed (1030 homes) meets with Haringey's aspirations to deliver the regeneration and re-vitalisation of Tottenham Hale. These homes would make a significant contribution to meeting Haringey's targeted housing requirements.

6.21.3 The provision of a new health centre on the Welbourne site is vital to allow expansion and improvement of health care services to local residents. The NHS strongly supports the development proposal. The health centre would provide a permanent, fit-for-purpose facility in an accessible location. Funding to deliver the health centre is contingent on the planning permission being granted.

6.21.4 The level and type of affordable housing is compliant with London Plan and Local Plan policy and is above the maximum reasonable amount. The scheme is scheduled to deliver more than 10% of the Council's 1000 Council Homes

target in the draft Borough Plan, subject to Cabinet's decision to purchase the units.

6.21.5 The proposed mix of flexible Town Centre uses is supported and judged key to delivering the vision for Tottenham Hale and the new District Centre. The development will enable a comprehensive mix of community, commercial and leisure uses set within new streets and spaces. The developer has an established track record of high quality delivery of urban commercial space.

6.21.6 The density of the scheme within an Opportunity Area will optimise the potential of a site with excellent public transport links. The scheme is comprehensively master planned across all relevant site allocations in the Tottenham Area Action Plan and would not prejudice the Council's future planning objectives.

6.21.7 A Skills and Training Plan will be secured by S106 obligation. This will include a commitment to ensure that not less than 20% of those employed during construction are residents of the borough. A financial contribution to support apprenticeships and opportunities for local people is also secured.

6.21.8 The scheme provides very high quality residential accommodation that meets with London Plan space standards. There are no north facing single aspect units in the scheme and all units will receive good levels of daylight and sunlight. The proposal incorporates a policy compliant level of accessible and adaptable wheelchair units and a suitable number of units per core. The residential units will be protected from noise impacts and will have adequate ventilation.

6.21.9 There is clear and specific policy support for the principle of tall buildings in Tottenham Hale. A cluster of tall buildings will positively engage with the surrounding built environment. Building 1, the tallest building at 38 storeys, is considered to achieve a distinctive and unique form that will allow for wayfinding to Tottenham Hale Station and present as a local landmark. All of the buildings proposed are of an excellent design quality.

6.21.10 The building heights proposed are fully and robustly supported by the independent Quality Review Panel and the tall buildings are considered to meet relevant planning policy criteria in terms of design and sustainability. The tall buildings are judged key to delivering a viable and comprehensive scheme.

6.21.11 **T**he impacts of the proposal to strategic and local views are acceptable. The effects of the cluster of buildings on wider townscape views are also acceptable. The overall design quality of the public spaces and landscaping is considered to be very high.

6.21.12 The layout of the development is considered to optimise an underutilised site with excellent public transportation links. The layout of the development accords with the vision to change the character of Tottenham Hale to a pedestrian oriented, mixed-use destination. The Pavillion Building is a strong feature of the development that will provide a focal point for Ferry Square.

6.21.13 The proposed development will result in a significant reduction in vehicle trips at peak times. The development will not have undue impacts on local public transport services.

6.21.14 Car free development and the provision of a car club will support sustainable travel. The scheme will ensure cycle connectivity to future routes and incorporates a compliant level of cycle parking. The development is acceptable in transportation terms.

6.21.15 There is a surplus of available school places to address the increased population created by the scheme and the proposal will add GP capacity. The applicant's playspace proposals are high quality an offset contributions will mitigate impacts to existing local playspaces. The development provides suitable community infrastructure or will make a contribution via CIL or the S106 agreement to existing infrastructure with capacity to absorb the new residents.

6.21.16 The site is comparatively isolated from existing residential development (except the Welbourne Plot), and would be anticipated to give rise to fewer and less intensive amenity impacts than may be expected from other large infill locations in London.

6.21.17 While there will be some localised daylight/sunlight impacts to existing properties (largely confined to Hale Gardens) the development overall performs well in respect of daylight and sunlight impacts to surrounding development and amenity spaces. The proposal will have a negligible effect on the wind conditions on adjoining occupiers. The construction and operational noise impacts arising from the scheme are acceptable.

6.21.18 The air quality impacts to current and future occupiers are acceptable. The applicant's methodology in reaching a conclusion of Air Quality Neutral is sound. The construction phase impacts to air quality are temporary and will be monitored by the Local Authority. The scheme is well designed and the impacts to adjoining occupiers are considered acceptable.

6.21.19 Haringey's Principal Conservation Officer considers that the proposal causes less than substantial harm to heritage assets. Officers have given considerable weight to this harm, however the public benefits of the scheme are substantial, including new and affordable homes, commercial space, a new health centre, and public open space as part of the creation of a new town centre; and bringing an under-used site in an Opportunity Area into more intensive and appropriate use. These benefits are considered to clearly outweigh the harm and the heritage planning impacts are acceptable.

6.21.20 The scheme is highly sustainable. The proposed development exceeds the level of carbon emissions savings set out in Part L 2013. The development proposes to connect to the Tottenham Hale District Energy Network (DEN) and in the interim gas boilers are proposed. A carbon offsetting contribution of £939,650 will be secured in the Section 106 agreement together with a DEN connection fee of £250,000 and delivery of pipework or an additional £400,000 contribution. There will be a net gain in trees in the area resulting from the redevelopment.

6.21.21 The issues of ecology, flood risk, waste and servicing, basement development, land contamination and archaeology are adequately addressed by the development proposal and where required will be mitigated by planning conditions.

6.21.22 The scheme makes a significant contribution to the delivery of the Local Plan and the allocated sites TH2, TH4, TH5 and TH10, which seek to meet Haringey's strategic aspirations for the revitalisation of Tottenham Hale and the wider regeneration of the borough.

6.21.23 In making a recommendation to grant permission, the Local Authority has considered the significant environmental effects of the proposed development as set out in the Environmental Statement and addendum, and taken into account the responses to consultation and other relevant information in accordance with EIA Regulations, and other relevant legislation and guidance including Section 63(1) of the Conservation of Habitats and Species Regulations 2017.

6.21.24 Planning permission should be granted subject to the conditions set out in Appendix 1and subject to the signing of a S106 agreement for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6.22 Community Infastrcure Levy (CIL)

6.22.1 Based on the information given on the plans, the Mayoral CIL charge will be £3,836,762 and the Haringey CIL charge will be £1,441,501. The indexation figures used are based on an assumption of planning permission being issued in Q1 2019, and therefore MCIL Index = 1.41 and LBH CIL Index = 1.32.

6.22.2 The CIL 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 and advising the scheme is not judged to be phased for CIL purposes.

NOTE:

1. The conditions that relate to individual buildings are split between the various "Plots" that form the planning application development identified on Drawing Reference TH-M_ZZ_001_A_17013_P(00)_P003. The Plots comprise the following development:

"PLOT A" – NORTH ISLAND

"PLOT B" – FERRY ISLAND

"PLOT C" – WELBOURNE

"PLOT D" – ASHLEY ROAD WEST

"PLOT E" – ASHLEY ROAD EAST

"PLOT F" – THE PAVILION

Other than those 'Conditions relating to the Whole Site' below the subsequent conditions in each Section A – F shall only be enforceable against the plot to which they relate.

CONDITIONS RELATING TO THE WHOLE SITE

1) Three Year Expiry (HGY Development Management)

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

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

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

   The approved plans comprise drawing nos:

   Masterplan

TH-M_ZZ_001_A_17013_P(00)_P001	P 01
TH-M_ZZ_001_A_17013_P(00)_P003	P 01
TH-M_ZZ_001_A_17013_P(00)_P100	P 01
TH-M_ZZ_001_A_17013_P(00)_P101	P 01

   North Island and Ferry Island

TH-IS_ZZ_001_A_16092_(P00)_P099A	P 01
TH-IS_ZZ_001_A_16092_(P00)_P099B	P 01

TH-IS_ZZ_001_A_16092_(P00)_P100A	P 01
TH-IS_ZZ_001_A_16092_(P00)_P100B	P 01
TH-IS_ZZ_001_A_16092_(P00)_P100MA	P 01
TH-IS_ZZ_001_A_16092_(P00)_P100MB	P 01
TH-IS_ZZ_001_A_16092_(P00)_P101	P 00
TH-IS_ZZ_001_A_16092_(P00)_P102	P 00
TH-IS_ZZ_001_A_16092_(P00)_P103	P 00
TH-IS_ZZ_001_A_16092_(P00)_P107	P 00
TH-IS_ZZ_001_A_16092_(P00)_P108	P 00
TH-IS_ZZ_001_A_16092_(P00)_P109	P 00
TH-IS_ZZ_001_A_16092_(P00)_P112	P 00
TH-IS_ZZ_001_A_16092_(P00)_P113	P 00
TH-IS_ZZ_001_A_16092_(P00)_P114	P 00
TH-IS_ZZ_001_A_16092_(P00)_P118	P 00
TH-IS_ZZ_001_A_16092_(P00)_P119	P 00
TH-IS_ZZ_001_A_16092_(P00)_P120	P 00
TH-IS_ZZ_001_A_16092_(P00)_P136	P 00
TH-IS_ZZ_001_A_16092_(P00)_P137	P 00
TH-IS_ZZ_001_A_16092_(P00)_P210	P 01
TH-IS_ZZ_001_A_16092_(P00)_P211	P 01
TH-IS_ZZ_001_A_16092_(P00)_P212	P 01
TH-IS_ZZ_001_A_16092_(P00)_P213	P 01
TH-IS_ZZ_001_A_16092_(P00)_P220	P 01
TH-IS_ZZ_001_A_16092_(P00)_P221	P 01
TH-IS_ZZ_001_A_16092_(P00)_P230	P 01
TH-IS_ZZ_001_A_16092_(P00)_P231	P 01

Welbourne

TH-WEL-01-001-A-16063-00-100	01
TH-WEL-01-001-A-16063-00-101	01
TH-WEL-01-001-A-16063-00-102	01
TH-WEL-01-001-A-16063-00-103	01
TH-WEL-01-001-A-16063-00-104	01
TH-WEL-01-001-A-16063-00-105	01
TH-WEL-01-001-A-16063-00-106	00
TH-WEL-01-001-A-16063-00-107	00
TH-WEL-01-001-A-16063-00-108	00
TH-WEL-01-001-A-16063-00-109	00
TH-WEL-01-001-A-16063-00-110	00
TH-WEL-01-001-A-16063-00-300	00
TH-WEL-01-001-A-16063-00-301	01
TH-WEL-01-001-A-16063-00-302	01

Ashley Road East

TH-ARE-01-001-A-2452-00-100	00
TH-ARE-01-001-A-2452-00-100M	00
TH-ARE-01-001-A-2452-00-101	00
TH-ARE-01-001-A-2452-00-102	00
TH-ARE-01-001-A-2452-00-103	00

TH-ARE-01-001-A-2452-00-104 00
TH-ARE-01-001-A-2452-00-105 00
TH-ARE-01-001-A-2452-00-106 00
TH-ARE-01-001-A-2452-00-107 00
TH-ARE-01-001-A-2452-00-108 00
TH-ARE-01-001-A-2452-00-113 00
TH-ARE-01-001-A-2452-00-114 00
TH-ARE-01-001-A-2452-00-120 00
TH-ARE-01-001-A-2452-00-300 00
TH-ARE-01-001-A-2452-00-301 00
TH-ARE-01-001-A-2452-00-302 00
TH-ARE-01-001-A-2452-00-303 00
TH-ARE-01-001-A-2452-00-304 00
TH-ARE-01-001-A-2452-00-305 00

Ashley Road West

TH-ARW-01-001-A-16098-00-101 00
TH-ARW-01-001-A-16098-00-102 00
TH-ARW-01-001-A-16098-00-103 00
TH-ARW-01-001-A-16098-00-301 00
TH-ARW-01-001-A-16098-00-302 00

Pavilion

TH-IS_ZZ_001_A_17040_(00)_P120 P 00
TH-IS_ZZ_001_A_17040_(00)_P200 P 00
TH-IS_ZZ_001_A_17040_(00)_P301 P 00
TH-IS_ZZ_001_A_17040_(00)_P500 P 00

Landscaping

North Island and Ferry Island

TH-IS-PR-001-LA-TOT494-(90)-3001 01
TH-IS-PR-001-LA-TOT494-(90)-5001 01

Ashley Road

TH-AR-PR-001-LA-288-(90)-104 P00
TH-AR-PR-001-LA-288-(90)-105 P00

Welbourne

TH-WB-PR-001-LA-283-(90)-104 P00
TH-WB-PR-001-LA-283-(90)-105 P00

Demolition

TH-M_ZZ_001_C_040204_(P00)_P710 P01

The approved documents comprise:

Planning Statement (July 2018) and Addendum (October 2018) prepared by Quod; Arboricultural Impact Assessment and Method Statement (July 2018) and Addendum (October 2018) prepared by RPS; Flood Risk Assessment (July 2018) and Addendum (October 2018) prepared by Whitby Wood; Archaeological Desk Based Assessment (July 2018) prepared by GgMs; Ecological Appraisal (July 2018) prepared by RPS; Environmental Statement (ES) Volumes I – III and Non-Technical Summary (July 2018) and Addendum (October 2018) prepared by Quod.

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission or S106 obligations related to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3) Floorspace Ranges (LBH Development Management)

The following non-residential floorspace ranges are permitted:

Land Use	Minimum Area Permitted (m² GIA)	Maximum Area Permitted (m² GIA)
Retail (Use Class A1 – A4)	Up to 4,306	
Leisure (Use Class D2)	Up to 2,288	
Office (Use Class B1(a))	831	5,137
Health Centre (Use Class D1)	1,643	

REASON: To ensure that the Development is undertaken in accordance with the approved drawings and the assessed Environmental Statement.

4) Tree/Plant Replacement – 5 Years (LBH Development Management)

Any tree or plant on the development which, within a period of five years of first occupation of the approved development 1) has died 2) is removed 3)

becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

REASON: to protect the amenity of the locality.

5) Wheelchair Accessible Dwellings (LBH Development Management)

At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) in conformity with the submitted Design and Access Statement (July 2018) and Addendum (October 2018), unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure inclusive and accessible development

6) Part M4 (2) Accessible and Adaptable Dwellings (LBH Development Management)

90% of residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure inclusive and accessible development

7) BREEAM Very Good Certification (LBH Carbon Management)

The non-residential development hereby approved shall achieve a BREEAM “Very Good” outcome (BREEAM New Construction 2018 version). The rating shall be maintained thereafter.

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

8) Green/Living Roof – Amenity Access Precluded (LBH Carbon Management)

The Green/Living roofs hereby approved shall not be used for external amenity space. Access shall only be permitted for maintenance, repair or escape in an emergency unless agreed in writing with the Local Planning Authority.

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.

9) Tree Removal In Accordance with Relevant Standards (LBH Arboricultural Officer)

All tree removals on the site shall be in accordance with BS3998:2010 Tree Work – Recommendations unless agreed in writing with the Local Planning Authority.

REASON: to protect the amenity of the locality.

10) New Tree Provision – Industry Best Practice (LBH Arboricultural Officer)

All new trees shall be provided in accordance with the following industry best practice:

- BS 8545:2014 Trees: from nursery to independence in the landscape (Sec 8: Nursery production & procurement, Sec 9: handling & storage and Annex D & E.

All trees to be supplied must be produced by working in accordance with UK plant bio security policies.

REASON: To minimise the introduction of harmful pests and diseases through imported tree stock.

11) Electric Charging Points (LBH Transportation)

The development hereby approved shall provide 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.

REASON: To reduce carbon emissions and protect air quality.

12) Noise Levels – Compliance (LBH Environmental Health – Noise)

All residential premises hereby approved shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	**Area**	**Average Noise level**
Daytime Noise 7am – 11pm	**Living rooms & Bedrooms**	**35dB(A)** ($L_{Aeq,16hour}$)

	Dining Room Area	**40dB(A)** ($L_{Aeq,16hour}$)
Night Time Noise 11pm - 7am	**Bedrooms**	**30dB(A)** ($L_{Aeq,8hour}$)

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

REASON: To protect the amenity of occupiers

13) Building Services Plant Noise (LBH Environmental Health – Noise)

Noise arising from the use of the building service plants and associated equipment shall;

1) Not increase the background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential receptor.

2) Not exceed the background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest commercial receptor.

All plant units shall be installed and maintained throughout the duration of the use in accordance with the above condition.

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

14) Infiltration of Surface Water Drainage (Environment Agency)

No infiltration of surface water drainage associated with the development is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the development is not contributing to, 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. To prevent deterioration of groundwater within the principal chalk aquifer.

15) Intermittent and Exceptional Use of Diesel Generators (LBH Environmental Health)

Generators shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for testing as

necessary to meet that purpose and shall not be used at any other time. At all times the generators shall be operated to minimise noise impacts and emissions of air pollutants and a log of operational hours shall be maintained and be available for inspection by the Local Planning Authority.

REASON: to protect air quality and the amenity of the locality.

16) Back-Up Diesel Generators – Details of EU Stage V Emission Standards Compliance (LBH Environmental Health)

Prior to the installation of back up diesel generators on the application site, details of generator compliance with EU Stage V Emission Standards for Generator Set Engines shall be provided in writing to and for approval by the Local Planning Authority. Installation shall be in compliance with the approved details and maintained thereafter.

REASON: to protect air quality and the amenity of the locality.

17) Diesel Generator Fuel - Ultra Low Sulphur Diesel (ULSD) - (LBH Environmental Health)

Any diesel generators on the application site shall run on ultra low sulphur diesel (ULSD) meeting the fuel specification within EN590:2004.

REASON: to protect air quality and the amenity of the locality.

18) Flue Height Termination Above Highest Roof - (LBH Environmental Health)

All combustion flues on the application site must terminate at least 1 m above the highest roof in the relevant plot, unless otherwise agreed in writing by the Local Planning Authority

REASON: to protect air quality and the amenity of the locality.

19) Plant and Machinery – EU Air Quality Compliance (LBH Environmental Health)

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

REASON: To protect the amenity of the locality.

20) Hard and Soft Landscaping (LBH Development Management)

Part A

Full details of both hard and soft landscape works within the publicly accessible areas of the Site shall be submitted in writing to and approved by the Local Planning Authority prior to installation of such works. The hard and soft landscaping within the publicly accessible areas of the Site shall be constructed in accordance with the approved details and shall be delivered in line with the timeframes set out in the Public Access Areas Phasing Details as defined in the s106 Agreement relating to, and of even date with, this permission.

Part B

Full details of both hard and soft landscape works within each plot's building(s) demise shall be submitted in writing to and approved by the Local Planning Authority prior to installation of such works on the relevant plot. The hard and soft landscaping shall be constructed in accordance with the approved details. The soft landscaping details approved under this condition 20B shall be implemented in the first planting and seeding season following the residential occupation of the relevant plot. The hard landscaping details approved under this condition 20B shall be implemented within 3 months of the residential occupation of the relevant plot.

Relevant details from the following apply to both Parts A and B above.

Details of hard landscaping works shall include:

- Hard surfacing materials;
- Street furniture, short stay cycle parking in accordance with the London Cycle Design Standards (LCDS, October 2016), refuse or other storage units and signage; and
- Details of any hard landscaping mitigation measures required to mitigate potential wind tunnel effects identified within the ES (July 2018) and ES Addendum (October 2018).

Details of soft landscape works shall include:

- A full schedule of species of new trees and shrubs proposed to be planted;
- Written specifications (including cultivation and other operations) associated with plant establishment;
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- Details of any proposed residential podium space;
- Details of any soft landscaping mitigation measures required to mitigate potential wind tunnel effects identified within the ES (July 2018) and ES Addendum (October 2018); and

- An implementation programme and management plan.

REASON: To protect the amenity of the locality.

21) Public Lighting Strategy (LBH Development Management)

Details of a Public Realm Lighting Strategy shall be submitted in writing to and approved by the Local Planning Authority prior to installation of any lighting. The Strategy shall be in broad conformity with Vol 8 – Lighting Strategy of the Design and Access Statement (July 2018). The strategy shall be implemented as approved and maintained thereafter and shall be delivered in line with the timescales set out in the Public Access Areas Phasing Details as defined in the s106 Agreement relating to, and of even date with, this permission.

REASON: to ensure a high quality public realm

A. CONDITIONS RELATING TO NORTH ISLAND (PLOT A)

A1) Materials Samples (LBH Development Management)

Prior to the installation of materials on the external surfaces on the building(s) within Plot A, samples of materials to be used for the external surfaces of the building(s) hereby approved within Plot A, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

A2) Waste Management Plan (LBH Waste Management)

Prior to the residential occupation of Plot A, a Residential Waste Management Plan in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority.

Prior to the occupation of the Plot A non-residential floorspace, a Commercial Waste Management Plan in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal
- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot A shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

A3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot A development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot A shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

A4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot A development other than demolition, below ground and building core works, details of design implementation,

maintenance and management of the sustainable drainage scheme in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot A development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the Plot A development.

The scheme shall be implemented, retained, managed and maintained within Plot A in accordance with the approved details.

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

A5) <u>BREAAM – Post Occupation Certificate (LBH Carbon Management)</u>

Six calendar months after the first non-residential occupation of the Plot, a BREEAM Post Construction Certificate in respect of the non-residential space within Plot A shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Plot A shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

A6) <u>Overheating and Model Report (LBH Carbon Management)</u>

Prior to above ground works within Plot A (excluding works to construct the building core), an Overheating Model and Report in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather

temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

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

A. Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
B. The measures installed to reduce overheating risk:

   i. the standard and the impact of the solar control glazing;
   ii. that all heating pipework is appropriately insulated
   iii. that passive cooling and ventilation features have been included
   iv. highlight the mitigation strategies to overcome any overheating risk
   v. that there is space for pipe work or localised building services and that this is designed in to the building to allow the retrofitting of centralised or localised cooling and ventilation equipment if needed.

The submission shall preclude the use of air conditioning unless exceptional justification is given for design based upon current weather projection (CIBSE DSY 1). The development within Plot A shall be constructed in accordance with the approved submission.

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

A7) <u>Biodiversity Plan (LBH Carbon Management)</u>

Prior to the installation of the measures listed in items i to v below within Plot A, details of a Biodiversity Plan in respect of the development within Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall detail:

i. Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
ii. Details on the bird brick box (or other) design and for what bird species would they serve;

iii. The lighting measures and ongoing management to reduce the impact on recorded bat populations;
iv. The number, and location of the bat brick boxes; and
v. The number, and location of the insect hotels.

The development within Plot A shall be constructed in accordance with the approved Plan and the approved measures incorporated prior to the occupation of the development within Plot A. The approved biodiversity infrastructure should where possible preclude impacts by amenity uses and access should be permitted only for maintenance, repair or escape in an emergency.

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.

A8) Green/living Roof Plan (LBH Carbon Management)

Prior to installation of green/living roofs, a Green/Living Roof Plan in respect of the development within Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall include:

- A roof(s) plan identifying where the living roofs will be located;
- Confirmation of the substrates depth ranges;
- Details on the diversity of substrate depths across the roof to provide contours of substrate;
- 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 precluding a overreliance on sedum;
- Details of the location of log piles / flat stones for invertebrates; and
- Schedule of ongoing maintenance and management

The measures should be incorporated prior to the occupation of the development within Plot A. The development within Plot A shall be carried out in accordance with the approved Plan and maintained 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.

A9) Boiler Details (LBH Environmental Health/Carbon Management)

Prior to above ground works within Plot A (excluding works to construct the building core), details of the boiler facilities and associated infrastructure within the Plot, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) location of the energy centre;
b) specification of equipment and pipework;
c) details of all the flue arrangements and chimney heights calculations, diameters and locations;
d) confirmation that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh;
e) 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 Practice
f) operation/management strategy;
g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and
h) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads.

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

REASON: To protect air quality, ensure future district energy connection and protect the amenity of the locality.

A10) Accessible Parking Demarcated (LBH Transportation)

Prior to the occupation of the Plot A development, all accessible car parking spaces within that Plot shall be marked as such and retained permanently.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

A11) Cycle Parking (LBH Transportation)

Prior to the occupation of the Plot A development, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October

2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within the Plot shall be installed in accordance with the approved details.

REASON: To promote sustainable transport.

A12) Service and Delivery Plan (LBH Transportation)

Part A

Prior to the residential occupation of the Plot A development, a full Residential Service and Delivery Plan (SDP) in respect of the development within Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot A shall be undertaken in accordance with the approved plan.

Part B

Prior to the occupation of the non-residential floorspace within Plot A, a full Service and Delivery Plan (SDP) for the non-residential uses within Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot A shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

A13) Noise Level Testing Details (LBH Environmental Health – Noise)

Prior to the occupation of the Plot A development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning Authority. The approved noise level shall be maintained within Plot A thereafter.

REASON: To protect the amenity of occupiers.

A14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

Prior to the commencement of the building works for the fit-out of the commercial units within Plot A, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Plot A 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Plot A and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

A15) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot A (excluding demolition and works to construct the building core) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot A shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of each building or part of a building or use within Plot A, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part A.

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

A16) Site Levels (LBH Development Management)

No development shall proceed within Plot A (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by

the Local Planning Authority. The Plot A development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

A17) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot A development, an Open Space Management & Maintenance Plan in respect of the development within Plot A shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot A shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

A18) Child Playspace Strategy (LBH Development Management)

Prior to the residential occupation of Plot A, a Child Play Space Strategy in respect of the development within Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation (2012). The development within Plot A shall be implemented in accordance with the Strategy and maintained thereafter.

REASON: to ensure high quality development

A19) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot A development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot A, including a timetable of monitoring and submission of reports to the Local

Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

A20) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot A then no further development in respect of that Plot (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 within Plot A.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

A21) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot A shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

A22) Method of Piling (LBH Environmental Health)

No development within Plot A (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot A. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot A except for those parts of Plot A where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

A23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot A until a stage 1 written scheme of investigation (WSI) in respect of Plot A 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 within Plot A other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

A24) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

A25) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot A.

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

A26) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot A 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 have the potential to impact on local underground water utility infrastructure.

A27) Central Satellite Dish/Receiving System (LBH Development Management)

Prior to the residential occupation of the Plot A development, details of a Central Satellite Dish/Receiving System in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

REASON: To protect the amenity of the locality.

A28) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of any building in the Plot is not permitted, excepting the approved central dish/receiving system noted in the condition above, unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

A29) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot A until a Demolition Environmental Management Plan (DEMP) in respect of Plot A has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot A (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot A has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot A.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot A are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;
   ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
   iii. Details of plant and machinery to be used during demolition/construction works;
   iv. Details of an Unexploded Ordnance Survey;
   v. Details of the waste management strategy;
   vi. Details of community engagement arrangements;
   vii. Details of any acoustic hoarding;
   viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
   ix. Details of external lighting; and,
   x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
   i. Monitoring and joint working arrangements, where appropriate;
   ii. Site access and car parking arrangements;
   iii. Delivery booking systems;
   iv. Agreed routes to/from the Plot;
   v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and

vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot A shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

A30) Details of Roof Top PV Panels

Prior to the occupation of Plot A for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Plot A shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot A shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

A31) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot A (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot A have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

A32) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at the roof level of Plot A, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot A shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

A33) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot A, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot A shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

B. CONDITIONS RELATING TO FERRY ISLAND (PLOT B)

B1) Materials Samples (LBH Development Management)

Part A – Building 1

Prior to the installation of materials on the external surfaces on Building 1 within Plot B, samples of materials to be used for the external surfaces of Building 1 hereby approved, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

Part B – Building 2

Prior to the installation of materials on the external surfaces on the Building 2 within Plot B, samples of materials to be used for the external surfaces of Building 2 hereby approved, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types

and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

B2) Waste Management Plan (LBH Waste Management)

Prior to the residential occupation of Plot B, a Residential Waste Management Plan in respect of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

Prior to the occupation of the Plot B non-residential floorspace, a Commercial Waste Management Plan in respect of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal
- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot B shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

B3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot B development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot B shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

B4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot B development other than demolition, below ground and building core works, details of design implementation, maintenance and management of the sustainable drainage scheme in respect of Plot B shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot B development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the Plot B development.

The scheme shall be implemented, retained, managed and maintained within Plot B in accordance with the approved details.

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

B5) BREAAM – Post Occupation Certificate (LBH Carbon Management)

Part A – Building 1

Six calendar months after the first non-residential occupation of Building 1 on Plot B, a BREEAM Post Construction Certificate in respect of the non-residential space within Building 1 on Plot B shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research

Establishment (or another independent certification body). The development within Building 1 on Plot B shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

Part B – Building 2

Six calendar months after the first non-residential occupation of Building 2 on Plot B, a BREEAM Post Construction Certificate in respect of the non-residential space within Building 2 on Plot B shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Building 2 on Plot B shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

B6) Overheating and Model Report (LBH Carbon Management)

Part A – Building 1

Prior to above ground works of Building 1 on Plot B (excluding works to construct the building core), an Overheating Model and Report in respect of Building 1 on Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

The submission shall include details of the design measures incorporated within Building 1 on Plot B (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat.

Part A – Building 2

Prior to above ground works of Building 2 on Plot B (excluding works to construct the building core), an Overheating Model and Report in respect of Building 2 on Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This

assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

The submission shall include details of the design measures incorporated within Building 2 on Plot B (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat.

The Part A and Part B submissions shall include the following:

A. Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
B. The measures installed to reduce overheating risk:

i. the standard and the impact of the solar control glazing;
ii. that all heating pipework is appropriately insulated
iii. that passive cooling and ventilation features have been included
iv. highlight the mitigation strategies to overcome any overheating risk
v. that there is space for pipe work or localised building services and that this is designed in to the building to allow the retrofitting of centralised or localised cooling and ventilation equipment if needed.

The submission shall preclude the use of air conditioning unless exceptional justification is given for design based upon current weather projection (CIBSE DSY 1). The development within Plot B shall be constructed in accordance with the approved submission.

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

B7) <u>Biodiversity Plan (LBH Carbon Management)</u>

Part A – Building 1

Prior to the installation of the measures listed in items i to v below for Building 1 of Plot B, details of a Biodiversity Plan in respect of the development for Building 1 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

Part B – Building 2

Prior to the installation of the measures listed in items i to v below for Building 2 of Plot B, details of a Biodiversity Plan in respect of the development for

Building 2 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

The Plans submitted for Part A and Part B shall detail:

i. Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
ii. Details on the bird brick box (or other) design and for what bird species would they serve;
iii. The lighting measures and ongoing management to reduce the impact on recorded bat populations;
iv. The number, and location of the bat brick boxes; and
v. The number, and location of the insect hotels.

The development within Plot B shall be constructed in accordance with the approved Plans.

The approved measures for Building 1 of Plot B shall be incorporated prior to the occupation of Building 1 of Plot B. The approved measures for Building 2 of Plot B shall be incorporated prior to the occupation of Building 2 of Plot B.

The approved biodiversity infrastructure should where possible preclude impacts by amenity uses and access should be permitted only for maintenance, repair or escape in an emergency.

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.

B8) Green/living Roof Plan (LBH Carbon Management)

Part A – Building 1

Prior to installation of green/living roofs on Building 1 of Plot B, a Green/Living Roof Plan in respect of Building 1 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

Part B – Building 2

Prior to installation of green/living roofs on Building 2 of Plot B, a Green/Living Roof Plan in respect of Building 2 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority.

The Plans submitted for Part A and Part B shall include:

- A roof(s) plan identifying where the living roofs will be located;

- Confirmation of the substrates depth ranges;
- Details on the diversity of substrate depths across the roof to provide contours of substrate;
- 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 precluding a overreliance on sedum;
- Details of the location of log piles / flat stones for invertebrates; and
- Schedule of ongoing maintenance and management

The approved measures for Building 1 of Plot B shall be incorporated prior to the occupation of Building 1 of Plot B. The approved measures for Building 2 of Plot B shall be incorporated prior to the occupation of Building 2 of Plot B

The development within Plot B shall be carried out in accordance with the approved Plans and maintained 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.

B9) Boiler Details (LBH Environmental Health/Carbon Management)

Prior to above ground works within Plot B (excluding works to construct the building cores), details of the boiler facilities and associated infrastructure within the Plot, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) location of the energy centre;
b) specification of equipment and pipework;
c) details of all the flue arrangements and chimney heights calculations, diameters and locations;
d) confirmation that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh;
e) 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 Practice
f) operation/management strategy;
g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and
h) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads.

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

REASON: To protect air quality, ensure future district energy connection and protect the amenity of the locality.

B10) Accessible Parking Demarcated (LBH Transportation)

Prior to the occupation of Building 2 on Plot B development, all accessible car parking spaces within that Plot shall be marked as such and retained permanently.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

B11) Cycle Parking (LBH Transportation)

Part A – Building 1

Prior to the occupation of Building 1 on Plot B, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within Building 1 on Plot B shall be installed in accordance with the approved details.

Part B – Building 2
Prior to the occupation of Building 2 on Plot B, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within Building 1 on Plot B shall be installed in accordance with the approved details.

REASON: To promote sustainable transport.

B12) Service and Delivery Plan (LBH Transportation)

Part A

Part (i) – Building 1

Prior to the residential occupation of Building 1 of the Plot B development, a full Residential Service and Delivery Plan (SDP) in respect of Building 1 within Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries for Building 1 within Plot B shall be undertaken in accordance with the approved plan.

Part (ii) – Building 2

Prior to the residential occupation of Building 2 of the Plot B development, a full Residential Service and Delivery Plan (SDP) in respect of Building 2 within Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries for Building 2 within Plot B shall be undertaken in accordance with the approved plan.

Part B

Part (i) – Building 1

Prior to the occupation of the non-residential floorspace within Building 1 of Plot B, a full Service and Delivery Plan (SDP) for the non-residential uses within Building 1 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Building 1 of Plot B shall be undertaken in accordance with the approved plan.

Part (ii) – Building 2

Prior to the occupation of the non-residential floorspace within Building 2 of Plot B, a full Service and Delivery Plan (SDP) for the non-residential uses within Building 2 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how

deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Building 2 of Plot B shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

B13) Noise Level Testing Details (LBH Environmental Health – Noise)

Part A – Building 1

Prior to the occupation of Building 1 within the Plot B development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning Authority. The approved noise level shall be maintained within Building 1 of Plot B thereafter.

Part B – Building 2

Prior to the occupation of Building 2 within the Plot B development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning Authority. The approved noise level shall be maintained within Building 2 of Plot B thereafter.

REASON: To protect the amenity of occupiers.

B14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

Part A – Building 1

Prior to the commencement of the building works for the fit-out of the commercial units within Building 1 of Plot B, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Building 1 of Plot B 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Building 1 of Plot B and shall be maintained thereafter.

Part B – Building 2

Prior to the commencement of the building works for the fit-out of the commercial units within Building 2 of Plot B, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Building 2 of Plot B 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Building 2 of Plot B and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

B15) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot B (excluding demolition and works to construct the building cores) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot B shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of each building or part of a building or use within Plot B, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part A.

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

B16) Site Levels (LBH Development Management)

No development shall proceed within Plot B (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by

the Local Planning Authority. The Plot B development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

B17) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot B development, an Open Space Management & Maintenance Plan in respect of the development within Plot B shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot B shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

B18) Child Playspace Strategy (LBH Development Management)

Part A – Building 1

Prior to the residential occupation of Building 1 on Plot B, a Child Play Space Strategy in respect of the development within Building 1 on Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation (2012). The development within Building 1 of Plot B shall be implemented in accordance with the Strategy and maintained thereafter.

Part B – Building 2

Prior to the residential occupation of Building 2 on Plot B, a Child Play Space Strategy in respect of the development within Building 2 on Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation

(2012). The development within Building 2 of Plot B shall be implemented in accordance with the Strategy and maintained thereafter.

REASON: to ensure high quality development

B19) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot B development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot B, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

B20) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot B then no further development in respect of that Plot (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 within Plot B.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

B21) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot B shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

B22) Method of Piling (LBH Environmental Health)

No development within Plot B (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot B. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot B except for those parts of Plot B where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

B23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot B until a stage 1 written scheme of investigation (WSI) in respect of Plot B 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 within Plot B other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

B24) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

B25) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot B.

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

B26) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot B 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 have the potential to impact on local underground water utility infrastructure.

B27) Central Satellite Dish/Receiving System (LBH Development Management)

Part A – Building 1

Prior to the residential occupation of Building 1 of the Plot B development, details of a Central Satellite Dish/Receiving System in respect of Building 1 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Part B – Building 2

Prior to the residential occupation of Building 2 of the Plot B development, details of a Central Satellite Dish/Receiving System in respect of Building 2 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

REASON: To protect the amenity of the locality.

B28) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of any building in the Plot is not permitted, excepting the approved central dish/receiving system noted in the condition above, unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

B29) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot B until a Demolition Environmental Management Plan (DEMP) in respect of Plot B has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot B (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot B has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot B.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot B are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;
   ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
   iii. Details of plant and machinery to be used during demolition/construction works;
   iv. Details of an Unexploded Ordnance Survey;
   v. Details of the waste management strategy;

vi. Details of community engagement arrangements;
vii. Details of any acoustic hoarding;
viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
ix. Details of external lighting; and,
x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;
ii. Site access and car parking arrangements;
iii. Delivery booking systems;
iv. Agreed routes to/from the Plot;
v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot B shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

B30) Details of Roof Top PV Panels

Part A – Building 1

Prior to the occupation of Building 1 of Plot B for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Building 1 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Building 1 of Plot B shall be constructed in accordance with the approved details and maintained thereafter.

Part B – Building 2

Prior to the occupation of Building 2 of Plot B for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Building 2 of Plot B shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Building 2 of Plot B shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

B31) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot B (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot B have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

B32) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at roof level of Plot B, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot B shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

B33) Source Protection Strategy (Ferry Island) – (Thames Water)

Prior to the commencement of the Plot B, a Source Protection Strategy in respect of Plot B detailing how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction shall be submitted to and approved by, the local planning authority in consultation with the water undertaker (Thames Water). The development within Plot B shall be constructed in line with the recommendations of the strategy.

REASON: To ensure that the water resource is not detrimentally affected by the development.

B34) Building 1 Internal Street

Prior to installation, detailed drawings of the soffit serving the Building 1 internal street shall be submitted in writing to and for approval by the Local Planning Authority. The soffit shall be installed in accordance with the approved details prior to the residential occupation of Building 1 and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

B35) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot B, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot B shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

C. CONDITIONS RELATING TO WELBOURNE (PLOT C)

C1) Materials Samples (LBH Development Management)

Prior to the installation of materials on the external surfaces on the building(s) within Plot C, samples of materials to be used for the external surfaces of the building(s) hereby approved within Plot C, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

C2) Waste Management Plan (LBH Waste Management)

Prior to the residential occupation of Plot C, a Residential Waste Management Plan in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority.

Prior to the occupation of the Plot C non-residential floorspace, a Commercial Waste Management Plan in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal
- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot C shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

C3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot C development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot C shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

C4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot C development other than demolition, below ground and building core works, details of design implementation, maintenance and management of the sustainable drainage scheme in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot C development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the Plot C development.

The scheme shall be implemented, retained, managed and maintained within Plot C in accordance with the approved details.

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

C5) BREAAM – Post Occupation Certificate (LBH Carbon Management)

Six calendar months after the first non-residential occupation of the Plot, a BREEAM Post Construction Certificate in respect of the non-residential space within Plot C shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Plot C shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

C6) Overheating and Model Report (LBH Carbon Management)

Prior to above ground works within Plot C (excluding works to construct the building core), an Overheating Model and Report in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

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

A. Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
B. The measures installed to reduce overheating risk:

i. the standard and the impact of the solar control glazing;
ii. that all heating pipework is appropriately insulated
iii. that passive cooling and ventilation features have been included
iv. highlight the mitigation strategies to overcome any overheating risk
v. that there is space for pipe work or localised building services and that this is designed in to the building to allow the retrofitting of centralised or localised cooling and ventilation equipment if needed.

The submission shall preclude the use of air conditioning unless exceptional justification is given for design based upon current weather projection (CIBSE DSY 1). The development within Plot C shall be constructed in accordance with the approved submission.

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

C7) Biodiversity Plan (LBH Carbon Management)

Prior to the installation of the measures listed in items i to v below within Plot C, details of a Biodiversity Plan in respect of the development within Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall detail:

i. Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
ii. Details on the bird brick box (or other) design and for what bird species would they serve;
iii. The lighting measures and ongoing management to reduce the impact on recorded bat populations;
iv. The number, and location of the bat brick boxes; and
v. The number, and location of the insect hotels.

The development within Plot C shall be constructed in accordance with the approved Plan and the approved measures incorporated prior to the occupation of the development within Plot C. The approved biodiversity infrastructure should where possible preclude impacts by amenity uses and access should be permitted only for maintenance, repair or escape in an emergency.

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.

C8) Green/living Roof Plan (LBH Carbon Management)

Prior to installation of green/living roofs, a Green/Living Roof Plan in respect of the development within Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall include:

- A roof(s) plan identifying where the living roofs will be located;
- Confirmation of the substrates depth ranges;
- Details on the diversity of substrate depths across the roof to provide contours of substrate;
- 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 precluding a overreliance on sedum;
- Details of the location of log piles / flat stones for invertebrates; and
- Schedule of ongoing maintenance and management

The measures should be incorporated prior to the occupation of the development within Plot C. The development within Plot C shall be carried out in accordance with the approved Plan and maintained 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.

C9) Boiler Details (LBH Environmental Health/Carbon Management)

Prior to above ground works within Plot C (excluding works to construct the building core), details of the boiler facilities and associated infrastructure within the Plot, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) location of the energy centre;
b) specification of equipment and pipework;
c) details of all the flue arrangements and chimney heights calculations, diameters and locations;
d) confirmation that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh;
e) 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 Practice
f) operation/management strategy;
g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and
h) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads.

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

REASON: To protect air quality, ensure future district energy connection and protect the amenity of the locality.

C10) Accessible Parking Demarcated (LBH Transportation)

Prior to the occupation of the Plot C development, all accessible car parking spaces within that Plot shall be marked as such and retained permanently.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

C11) Cycle Parking (LBH Transportation)

Prior to the occupation of the Plot C development, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within the Plot shall be installed in accordance with the approved details.

REASON: To promote sustainable transport.

C12) Service and Delivery Plan (LBH Transportation)

Part A

Prior to the residential occupation of the Plot C development, a full Residential Service and Delivery Plan (SDP) in respect of the development within Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot C shall be undertaken in accordance with the approved plan.

Part B

Prior to the occupation of the non-residential floorspace within Plot C, a full Service and Delivery Plan (SDP) for the non-residential uses within Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot C shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

C13) Noise Level Testing Details (LBH Environmental Health – Noise)

Prior to the occupation of the Plot C development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning

Authority. The approved noise level shall be maintained within Plot C thereafter.

REASON: To protect the amenity of occupiers.

C14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

Prior to the commencement of the building works for the fit-out of the commercial units within Plot C, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Plot C 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Plot C and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

C15) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot C (excluding demolition and works to construct the building core) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot C shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of each building or part of a building or use within Plot C, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part C.

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

C16) Site Levels (LBH Development Management)

No development shall proceed within Plot C (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by the Local Planning Authority. The Plot C development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

C17) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot C development, an Open Space Management & Maintenance Plan in respect of the development within Plot C shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot C shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

C18) Child Playspace Strategy (LBH Development Management)

Prior to the residential occupation of Plot C, a Child Play Space Strategy in respect of the development within Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation (2012). The development within Plot C shall be implemented in accordance with the Strategy and maintained thereafter.

REASON: to ensure high quality development

C19) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot C development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot C, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

C20) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot C then no further development in respect of that Plot (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 within Plot C.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

C21) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot C shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

C22) Method of Piling (LBH Environmental Health)

No development within Plot C (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot C. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot C except for those parts of Plot C where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

C23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot C until a stage 1 written scheme of investigation (WSI) in respect of Plot C 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 within Plot C other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these

elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

C24) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

C25) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot C.

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

C26) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot C 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 have the potential to impact on local underground water utility infrastructure.

C27) Central Satellite Dish/Receiving System (LBH Development Management)

Prior to the residential occupation of the Plot C development, details of a Central Satellite Dish/Receiving System in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

REASON: To protect the amenity of the locality.

C28) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of any building in the Plot is not permitted, excepting the approved central dish/receiving system noted in the condition above, unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

C29) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot C until a Demolition Environmental Management Plan (DEMP) in respect of Plot C has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot C (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot C has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot C.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot C are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;
   ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
   iii. Details of plant and machinery to be used during demolition/construction works;
   iv. Details of an Unexploded Ordnance Survey;
   v. Details of the waste management strategy;
   vi. Details of community engagement arrangements;
   vii. Details of any acoustic hoarding;
   viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
   ix. Details of external lighting; and,
   x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
   i. Monitoring and joint working arrangements, where appropriate;
   ii. Site access and car parking arrangements;
   iii. Delivery booking systems;
   iv. Agreed routes to/from the Plot;

v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot C shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

C30) Details of Roof Top PV Panels

Prior to the occupation of Plot C for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Plot C shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot C shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

C31) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot C (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot C have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

C32) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at the roof level of Plot C, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot C shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

C33) Health Centre Operation and Parking Plan (LBH Development Management)

Prior to the operation of the health centre, a Health Centre Operation and Parking Management Plan shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall address ambulance and GP parking. The plan shall be implemented as approved.

REASON: to protect the amenity of the locality.

C34) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot C, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot C shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

D. CONDITIONS RELATING TO ASHLEY ROAD WEST (PLOT D)

D1) Materials Samples (LBH Development Management)

Prior to the installation of materials on the external surfaces on the building(s) within Plot D, samples of materials to be used for the external surfaces of the building(s) hereby approved within Plot D, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and

shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

D2) Waste Management Plan (LBH Waste Management)

Prior to the residential occupation of Plot D, a Residential Waste Management Plan in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority.

Prior to the occupation of the Plot D non-residential floorspace, a Commercial Waste Management Plan in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal
- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot D shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

D3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot D development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot D shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

D4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot D development other than demolition, below ground and building core works, details of design implementation, maintenance and management of the sustainable drainage scheme in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot D development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the Plot D development.

The scheme shall be implemented, retained, managed and maintained within Plot D in accordance with the approved details.

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

D5) BREAAM – Post Occupation Certificate (LBH Carbon Management)

Six calendar months after the first non-residential occupation of the Plot, a BREEAM Post Construction Certificate in respect of the non-residential space within Plot D shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Plot D shall maintain

the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

D6) Overheating and Model Report (LBH Carbon Management)

Prior to above ground works within Plot D (excluding works to construct the building core), an Overheating Model and Report in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

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

A. Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
B. The measures installed to reduce overheating risk:

i. the standard and the impact of the solar control glazing;
ii. that all heating pipework is appropriately insulated
iii. that passive cooling and ventilation features have been included
iv. highlight the mitigation strategies to overcome any overheating risk
v. that there is space for pipe work or localised building services and that this is designed in to the building to allow the retrofitting of centralised or localised cooling and ventilation equipment if needed.

The submission shall preclude the use of air conditioning unless exceptional justification is given for design based upon current weather projection (CIBSE DSY 1). The development within Plot D shall be constructed in accordance with the approved submission.

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

D7) Biodiversity Plan (LBH Carbon Management)

Prior to the installation of the measures listed in items i to v below within Plot D, details of a Biodiversity Plan in respect of the development within Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall detail:

i. Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
ii. Details on the bird brick box (or other) design and for what bird species would they serve;
iii. The lighting measures and ongoing management to reduce the impact on recorded bat populations;
iv. The number, and location of the bat brick boxes; and
v. The number, and location of the insect hotels.

The development within Plot D shall be constructed in accordance with the approved Plan and the approved measures incorporated prior to the occupation of the development within Plot D. The approved biodiversity infrastructure should where possible preclude impacts by amenity uses and access should be permitted only for maintenance, repair or escape in an emergency.

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.

D8) Green/living Roof Plan (LBH Carbon Management)

Prior to installation of green/living roofs, a Green/Living Roof Plan in respect of the development within Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall include:

- A roof(s) plan identifying where the living roofs will be located;
- Confirmation of the substrates depth ranges;
- Details on the diversity of substrate depths across the roof to provide contours of substrate;
- 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 precluding a overreliance on sedum;
- Details of the location of log piles / flat stones for invertebrates; and

- Schedule of ongoing maintenance and management

The measures should be incorporated prior to the occupation of the development within Plot D. The development within Plot D shall be carried out in accordance with the approved Plan and maintained 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.

D9) Boiler Details (LBH Environmental Health/Carbon Management)

Prior to above ground works within Plot D (excluding works to construct the building core), details of the boiler facilities and associated infrastructure within the Plot, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) location of the energy centre;
b) specification of equipment and pipework;
c) details of all the flue arrangements and chimney heights calculations, diameters and locations;
d) confirmation that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh;
e) 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 Practice
f) operation/management strategy;
g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and
h) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads.

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

REASON: To protect air quality, ensure future district energy connection and protect the amenity of the locality.

D10) Accessible Parking Demarcated (LBH Transportation)

Prior to the occupation of the Plot D development, all accessible car parking spaces within that Plot shall be marked as such and retained permanently.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

D11) Cycle Parking (LBH Transportation)

Prior to the occupation of the Plot D development, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within the Plot shall be installed in accordance with the approved details.

REASON: To promote sustainable transport.

D12) Service and Delivery Plan (LBH Transportation)

Part A

Prior to the residential occupation of the Plot D development, a full Residential Service and Delivery Plan (SDP) in respect of the development within Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot D shall be undertaken in accordance with the approved plan.

Part B

Prior to the occupation of the non-residential floorspace within Plot D, a full Service and Delivery Plan (SDP) for the non-residential uses within Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot D shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

D13) Noise Level Testing Details (LBH Environmental Health – Noise)

Prior to the occupation of the Plot D development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning Authority. The approved noise level shall be maintained within Plot D thereafter.

REASON: To protect the amenity of occupiers.

D14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

Prior to the commencement of the building works for the fit-out of the commercial units within Plot D, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Plot D 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Plot D and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

D15) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot D (excluding demolition and works to construct the building core) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot D shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of each building or part of a building or use within Plot D, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has

delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part D.

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

D16) Site Levels (LBH Development Management)

No development shall proceed within Plot D (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by the Local Planning Authority. The Plot D development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

D17) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot D development, an Open Space Management & Maintenance Plan in respect of the development within Plot D shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot D shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

D18) Child Playspace Strategy (LBH Development Management)

Prior to the residential occupation of Plot D, a Child Play Space Strategy in respect of the development within Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation (2012). The development

within Plot D shall be implemented in accordance with the Strategy and maintained thereafter.

REASON: to ensure high quality development

D19) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot D development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot D, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

D20) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot D then no further development in respect of that Plot (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 within Plot D.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

D21) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot D shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

D22) Method of Piling (LBH Environmental Health)

No development within Plot D (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot D. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot D except for those parts of Plot D where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

D23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot D until a stage 1 written scheme of investigation (WSI) in respect of Plot D 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 within Plot D other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

D24) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

D25) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot D.

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

D26) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot D 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 have the potential to impact on local underground water utility infrastructure.

D27) Central Satellite Dish/Receiving System (LBH Development Management)

Prior to the residential occupation of the Plot D development, details of a Central Satellite Dish/Receiving System in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

REASON: To protect the amenity of the locality.

D28) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of any building in the Plot is not permitted, excepting the approved

central dish/receiving system noted in the condition above, unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

D29) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot D until a Demolition Environmental Management Plan (DEMP) in respect of Plot D has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot D (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot D has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot D.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot D are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;
   ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
   iii. Details of plant and machinery to be used during demolition/construction works;
   iv. Details of an Unexploded Ordnance Survey;
   v. Details of the waste management strategy;
   vi. Details of community engagement arrangements;
   vii. Details of any acoustic hoarding;
   viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
   ix. Details of external lighting; and,
   x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;
ii. Site access and car parking arrangements;
iii. Delivery booking systems;
iv. Agreed routes to/from the Plot;
v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot D shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

D30) Details of Roof Top PV Panels

Prior to the occupation of Plot D for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Plot D shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot D shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

D31) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot D (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot D have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

D32) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at the roof level of Plot D, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot D shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

D33) Ashley Road Façade

Prior to above ground works on Plot D (excluding works to construct the building Core within Plot D), detailed elevation drawings of the Ashley Road façade shall be submitted in writing to and for approval by the Local Planning Authority. The development within Plot D shall be carried out in accordance with the approved details.

REASON: To ensure that the building has a satisfactory appearance.

D34) Hale Road Gable Opportunity

Prior to the residential occupation of Plot D, details of the finish to the Hale Road gable façade shall be submitted in writing to and for approval by the Local Planning Authority. The development on Plot D shall be carried out in accordance with the approved details and maintained until any redevelopment of the adjacent site to the west of the Plot commences unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the building has a satisfactory appearance.

D35) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot D, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot D shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

E. CONDITIONS RELATING TO ASHLEY ROAD EAST (PLOT E)

E1) Materials Samples (LBH Development Management)

Prior to the installation of materials on the external surfaces on the building(s) within Plot E, samples of materials to be used for the external surfaces of the building(s) hereby approved within Plot E, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

E2) Waste Management Plan (LBH Waste Management)

Prior to the residential occupation of Plot E, a Residential Waste Management Plan in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority.

Prior to the occupation of the Plot E non-residential floorspace, a Commercial Waste Management Plan in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal

- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot E shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

E3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot E development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot E shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

E4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot E development other than demolition, below ground and building core works, details of design implementation, maintenance and management of the sustainable drainage scheme in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot E development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the

operation of the drainage scheme throughout the lifetime of the Plot E development.

The scheme shall be implemented, retained, managed and maintained within Plot E in accordance with the approved details.

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

E5) BREAAM – Post Occupation Certificate (LBH Carbon Management)

Six calendar months after the first non-residential occupation of the Plot, a BREEAM Post Construction Certificate in respect of the non-residential space within Plot E shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Plot E shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

E6) Overheating and Model Report (LBH Carbon Management)

Prior to above ground works within Plot E (excluding works to construct the building core), an Overheating Model and Report in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The submission shall assess the overheating risk (using future weather temperature projections), and demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models shall be run using the London Weather File TM49.

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

A. Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
B. The measures installed to reduce overheating risk:

    i. the standard and the impact of the solar control glazing;

ii. that all heating pipework is appropriately insulated
iii. that passive cooling and ventilation features have been included
iv. highlight the mitigation strategies to overcome any overheating risk
v. that there is space for pipe work or localised building services and that this is designed in to the building to allow the retrofitting of centralised or localised cooling and ventilation equipment if needed.

The submission shall preclude the use of air conditioning unless exceptional justification is given for design based upon current weather projection (CIBSE DSY 1). The development within Plot E shall be constructed in accordance with the approved submission.

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

E7) Biodiversity Plan (LBH Carbon Management)

Prior to the installation of the measures listed in items i to v below within Plot E, details of a Biodiversity Plan in respect of the development within Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall detail:

i. Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
ii. Details on the bird brick box (or other) design and for what bird species would they serve;
iii. The lighting measures and ongoing management to reduce the impact on recorded bat populations;
iv. The number, and location of the bat brick boxes; and
v. The number, and location of the insect hotels.

The development within Plot E shall be constructed in accordance with the approved Plan and the approved measures incorporated prior to the occupation of the development within Plot E. The approved biodiversity infrastructure should where possible preclude impacts by amenity uses and access should be permitted only for maintenance, repair or escape in an emergency.

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.

E8) Green/living Roof Plan (LBH Carbon Management)

Prior to installation of green/living roofs, a Green/Living Roof Plan in respect of the development within Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall include:

- A roof(s) plan identifying where the living roofs will be located;
- Confirmation of the substrates depth ranges;
- Details on the diversity of substrate depths across the roof to provide contours of substrate;
- 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 precluding a overreliance on sedum;
- Details of the location of log piles / flat stones for invertebrates; and
- Schedule of ongoing maintenance and management

The measures should be incorporated prior to the occupation of the development within Plot E. The development within Plot E shall be carried out in accordance with the approved Plan and maintained 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.

E9) Boiler Details (LBH Environmental Health/Carbon Management)

Prior to above ground works within Plot E (excluding works to construct the building core), details of the boiler facilities and associated infrastructure within the Plot, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) location of the energy centre;
b) specification of equipment and pipework;
c) details of all the flue arrangements and chimney heights calculations, diameters and locations;
d) confirmation that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh;
e) 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 Practice
f) operation/management strategy;

g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and
h) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads.

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

REASON: To protect air quality, ensure future district energy connection and protect the amenity of the locality.

E10) Accessible Parking Demarcated (LBH Transportation)

Prior to the occupation of the Plot E development, all accessible car parking spaces within that Plot shall be marked as such and retained permanently.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

E11) Cycle Parking (LBH Transportation)

Prior to the occupation of the Plot E development, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within the Plot shall be installed in accordance with the approved details.

REASON: To promote sustainable transport.

E12) Service and Delivery Plan (LBH Transportation)

Part A

Prior to the residential occupation of the Plot E development, a full Residential Service and Delivery Plan (SDP) in respect of the development within Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will

take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot E shall be undertaken in accordance with the approved plan.

Part B

Prior to the occupation of the non-residential floorspace within Plot E, a full Service and Delivery Plan (SDP) for the non-residential uses within Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot E shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

E13) Noise Level Testing Details (LBH Environmental Health – Noise)

Prior to the occupation of the Plot E development, testing details (the scope of which shall be agreed with the Local Planning Authority prior to submission) confirming the noise levels cited in Site Wide condition 12 above have been met shall be submitted in writing to and for approval by the Local Planning Authority. The approved noise level shall be maintained within Plot E thereafter.

REASON: To protect the amenity of occupiers.

E14) Sound Insulation Between Residential and Commercial Properties (LBH Environmental Health – Noise)

Prior to the commencement of the building works for the fit-out of the commercial units within Plot E, details of a Sound Insulation Scheme to be installed between the commercial premises and residential premises within Plot E 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 Environmental Health Officer (Noise). The scheme shall be installed as approved prior to any commercial occupation of Plot E and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

E15) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot E (excluding demolition and works to construct the building core) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot E shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of each building or part of a building or use within Plot E, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part E.

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

E16) Site Levels (LBH Development Management)

No development shall proceed within Plot E (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by the Local Planning Authority. The Plot E development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

E17) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot E development, an Open Space Management & Maintenance Plan in respect of the development within Plot E shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot E shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

E18) Child Playspace Strategy (LBH Development Management)

Prior to the residential occupation of Plot E, a Child Play Space Strategy in respect of the development within Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall provide detail of child play spaces in accordance with the London Plan (2016) and the London Plan SPG Play and Informal Recreation (2012). The development within Plot E shall be implemented in accordance with the Strategy and maintained thereafter.

REASON: to ensure high quality development

E19) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot E development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot E, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

E20) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot E then no further development in respect of that Plot (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 within Plot E.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

E21) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot E shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

E22) Method of Piling (LBH Environmental Health)

No development within Plot E (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot E. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot E except for those parts of Plot E where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

E23) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot E until a stage 1 written scheme of investigation (WSI) in respect of Plot E 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 within Plot E other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

E24) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

E25) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot E.

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

E26) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot E 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 have the potential to impact on local underground water utility infrastructure.

E27) Central Satellite Dish/Receiving System (LBH Development Management)

Prior to the residential occupation of the Plot E development, details of a Central Satellite Dish/Receiving System in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

REASON: To protect the amenity of the locality.

E28) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of any building in the Plot is not permitted, excepting the approved central dish/receiving system noted in the condition above, unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

E29) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot E until a Demolition Environmental Management Plan (DEMP) in respect of Plot E has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot E (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot E has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot E.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot E are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
iii. Details of plant and machinery to be used during demolition/construction works;
iv. Details of an Unexploded Ordnance Survey;
v. Details of the waste management strategy;
vi. Details of community engagement arrangements;
vii. Details of any acoustic hoarding;
viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
ix. Details of external lighting; and,
x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;
ii. Site access and car parking arrangements;
iii. Delivery booking systems;
iv. Agreed routes to/from the Plot;
v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot E shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

E30) Details of Roof Top PV Panels

Prior to the occupation of Plot E for residential purposes, details of the layout and specification of the PV solar panel installation in respect of Plot E shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot E shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

E31) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot E (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot E have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

E32) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at the roof level of Plot E, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot E shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

E33) Updated Ecological Survey (LBH Nature Conservation)

Prior to the demolition of 1 Ashley Road, an updated Ecological Appraisal including a daytime bat survey shall be submitted in writing to and for approval by the Local Planning Authority. The Appraisal shall propose

mitigation if required. The development shall be implemented in accordance with approved details.

REASON: to protect biodiversity.

E34) Existing Business Occupier Retention

Prior to the commencement of the Plot E development, a description of the operation of any existing business occupiers on the Plot shall be submitted to the Local Planning Authority. Details shall also be submitted setting out a description of discussions that have been held with any existing occupiers to determine if they would express an interest to take up floorspace within the Proposed Development.

In the event that as part of these discussions any existing business occupiers express an interest in taking up floorspace within the Proposed Development, the submitted details shall set out the opportunities for the existing occupiers to take up floorspace within the Proposed Development.

REASON: To provide the opportunity for existing businesses to be retained on the Site.

E35) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot E, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot E shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

F. CONDITIONS RELATING TO THE PAVILION (PLOT F)

F1) Materials Samples (LBH Development Management)

Prior to the installation of materials on the external surfaces of Plot F, samples of materials to be used for the external surfaces of the building hereby approved within Plot F, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of the approved materials and maintained thereafter.

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

F2) Waste Management Plan (LBH Waste Management)

Prior to the occupation of Plot F, a Commercial Waste Management Plan in respect of Plot F shall be submitted in writing to and for approval by the Local Planning Authority.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures.
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20
- Suitable pest control of waste storage areas.
- Separate commercial and residential waste storage and disposal
- In respect of the non-residential units, arrangements for a scheduled waste collection with a Commercial Waste Contractor
- A cleansing schedule and measures to ensure waste is contained at all times.

The development within Plot F shall be implemented in accordance with the approved Plan and maintained thereafter.

REASON: To protect the amenity of the locality

F3) Drainage – Attenuation Details (LBH Local Lead Flood Authority)

Prior to the commencement of the Plot F development other than demolition, below ground and building core works, full details of the drainage attenuation in respect of Plot F shall be submitted in writing to and for approval by the local Planning Authority.

Attenuation measures shall demonstrate compliance with the relevant London Plan (2016) Standards, in relation to greenfield runoff rate, and the approved details shall then be implemented as approved and maintained thereafter.

REASON: to mitigate flood risk.

F4) Drainage - Design Implementation, Maintenance Management (LBH Local Lead Flood Authority)

Prior to commencement of the Plot F development other than demolition, below ground and building core works, details of design implementation, maintenance and management of the sustainable drainage scheme in respect of Plot F shall be submitted in writing to and for approval by the Local Planning Authority, those details shall include:-

i) Information about the design storm periods and intensity, discharge rates for both pre and post development, means of access for maintenance, methods used to control surface water discharge from the Plot.
ii) Any works required off site to ensure adequate discharge of surface water without causing flooding.
iii) Floodwater exceedance routes, both on and off site.
iv) Timetable for implementation.
v) A detailed management maintenance plan for the lifetime of the Plot F development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the Plot A development.

The scheme shall be implemented, retained, managed and maintained within Plot F in accordance with the approved details.

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

F5) BREAAM – Post Occupation Certificate (LBH Carbon Management)

Six calendar months after the first occupation of the Plot, a BREEAM Post Construction Certificate in respect of the non-residential space within Plot F shall be submitted to the Local Planning Authority. The Certificate shall be issued by the Building Research Establishment (or another independent certification body). The development within Plot F shall maintain the rating in the approved Certificate thereafter unless agreed in writing with the Local Planning Authority.

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

F6) Service and Delivery Plan (LBH Transportation)

Prior to the occupation of Plot F, a full Service and Delivery Plan (SDP) for the non-residential uses within Plot F shall be submitted in writing to and for approval by the Local Planning Authority. The Plan should provide details on how servicing and deliveries will take place. The plan shall demonstrate how deliveries and servicing are coordinated to avoid the AM and PM peak periods. Servicing and deliveries within Plot A shall be undertaken in accordance with the approved plan.

REASON: To reduce traffic and congestion on the transportation and highways network.

F7) Secure by Design Accreditation (Metropolitan Police)

Part A

Prior to carrying out above ground works within Plot F (excluding demolition and works to construct the building core) details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that the Plot (and building(s) contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development within Plot F shall be implemented in accordance with the approved details.

Part B

Prior to first occupation of Plot F, details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such Plot (and building(s) contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part F.

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

F8) Site Levels (LBH Development Management)

No development shall proceed within Plot F (excluding above ground demolition) until details of all existing and proposed levels on the Plot in relation to the adjoining properties have been submitted to and approved by the Local Planning Authority. The Plot F development shall be built in accordance with the approved details.

REASON: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

F9) Open Space Management & Maintenance Plan (LBH Development Management)

Prior to the occupation of the Plot F development, an Open Space Management & Maintenance Plan in respect of the development within Plot F shall be submitted to and approved in writing by the Local Planning Authority The Plan shall include details of the following:

i) Long-term management and maintenance responsibilities for all private, communal play spaces/amenity spaces and all publicly accessible open spaces

ii) Soft landscaping management and maintenance arrangements to ensure positive contribution to biodiversity

Spaces within Plot F shall be managed and maintained in accordance with the approved Plan and maintained thereafter.

REASON: to ensure high quality open space

F10) Monitoring and Maintenance Plan – Contamination (Environment Agency)

The Plot F development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination within Plot F, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

F11) Contamination Not Previously Identified (Environment Agency)

If during development, contamination not previously identified is found to be present at Plot F then no further development in respect of that Plot (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 within Plot F.

REASONS: To ensure that the development is not contributing to, 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 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer.

F12) Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)

Piling or other intrusive ground works (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 within Plot F shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling activities through potentially contaminated land is not contributing to, 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 and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer.

F13) Method of Piling (LBH Environmental Health)

No development within Plot F (including the site preparation works) shall commence until a Piling Impact Study has been undertaken in respect of Plot F. The Piling Impact Study shall include the method of piling foundations and shall be submitted to and approved in writing by the Local Planning Authority. Piling or any other foundation design using penetrative methods shall not be permitted within Plot F except for those parts of Plot F where it has been demonstrated that there is no resultant unacceptable risk to ground water.

REASON: To prevent the contamination of the underlying groundwater aquifer

F14) Written Scheme of Investigation (WSI) – Historic England (GLAAS)

No demolition or development shall take place within Plot F until a stage 1 written scheme of investigation (WSI) in respect of Plot F 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 within Plot F other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To protect the Historic Environment

F15) Contaminated Land – Part 1 (LBH Environmental Health)

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

a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate. The investigation must be comprehensive enough to enable:-

i) A risk assessment to be undertaken,

ii) Refinement of the Conceptual Model, and

ii) The development of a Method Statement detailing the remediation requirements.

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, 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 the Plot.

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

F16) Contaminated Land – Part 2 (LBH Environmental Health)

Where the contaminated land condition above demonstrates that remediation of contamination on the Plot 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 within Plot F.

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

F17) Development Near Subsurface Potable Water Infrastructure (Thames Water)

No construction shall take place within 5m of the water main unless otherwise agreed in writing with the Local Planning Authority in consultation with Thames Water. Information detailing how the developer intends to divert the asset / align the Plot F 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 have the potential to impact on local underground water utility infrastructure.

F18) Satellite Dish or Television Antenna (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of the building within the Plot is not permitted unless agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of the locality.

F19) Demolition/Construction Environmental Management Plans

Part A

Demolition works shall not commence within Plot F until a Demolition Environmental Management Plan (DEMP) in respect of Plot F has been submitted to and approved in writing by the local planning authority.

Part B

Development shall not commence within Plot F (other than demolition) until a Construction Environmental Management Plan (CEMP) in respect of Plot F has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP) in respect of Plot F.

b) The DEMP/CEMP shall provide details of how demolition/construction works in respect of Plot F are to be undertaken respectively and shall include:
   i. A construction method statement which identifies the stages and details how works will be undertaken;
   ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
   iii. Details of plant and machinery to be used during demolition/construction works;
   iv. Details of an Unexploded Ordnance Survey;
   v. Details of the waste management strategy;

vi. Details of community engagement arrangements;
vii. Details of any acoustic hoarding;
viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
ix. Details of external lighting; and,
x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;
ii. Site access and car parking arrangements;
iii. Delivery booking systems;
iv. Agreed routes to/from the Plot;
v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii. Details confirming the Plot has been registered at http://nrmm.london;
iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
iv. An inventory of NRMM currently on site (machinery should be regularly serviced and service logs kept on site, which includes proof of emission limits for equipment for inspection);
v. A Dust Risk Assessment for the works; and
vi. Lorry Parking, in joint arrangement where appropriate.

The development on Plot F shall be carried out in accordance with the approved details.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

F20) Details of Roof Top PV Panels

Prior to the occupation of Plot F, details of the layout and specification of the PV solar panel installation in respect of Plot F shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot F shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure sustainable development and mitigate the impacts of climate change.

F21) Legal Agreement – Interested Parties (LBH Development Management)

No development shall commence on Plot F (as shown on drawing reference TH-M_ZZ_001_A_17013_P(00)_P003) until all those with an interest in the land of Plot F have entered into a legal agreement with the Local Planning Authority to secure the obligations listed in Section 2 of the committee report.

REASON: to secure a legal agreement with all those with an interest in the land.

F22) Installation of roof top structures

Prior to the installation of any access ladders or building cleaning equipment at the roof level of Plot F, details shall be submitted in writing to and for approval by the Local Planning Authority. The installation within Plot F shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

F23) Pavilion Signage Strategy

Prior to the occupation of Plot F, details of a signage strategy for the Pavilion shall be submitted in writing to and for approval by the Local Planning Authority. All signage to be fixed to the Pavilion shall be in accordance with the approved signage strategy.

REASON: To ensure that the building has a satisfactory appearance.

F24) Opaque Glazing to non-residential units

Prior to the installation of any opaque glazing on the ground floor non-residential units of Plot F, details shall be submitted in writing to and for approval by the

Local Planning Authority. The installation within Plot F shall be constructed in accordance with the approved details and maintained thereafter.

REASON: To ensure that the building has a satisfactory appearance

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APPENDIX 2 - INFORMATIVES

1) Working With the Applicant (LBH Development Management)

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

2) Community Infrastructure Levy (LBH Development Management)

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

3) Hours of Construction Work (LBH Development Management)

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

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

4) Party Wall Act (LBH Development Management)

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

5) Development Numbering (LBH Land Charges)

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

6) Site Constraints (Environment Agency)

INFORMATIVE: The EA have no issues on flood risk grounds but would refer the applicant to our Flood Risk Standing Advice (FRSA).

The previous use of the proposed development site as a landfill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are considered to be particularly sensitive in this location because the proposed development site is;

- Sited on the regionally important principal chalk aquifer and the Thanet Sands deposit which are considered to be in continuity at this site.
- Within a source protection zone 2 for a public drinking water supply abstraction.

The Environmental Statement and associated Non-Technical Summary Dated July 2018 submitted in support of this planning application provides the EA with confidence that it will be possible to suitably manage the risks posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. It is our opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the Local Planning Authority. In light of the above, the proposed development will be acceptable if the planning conditions listed above are invoked and a remediation strategy carried out by a competent person in line with paragraph 180 of the National Planning Policy Framework.

7) Advice to Applicant on Model Procedures and Good Practice (Environment Agency)

INFORMATIVE: EA recommends that developers should:

- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
- Refer to the contaminated land pages on GOV.UK for more information.

A Detailed Quantitative Risk Assessment (DQRA) for the principal chalk aquifer using the results of the site investigations with consideration of the

hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. We feel that a DQRA for environmental health purposes should be sufficient to characterise near surface deposits.

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment. Where groundwater has been impacted by contamination on site, the default compliance point for Principal and Secondary aquifers is 50m. Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11. The remediation strategy should address the procedure for dealing with waste arising from piling activities in the historic landfill and appropriate materials management plan for reuse of suitable materials onsite.

The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period. Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. As the site is a former landfill it may not be a practical options to use infiltration techniques for dealing with surface water and appropriate connections to the public sewer are expected. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual.

http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

8) Waste on Site and Reuse of Materials (Environment Agency)

INFORMATIVE: The CLAIRE Definition of Waste: Development Industry Code of Practice provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice, excavated materials that are recovered via a treatment operation

can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part of a hub and cluster project. Some naturally occurring clean material can be reused directly onsite.

It will not be acceptable to reuse historic landfill material on site as this will remain waste and will need to be disposed in accordance with the relevant protocols. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to: the position statement on the Definition of Waste: Development Industry Code of Practice and the Environmental regulations page on GOV.UK.

9) Advice to applicant on Review of Further Documents (Environment Agency)

INFORMATIVE: If you would like EA to review a technical report or document, outside of a statutory consultation, and/or meet to discuss EA position, this will be chargeable in line with EA planning advice service.

If you wish to request a meeting, or document review, please contact EA team email address at HNLsustainableplaces@environment-agency.gov.uk

Further information on our charged planning advice service is available at:

https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions

Decision notice: EA records the outcome of planning applications and request that the decision notice is sent to hnlsustainableplaces@environment-agency.gov.uk

10) Suitably Qualified Professional – WSI (Historic England – GLAAS)

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.

11) Deemed Discharge - Written Scheme of Investigation (Historic England – GLAAS)

INFORMATIVE: The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

12) Evaluation - Written Scheme of Investigation (Historic England – GLAAS)

INFORMATIVE: Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

Geoarchaeological Assessment and Coring

Geoarchaeology is the application of earth science principles and techniques to the understanding of thearchaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.

Evaluation

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

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England’s Development Management on statutory matters.

13) Asbestos Survey (LBH Environmental Health)

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed

of in accordance with the correct procedure prior to any demolition or construction works carried out.

14) Positive Pumped Device (Thames Water)

INFORMATIVE Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) 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. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer.

15) Groundwater Risk Management Permit (Thames Water)

INFORMATIVE: If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water 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

16) Minimum Pressure (Thames Water)

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

17) Water Mains Crossing or Close to Development (Thames Water)

INFORMATIVE: There are water mains crossing or close to development. Thames Water do NOT permit the building over or construction within 3m of water mains. If applicant is planning significant works near TW mains (within 3m) TW need to check that development doesn't reduce capacity, limit repair or maintenance activities during and after construction, 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-yourdevelopment/Working-near-or-diverting-our-pipes

18) Development within 15m of Thames Water Assets (Thames Water)

INFORMATIVE: The applicant is advised to read TW 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-yourdevelopment/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

19) Ground Water Source Protection Strategies (Thames Water)

INFORMATIVE: More detailed information regarding Source Protection Strategies can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.

20) Network Rail Asset Protection (Network Rail)

INFORMATIVE: Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East Asset Protection anglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

21) Safe Operation of the Railway (Network Rail)

INFORMATIVE: The Developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- Encroach onto Network Rail land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Place additional load on cuttings
- Adversely affect any railway land or structure
- Over-sail or encroach upon the air-space of any Network Rail land
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

22) Safe Operation of the Railway - Future Maintenance (Network Rail)

INFORMATIVE: The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

23) Safe Operation of the Railway - Drainage (Network Rail)

INFORMATIVE: Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be

constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

24) Safe Operation of the Railway – Plant and Materials (Network Rail)

INFORMATIVE: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

25) Safe Operation of the Railway – Scaffolding (Network Rail)

INFORMATIVE: Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

26) Safe Operation of the Railway – Piling (Network Rail)

INFORMATIVE: Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

27) Safe Operation of the Railway – Fencing (Network Rail)

INFORMATIVE: In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way.

Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

28) Safe Operation of the Railway – Lighting (Network Rail)

INFORMATIVE: Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting.

29) Safe Operation of the Railway – Noise and Vibration (Network Rail)

INFORMATIVE: The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

30) Safe Operation of the Railway – Vehicle Incursion (Network Rail)

INFORMATIVE: Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

31) Asset Protection Agreement (Network Rail)

INFORMATIVE: Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

32) Commercial Waste Disposal (LBH Waste Management)

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so

may result in a fixed penalty fine or prosecution through the criminal Court system.

33) Noise Receptors (LBH Environmental Health – Noise)

INFORMATIVE: To effectively protect the existing noise sensitive receptors from adverse levels of noise and vibration, the principal contactor shall be encouraged to apply for prior consent under Section 61 of the Control of Pollution Act 1974 for this development.

34) Phasing for CIL Purposes (LBH Development Management)

INFORMATIVE: For the avoidance of doubt, this planning permission is not a phased planning permission for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended)

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Appendix 3 – Site Plan

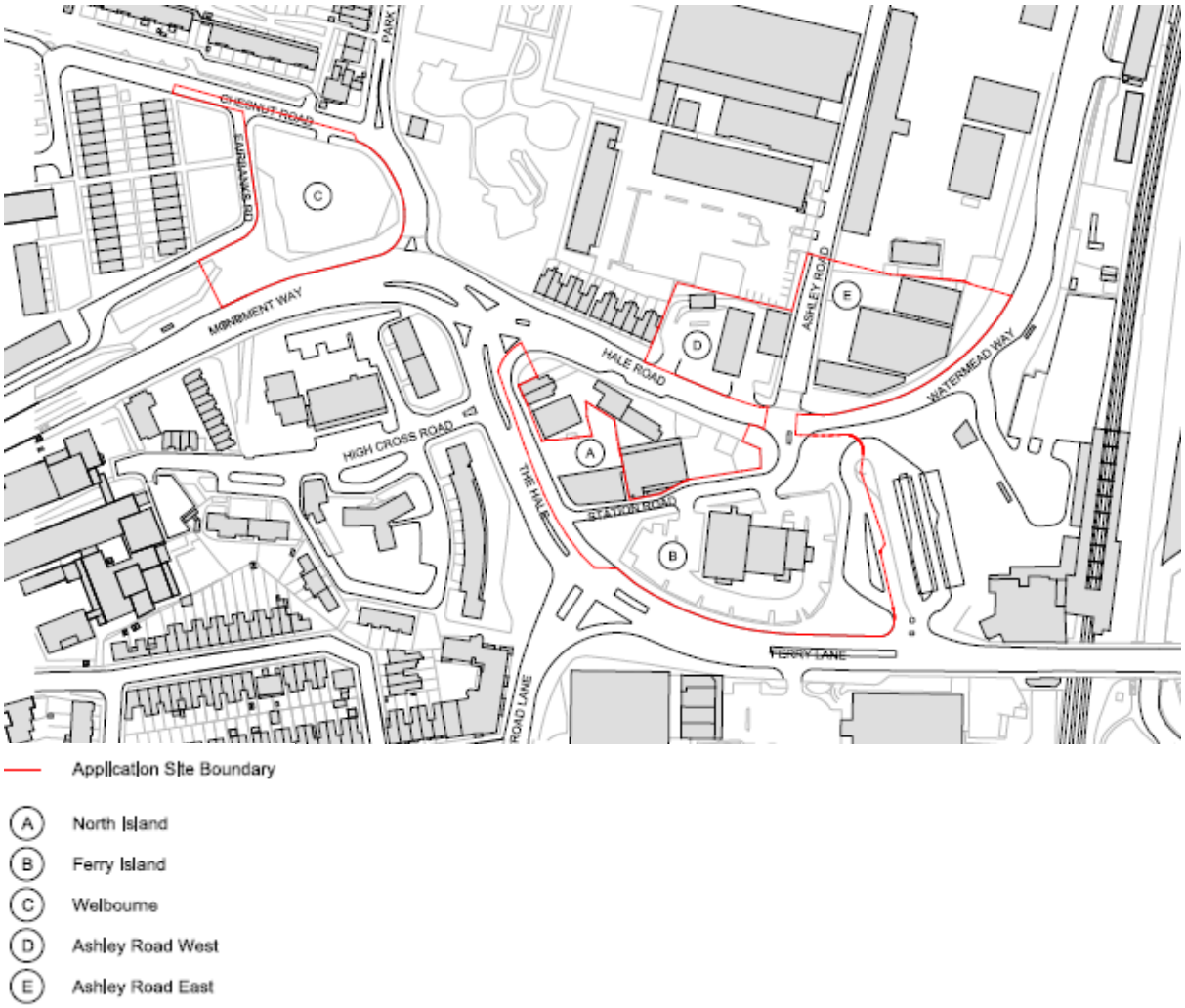


Image 1.1 – Site Plan and Key

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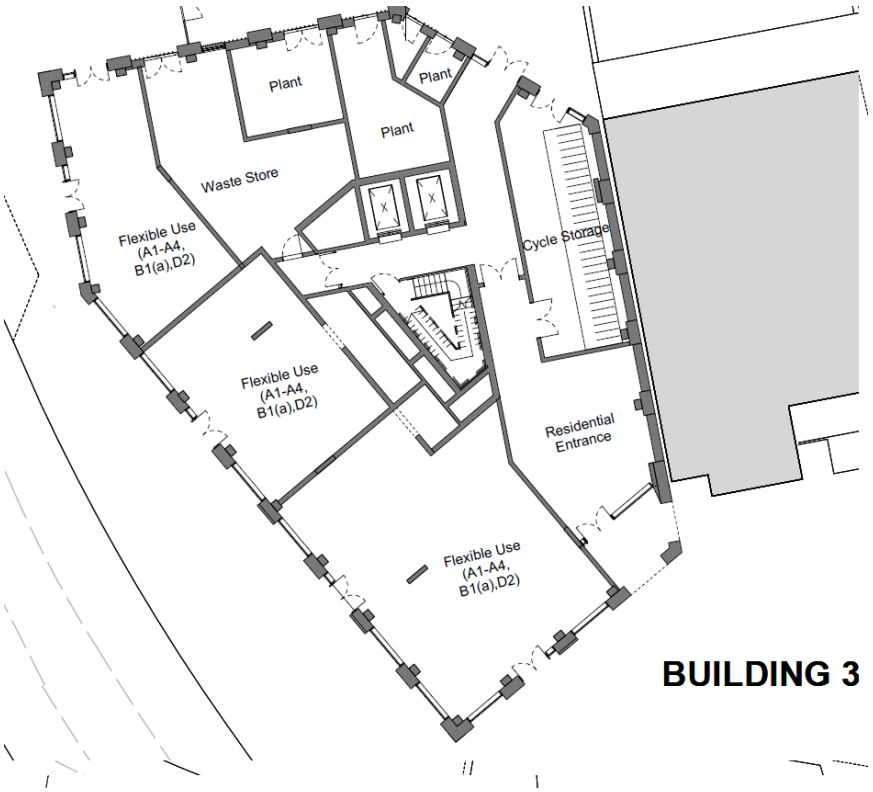


Image 1.1 – Proposed Ground Floor



Image 1.2 – Building 3 - Proposed First Floor



Image 1.3 – Building 3 - Proposed Second Floor

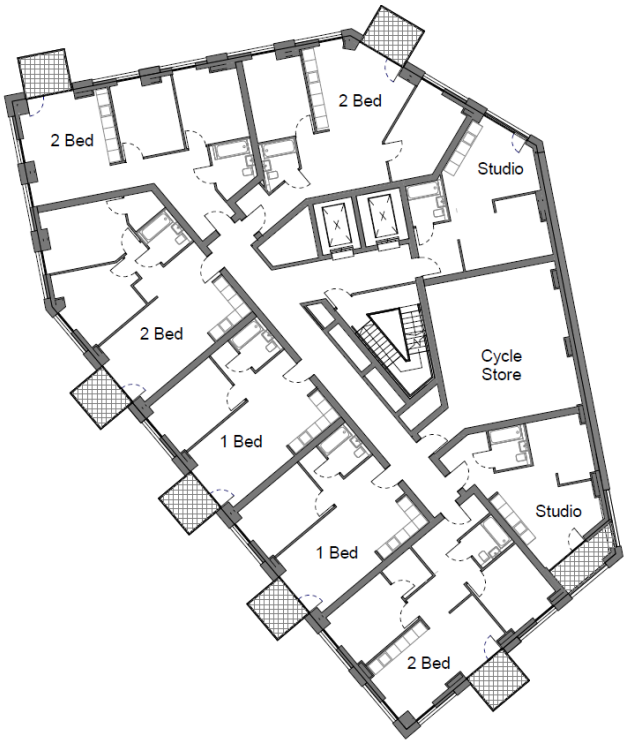


Image 1.4 – Building 3 - Proposed Third to Sixth Floors

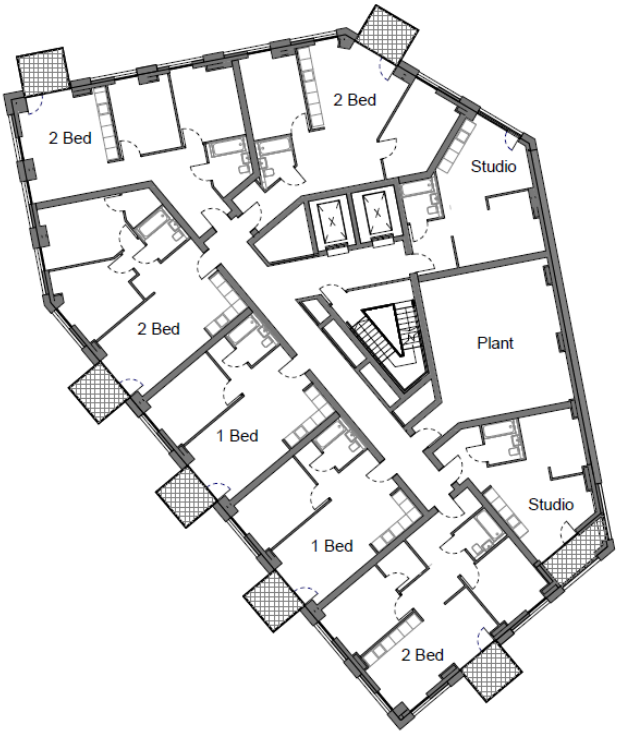


Image 1.5 – Building 3 - Proposed Seventh Floor



Image 1.6 – Building 3 - Proposed Eighth Floor

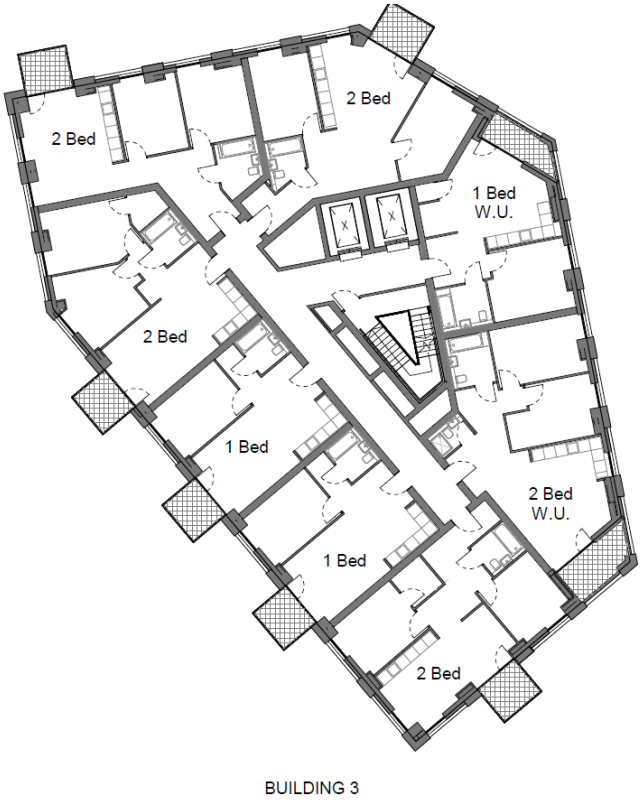


Image 1.7 – Building 3 - Proposed Ninth to Eleventh Floor

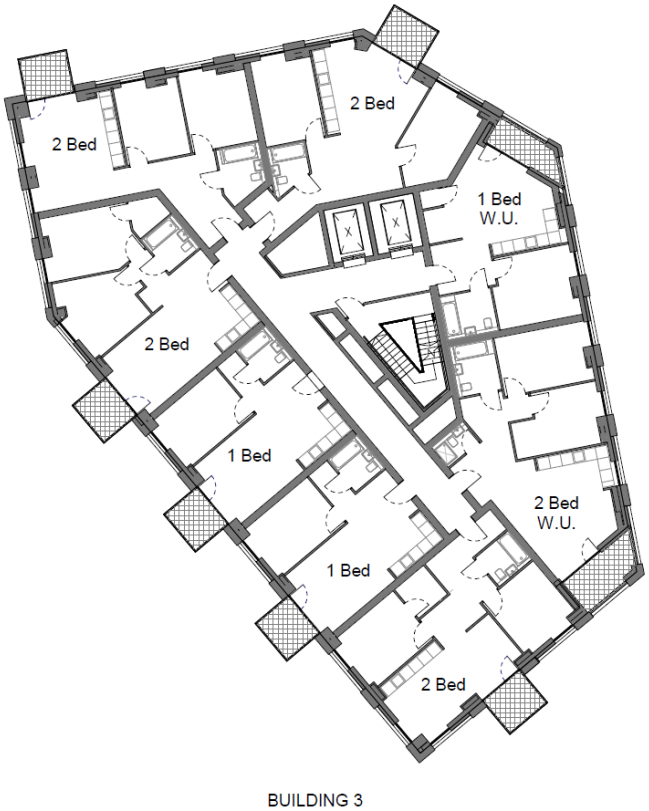


Image 1.8 – Building 3 - Proposed Twelfth Floor

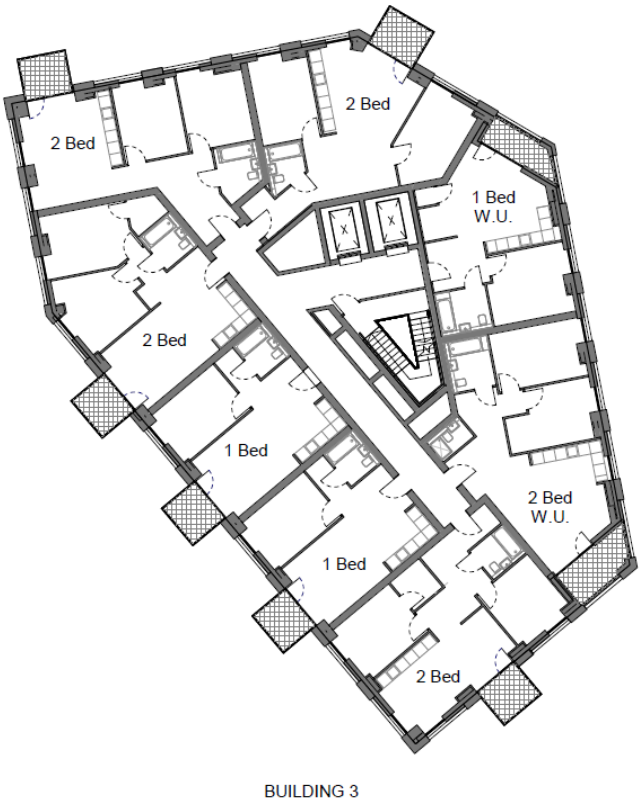


Image 1.9 – Building 3 - Proposed Thirteenth Floor



Image 1.10 – Building 3 - Proposed Fourteenth to Seventeenth Floor

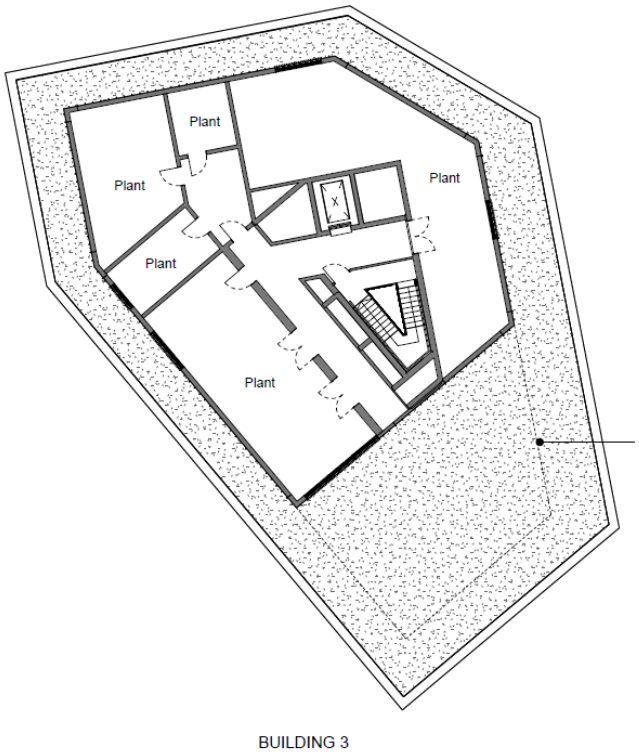


Image 1.11 – Building 3 – Proposed Eighteenth Floor (Non-Residential Plant Floor)

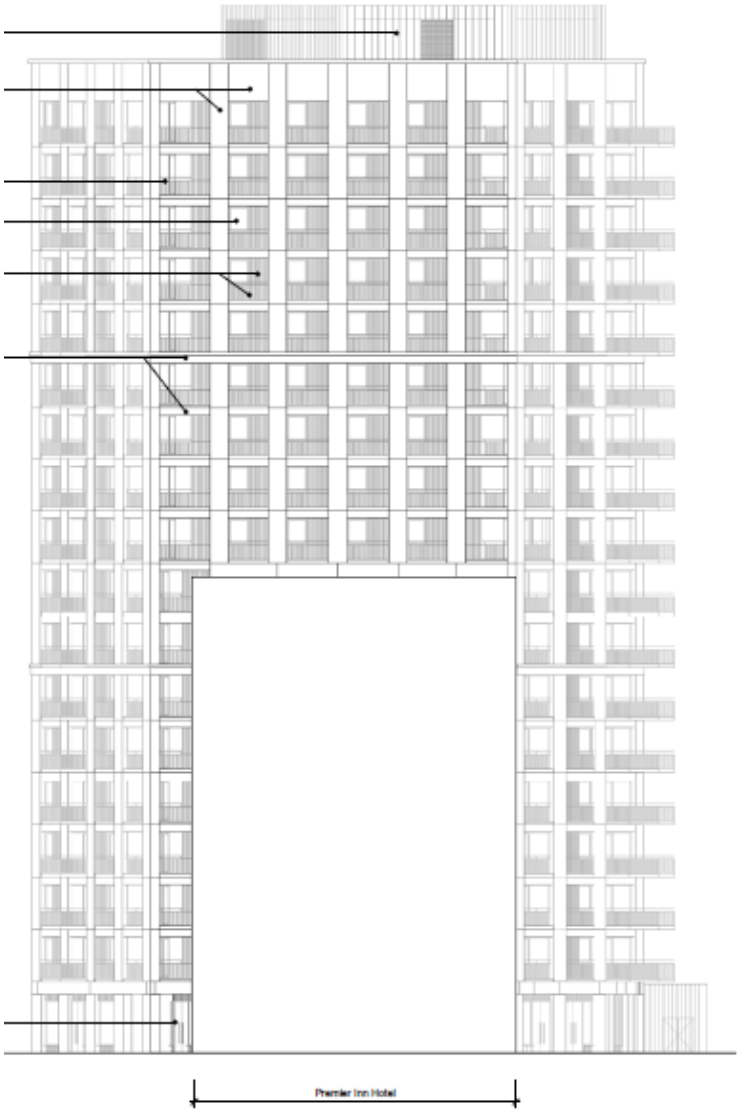


Image 1.12 – Building 3 – Proposed West Elevation

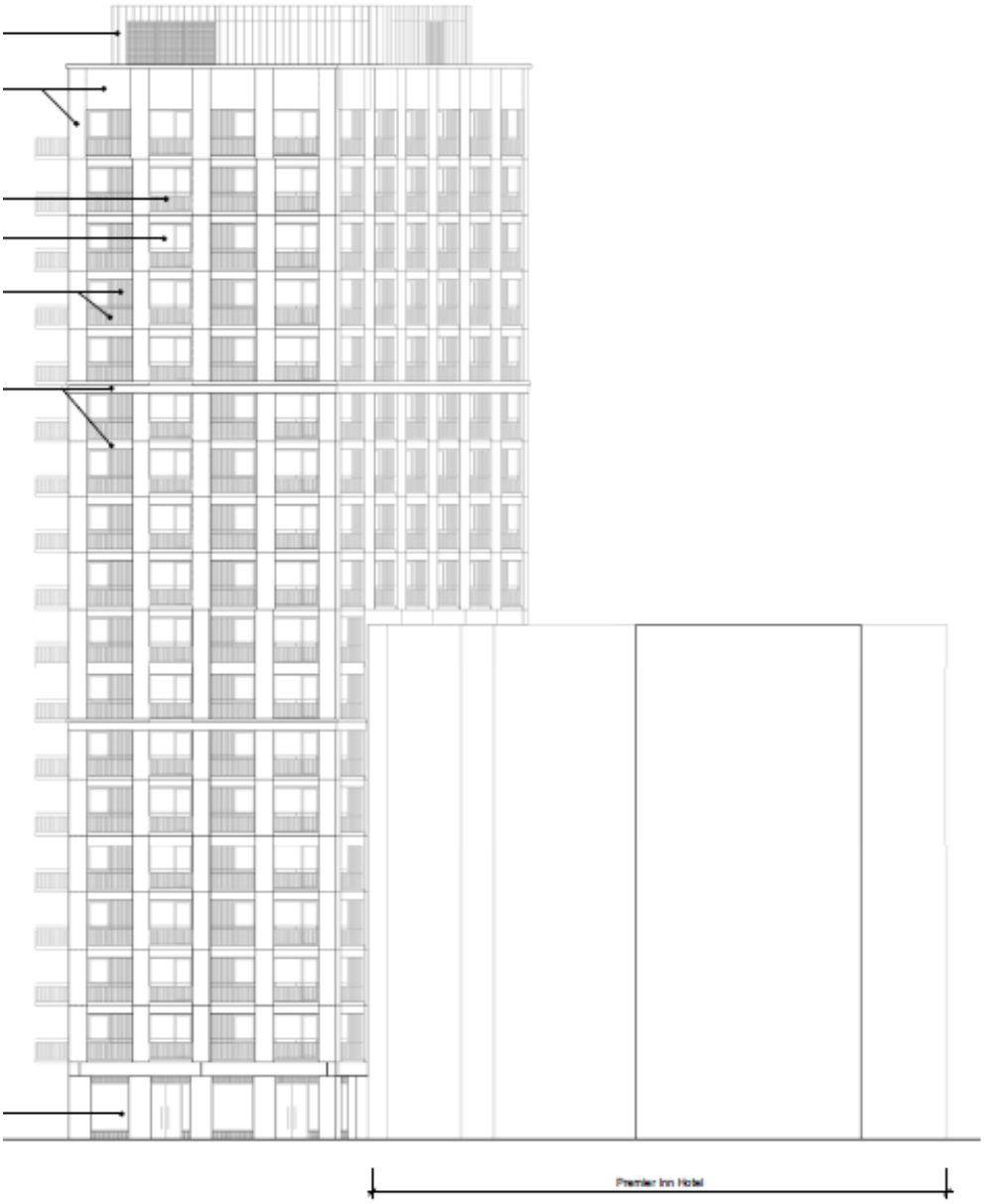


Image 1.14 – Building 3 – Proposed South Elevation

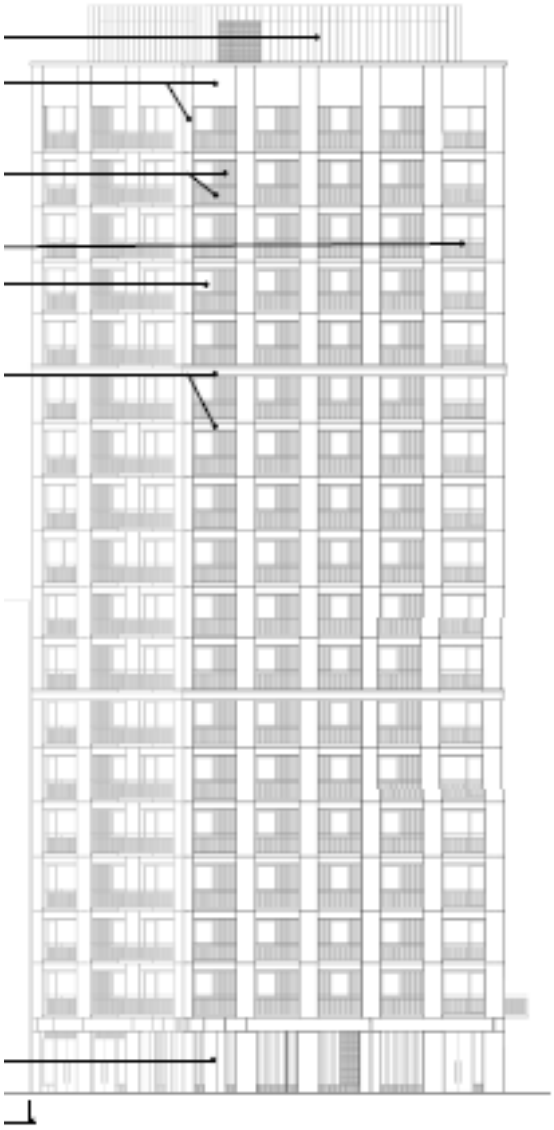


Image 1.15 – Building 3 – Proposed North Elevation

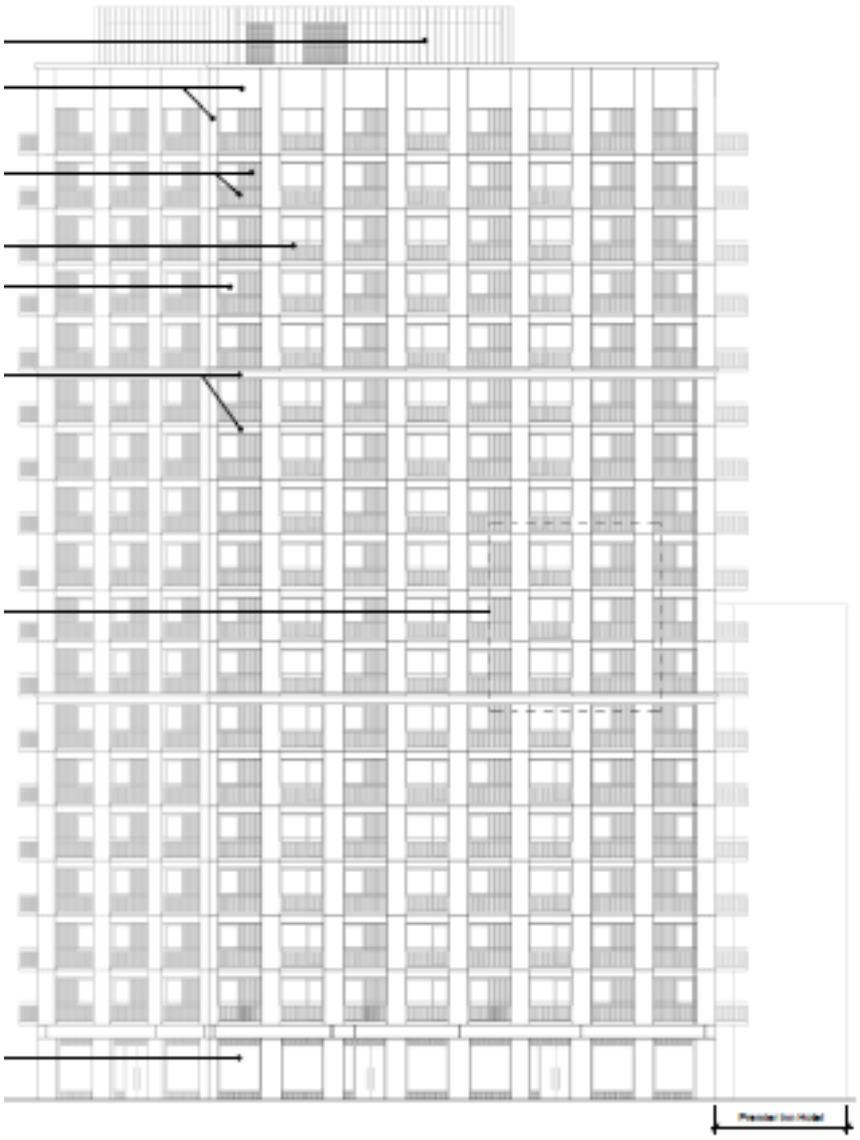


Image 1.16 – Building 3 – Proposed West Elevation

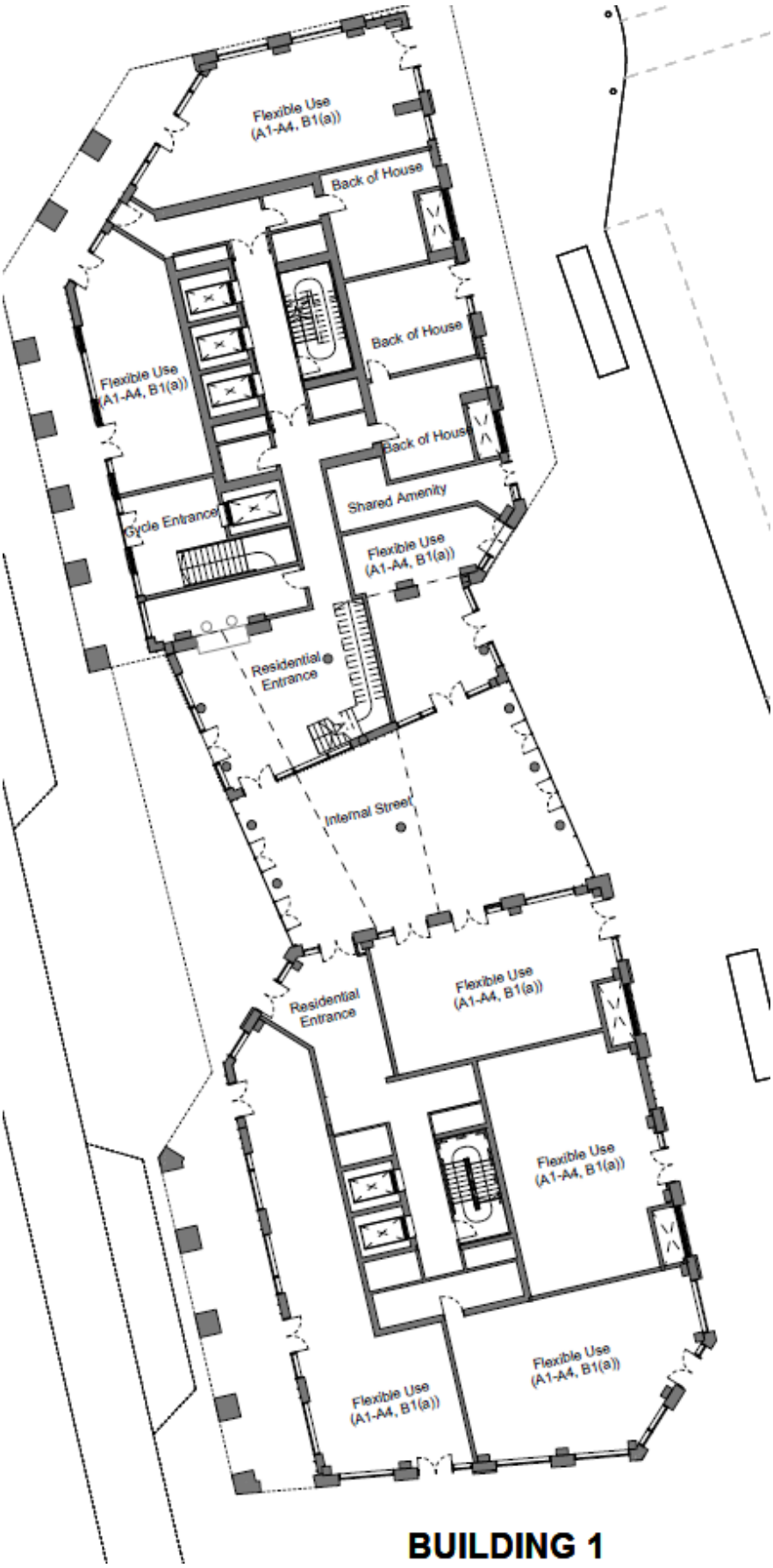


Image 1.1 – Proposed Ground Floor – OPTION A

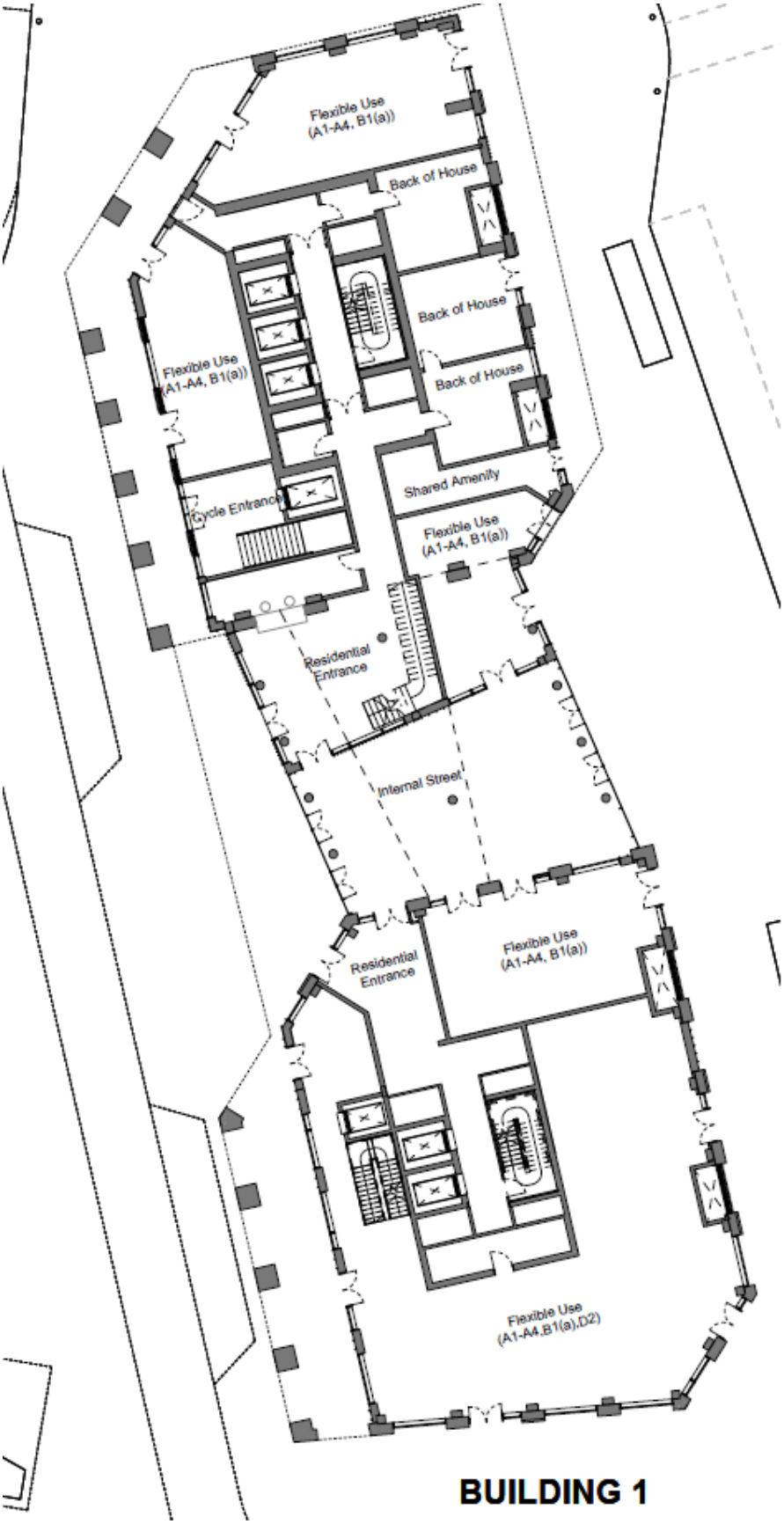


Image 1.2 – Proposed Ground Floor – OPTION B

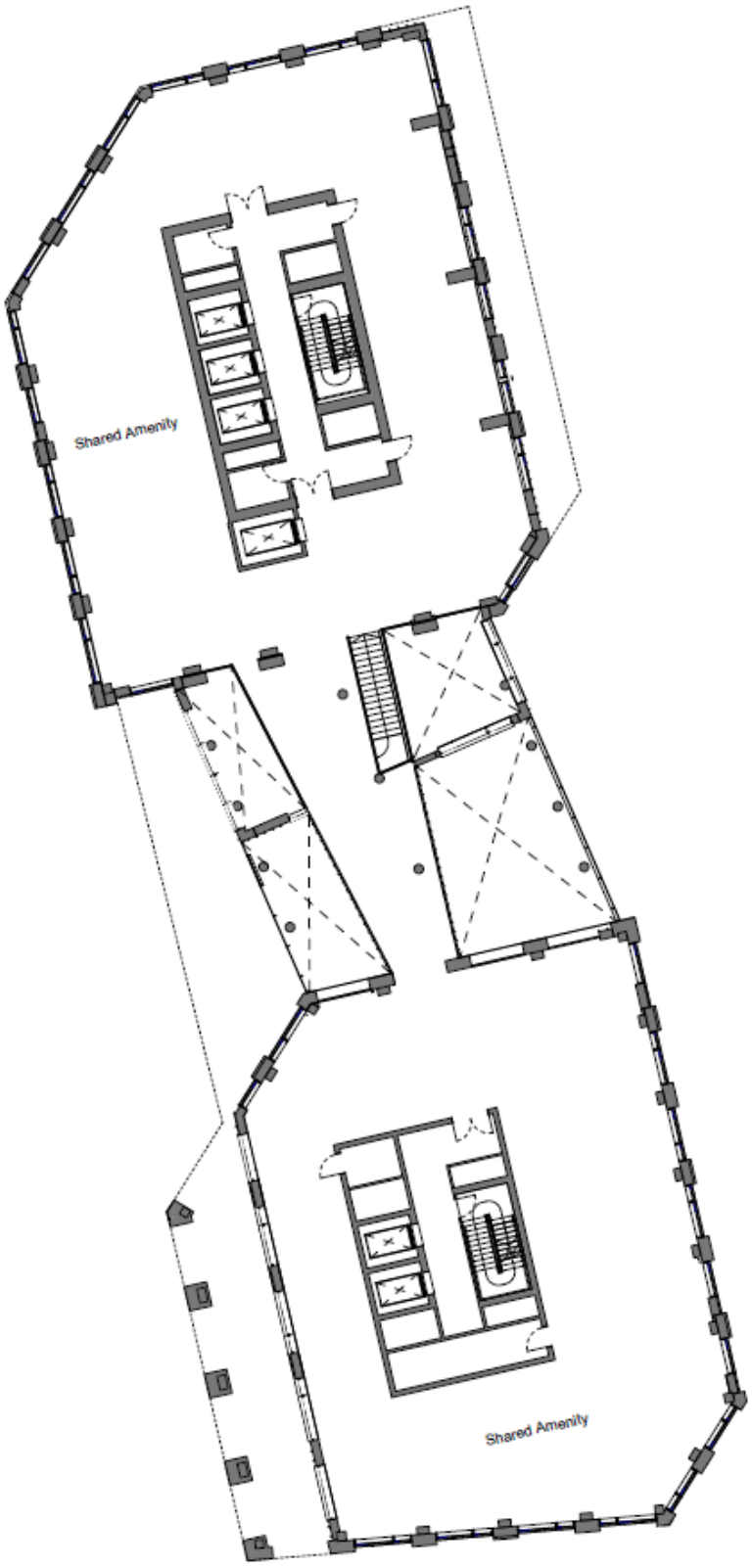


Image 1.3 –Building 1 - Proposed Mezzanine Floor – OPTION A

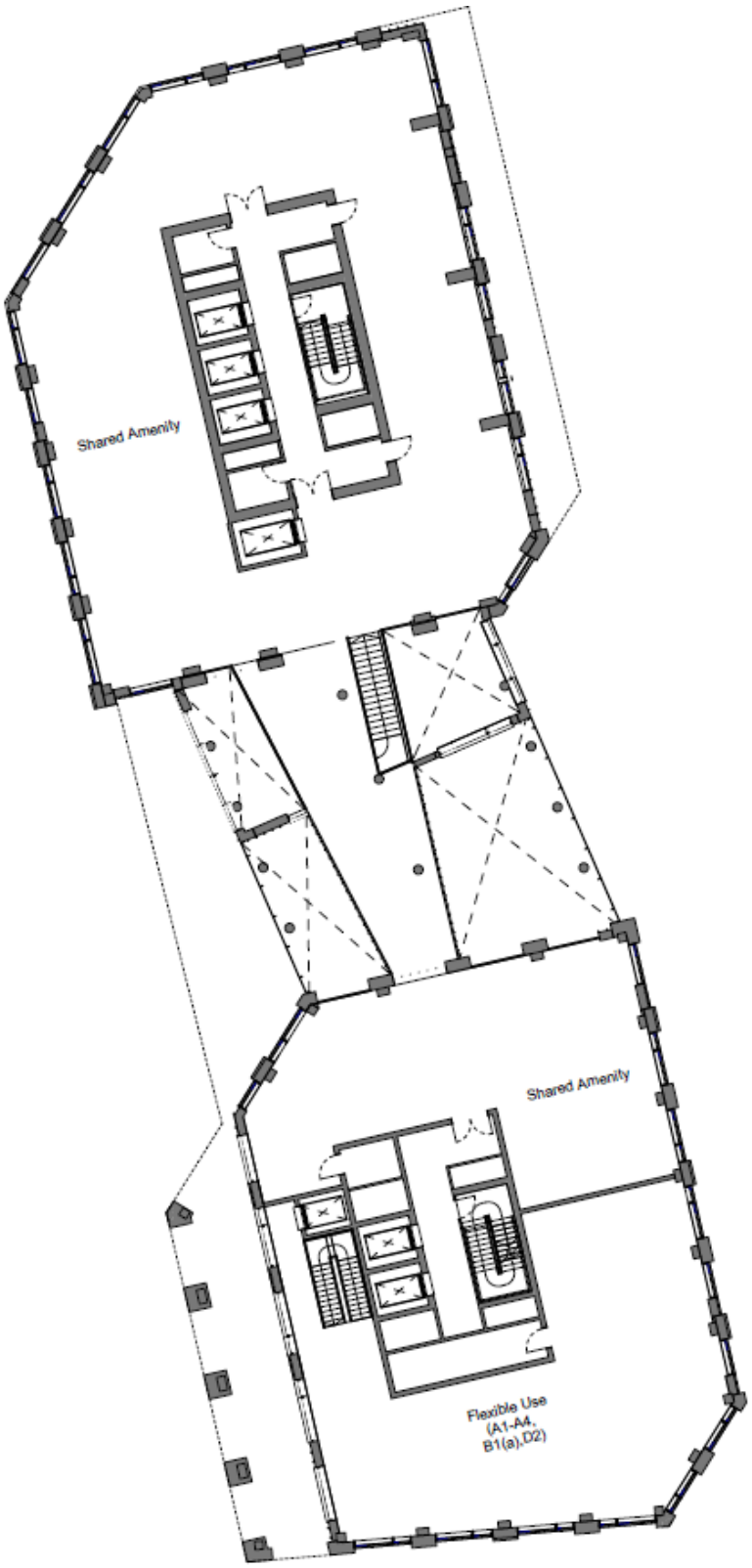


Image 1.4 – Building 1 - Proposed Mezzanine Floor – OPTION B



Image 1.5 – Building 1 - Proposed First Floor



Image 1.6 – Building 1 - Proposed Second Floor

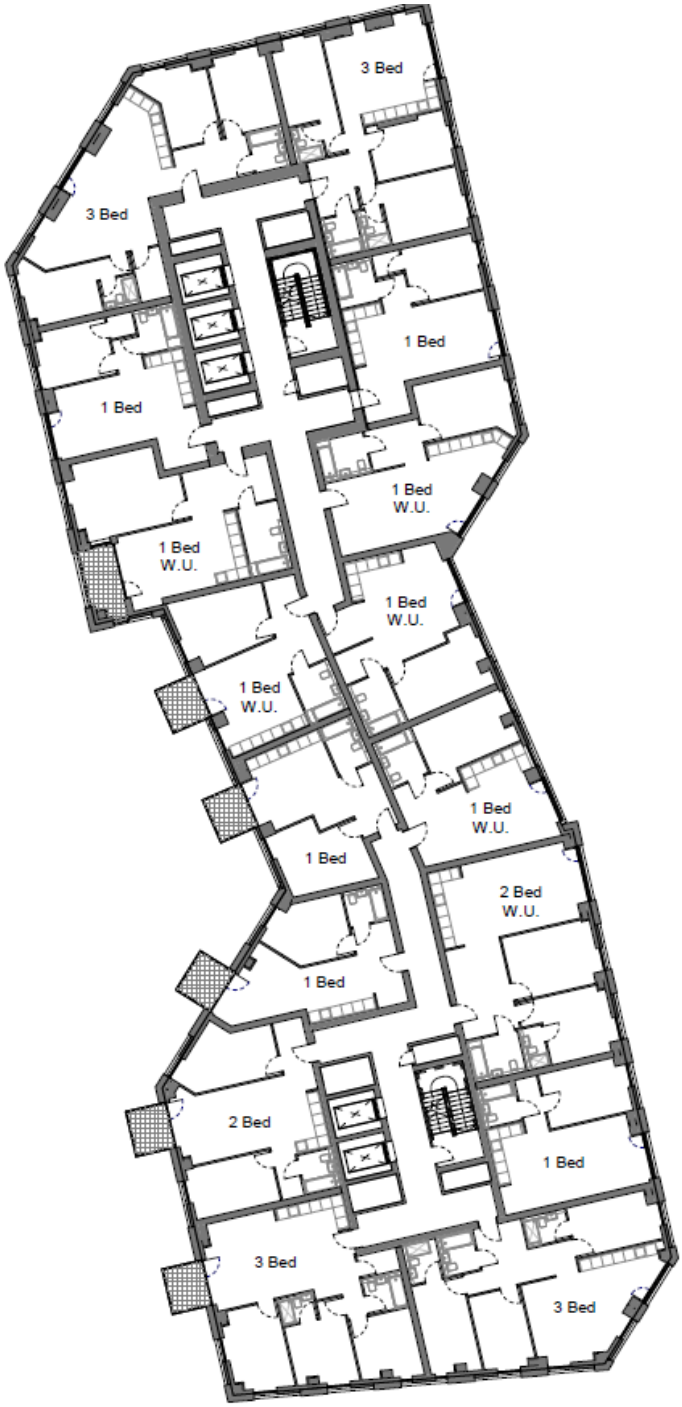


Image 1.7 – Building 1 - Proposed Third to Sixth Floors

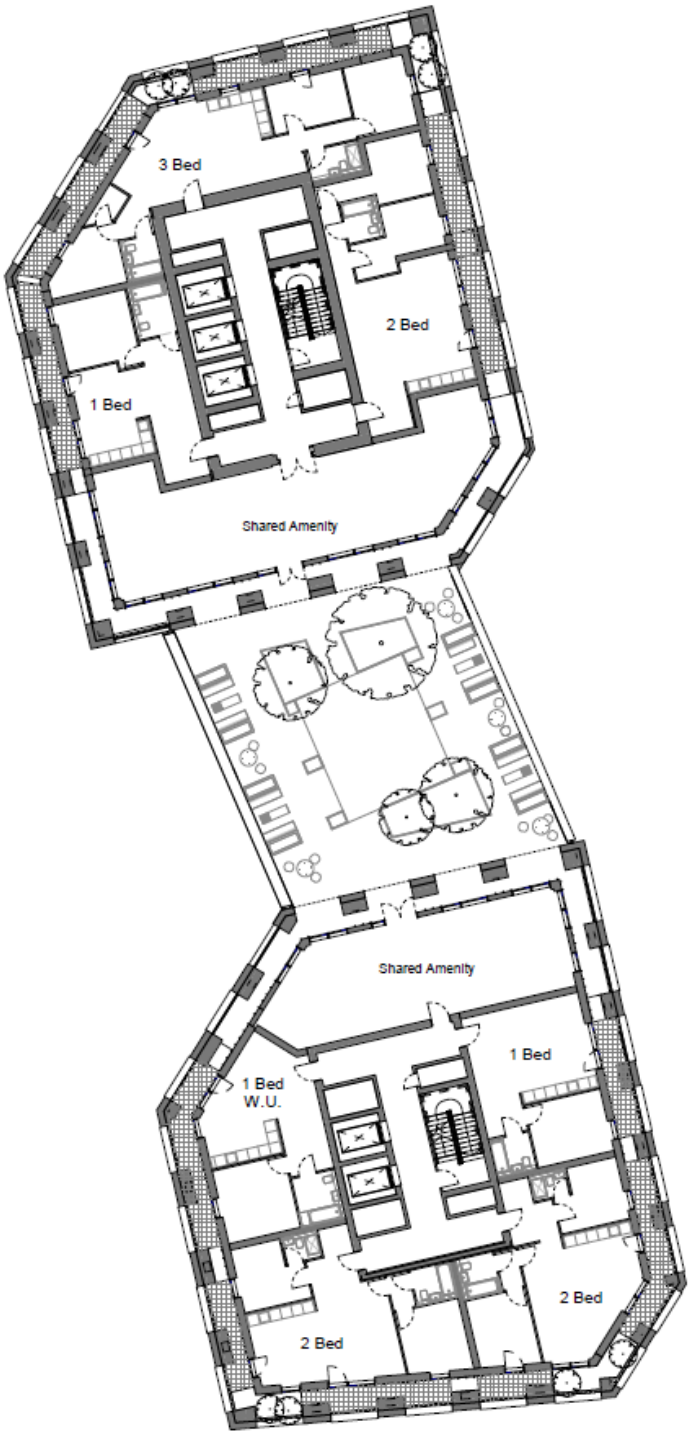
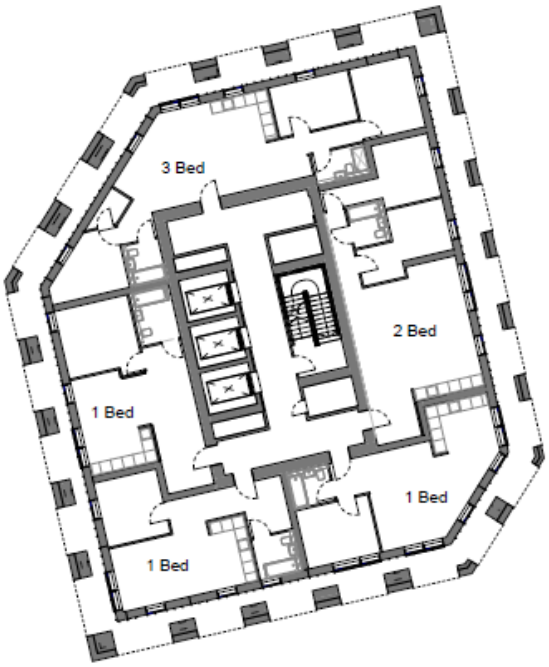


Image 1.8 – Building 1 - Proposed Seventh Floors



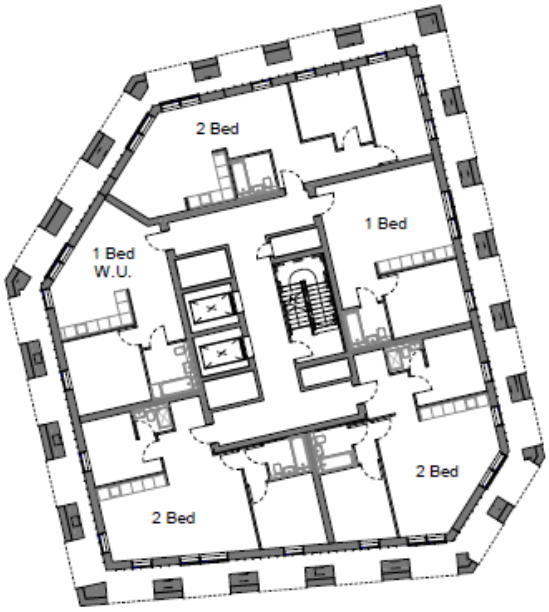
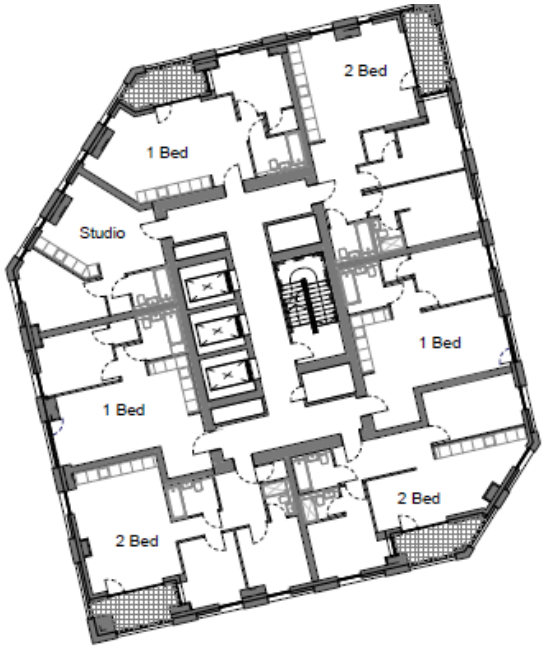


Image 1.9 – Building 1 - Proposed Eighth Floor



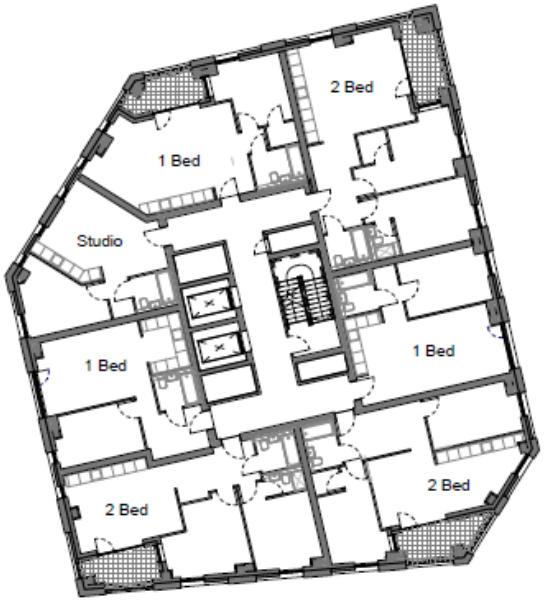


Image 1.10 – Building 1 - Proposed Ninth to Eleventh Floor



Image 1.11 – Building 1 - Proposed Twelfth Floor



Image 1.12 – Building 1 - Proposed Thirteenth Floor



Image 1.13 – Building 1 - Proposed Fourteenth to Seventeenth Floors



Image 1.14 – Building 1 - Proposed Eighteenth Floor

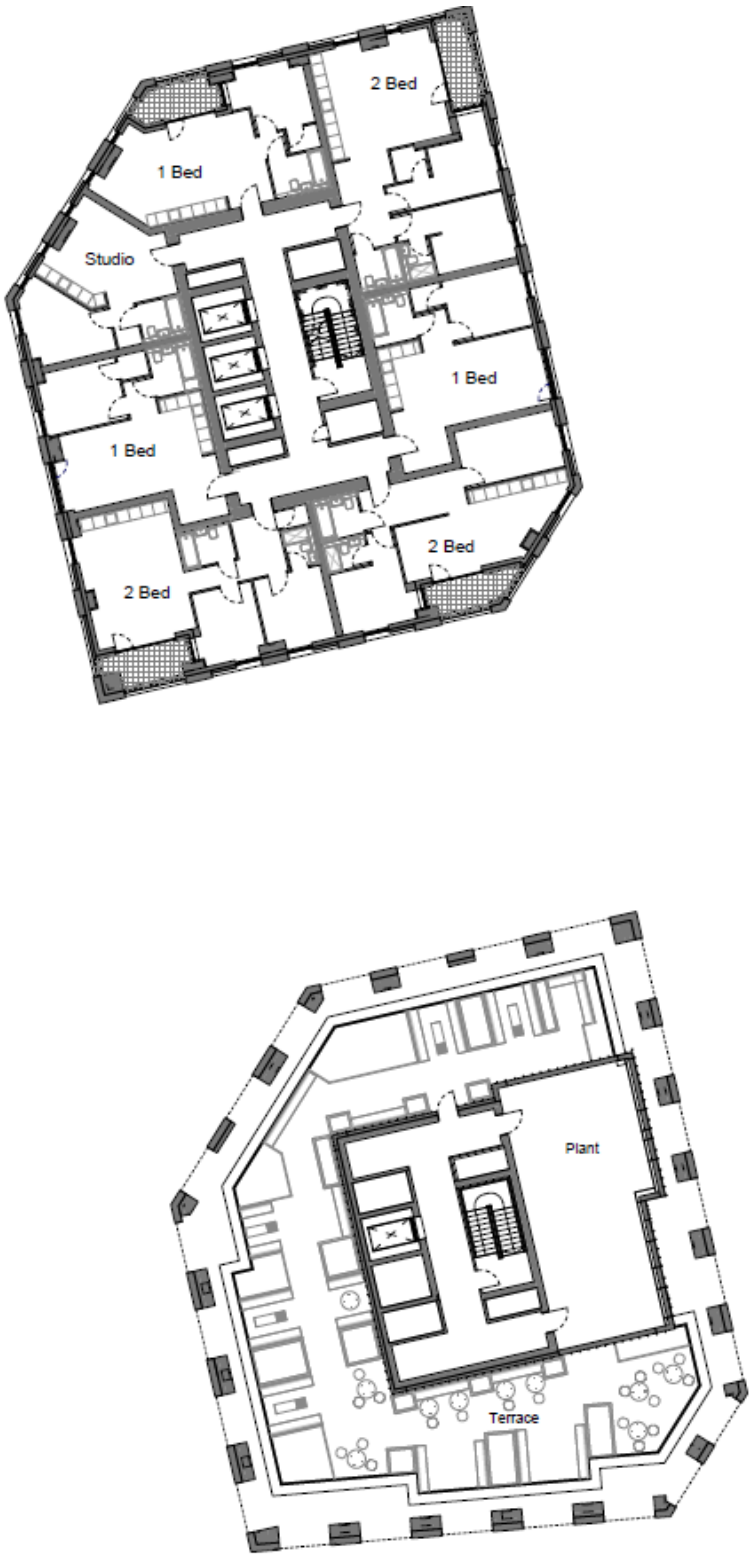


Image 1.15 – Building 1 - Proposed Nineteenth Floor

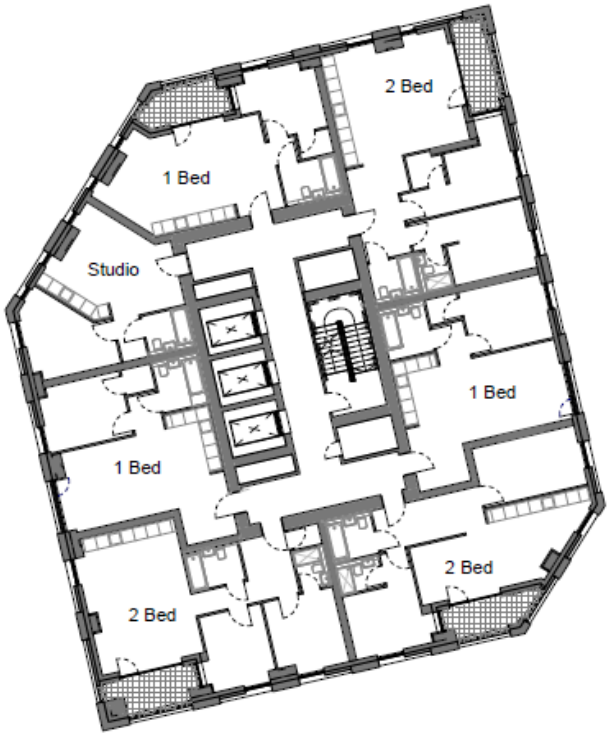


Image 1.16 – Building 1 - Proposed Twentieth to Thirty-fifth Floors (North Tower)

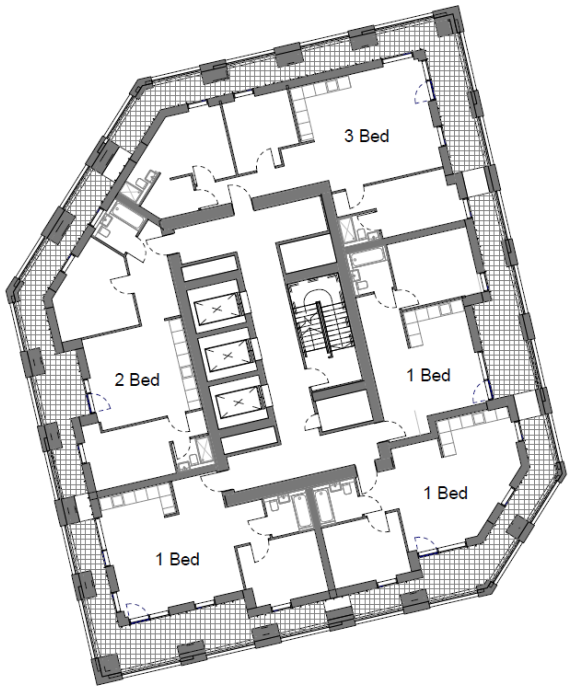


Image 1.17 – Building 1 - Thirty-Sixth Floor (North Tower)

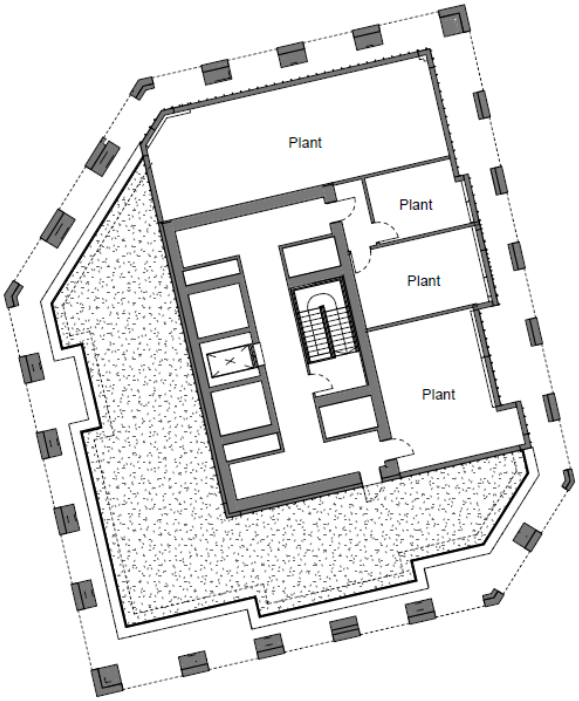


Image 1.18 – Building 1 - Thirty-Seventh Floor (North Tower) Non-Residential Plant Floor

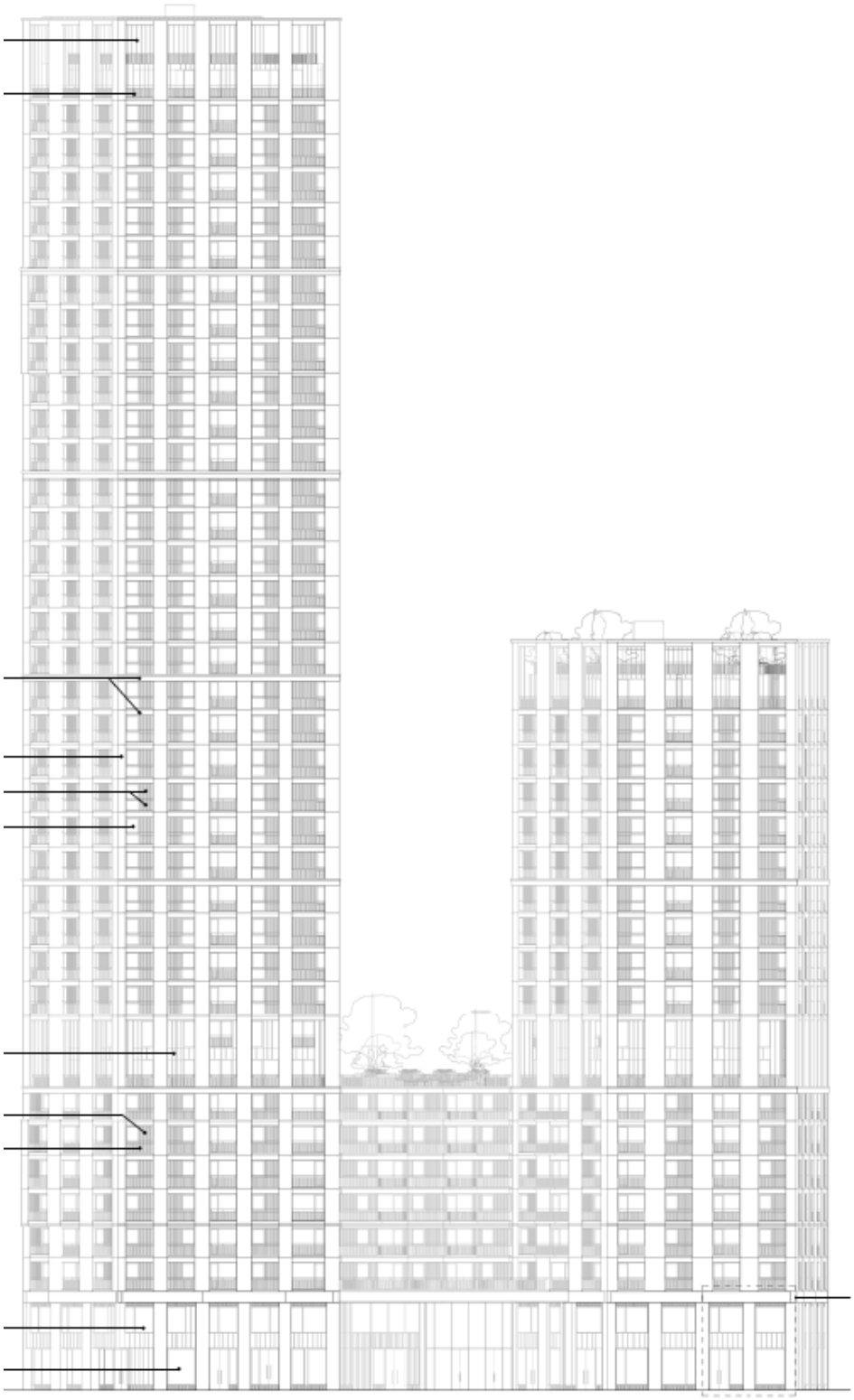


Image 1.19 – Building 1 – West Elevation

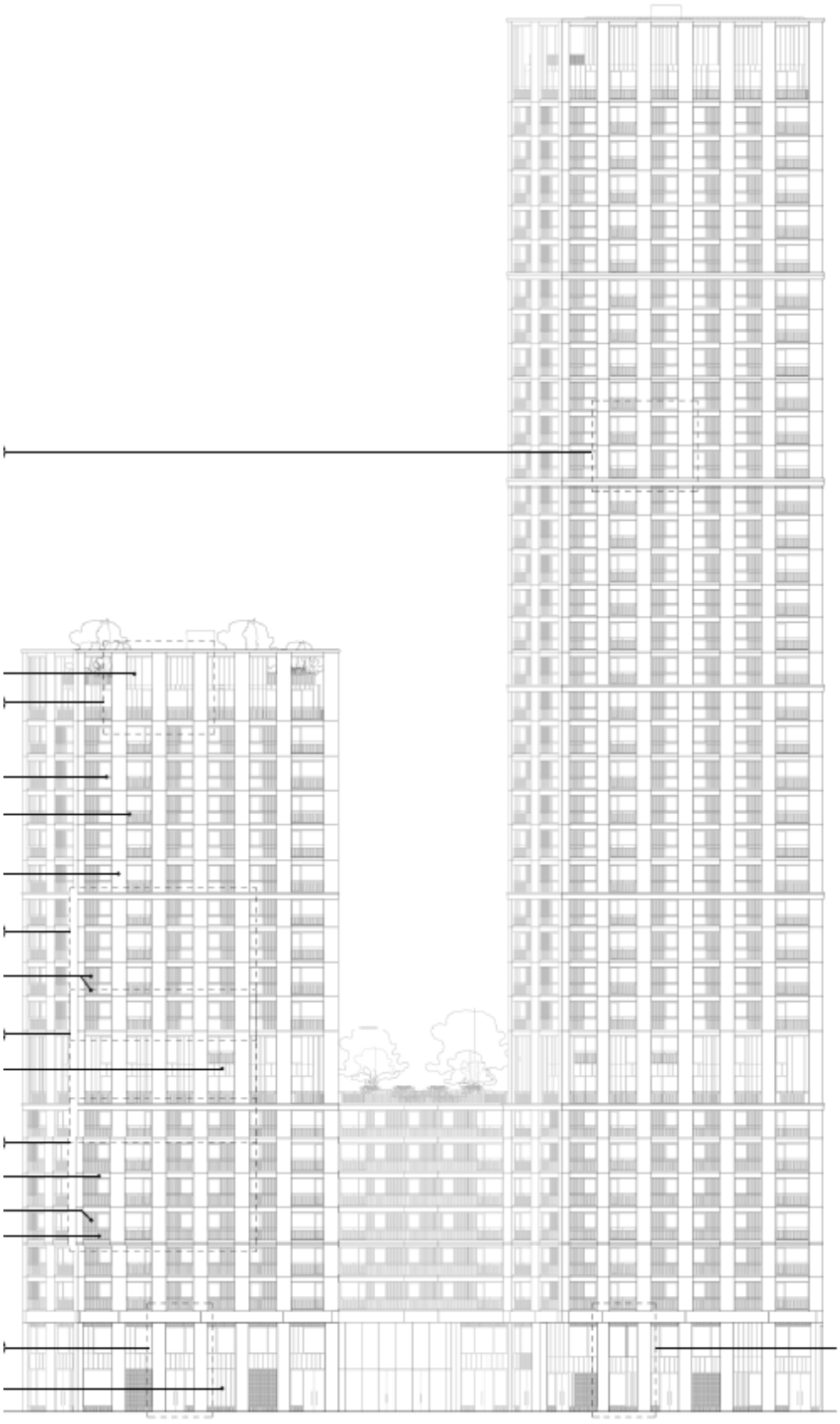


Image 1.20 – Building 1 – East Elevation

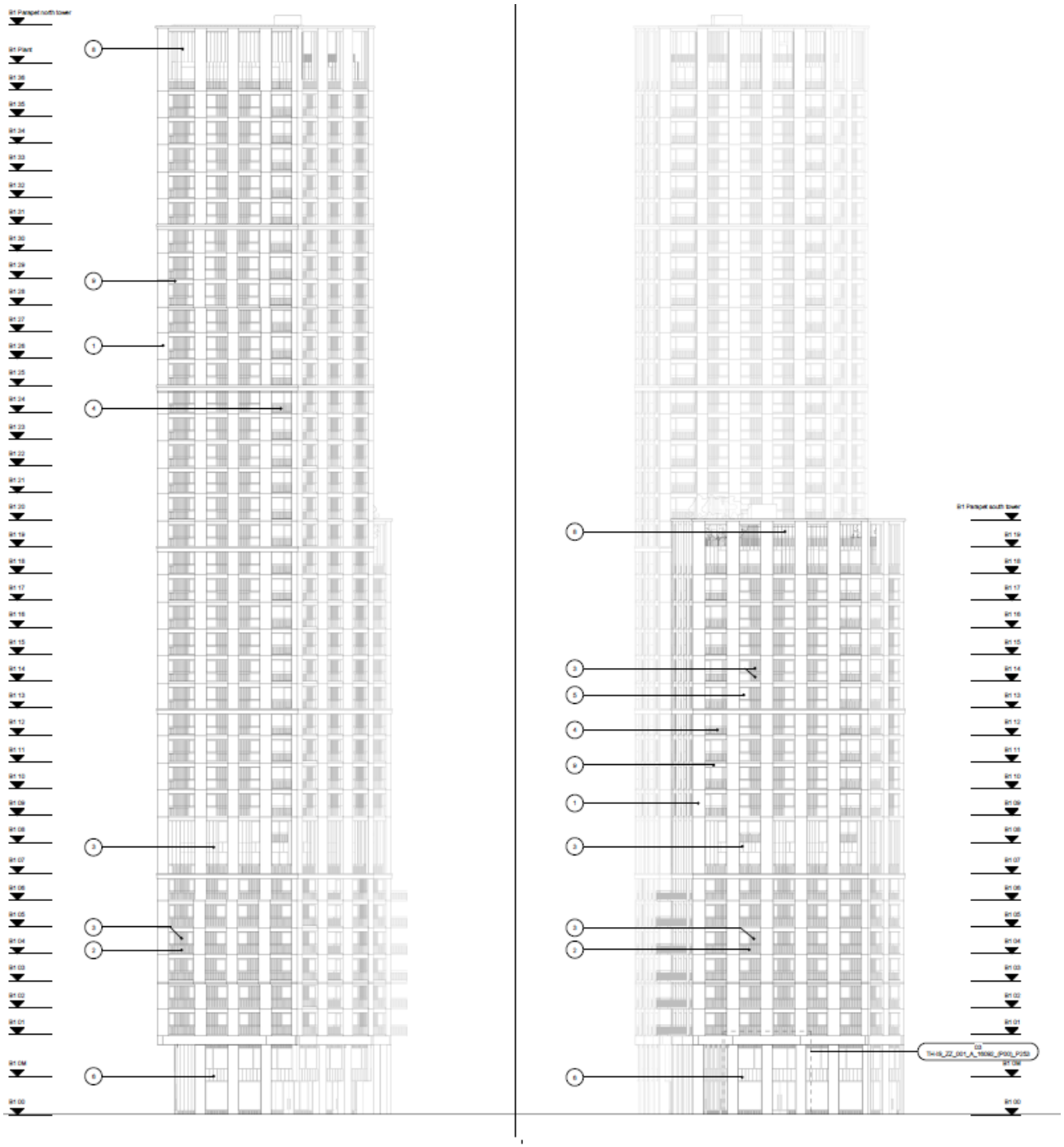


Image 1.21 – Building 1 – North Elevation (LHS) and South Elevation (RHS)

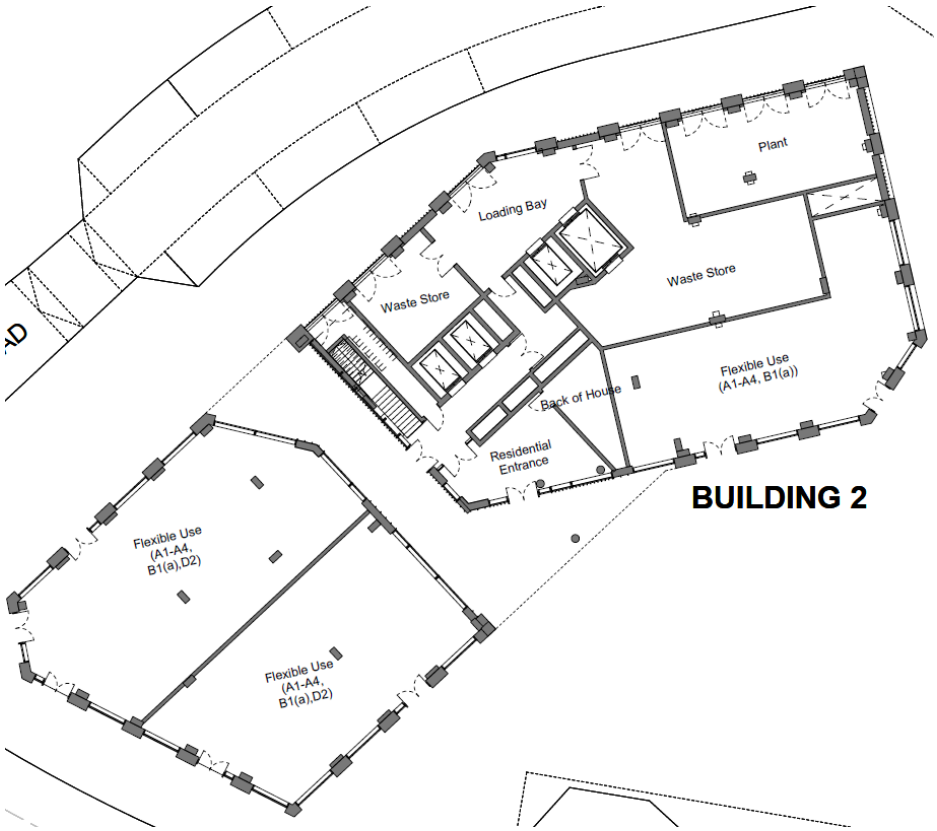


Image 1.1 – Proposed Ground Floor



Image 1.2 – Building 2 - Proposed First Floor



Image 1.3 – Building 2 - Proposed Second Floor



Image 1.4 – Building 2 - Proposed Third to Sixth Floor



Image 1.5 – Building 2 - Proposed Seventh Floor



Image 1.6 – Building 2 - Proposed Eighth Floor



Image 1.7 – Building 2 - Proposed Ninth to Eleventh Floor

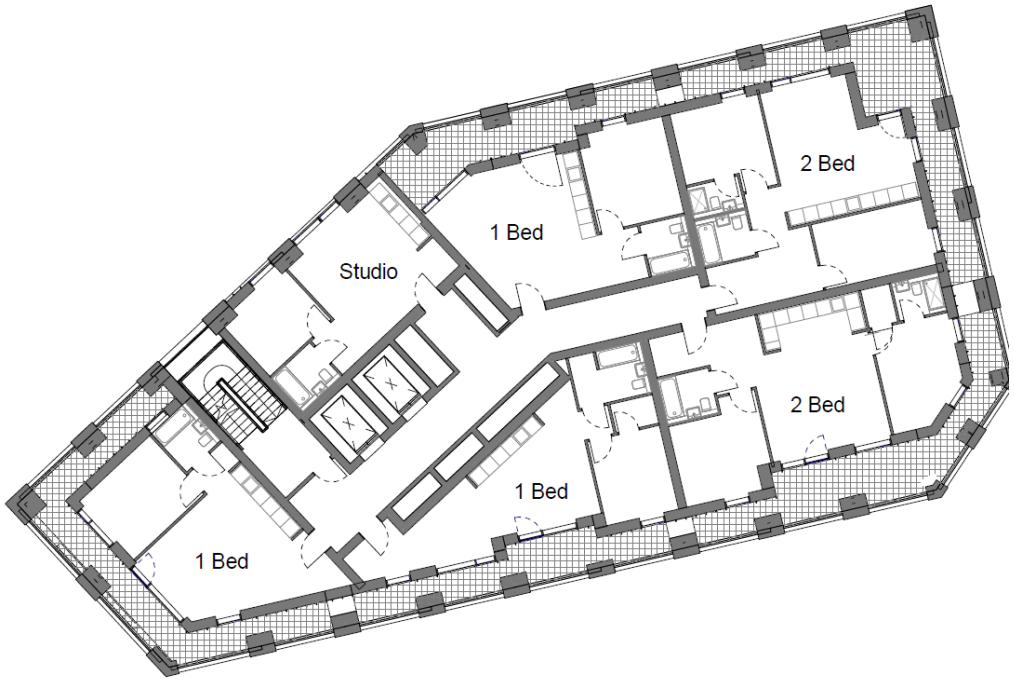


Image 1.8 – Building 2 - Proposed Twelfth Floor

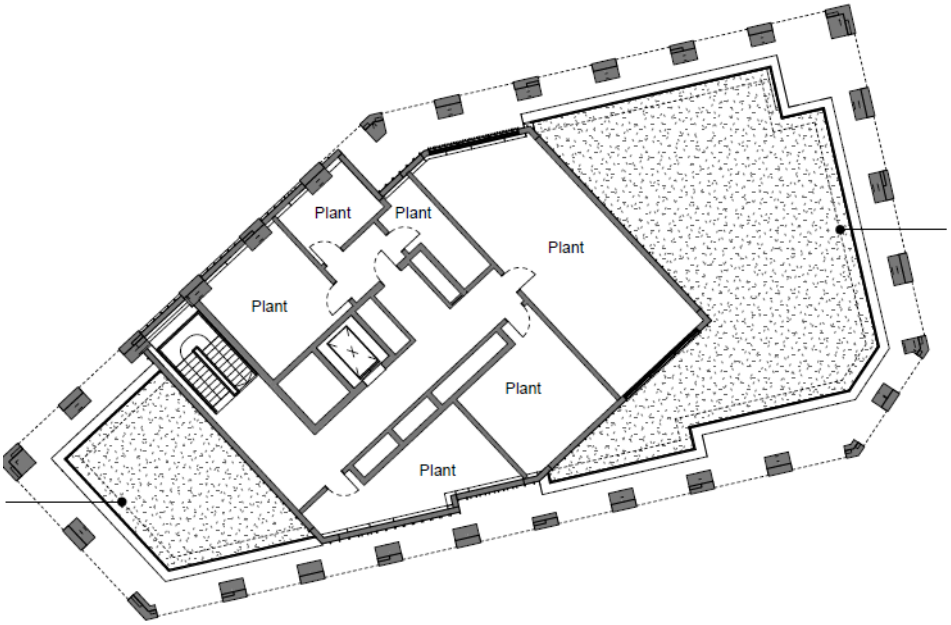


Image 1.9 – Building 2 - Proposed Thirteenth Floor (Non-Residential Plant Floor)



Image 1.10 – Building 2 – Proposed South Elevation



Image 1.11 – Building 2 – Proposed North Elevation

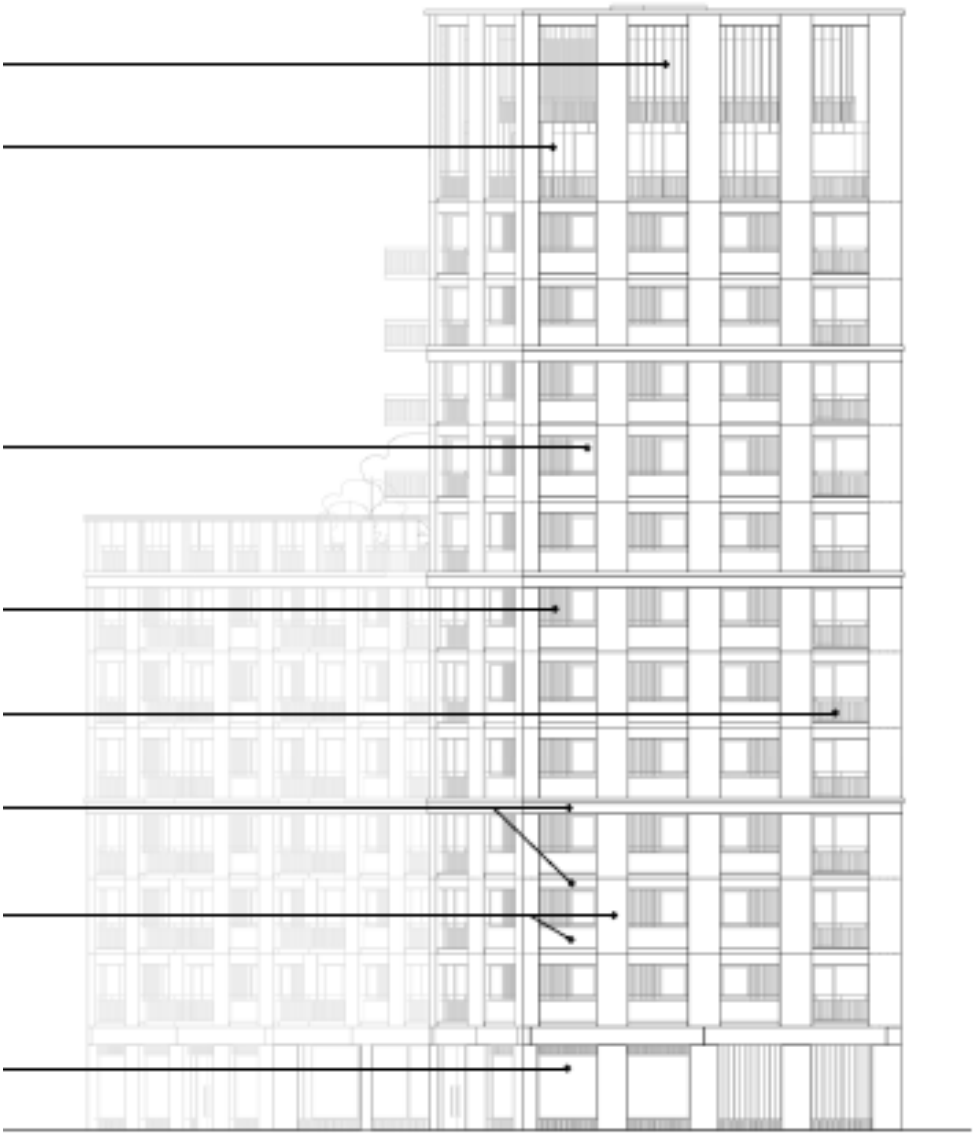


Image 1.12 – Building 2 – Proposed East Elevation

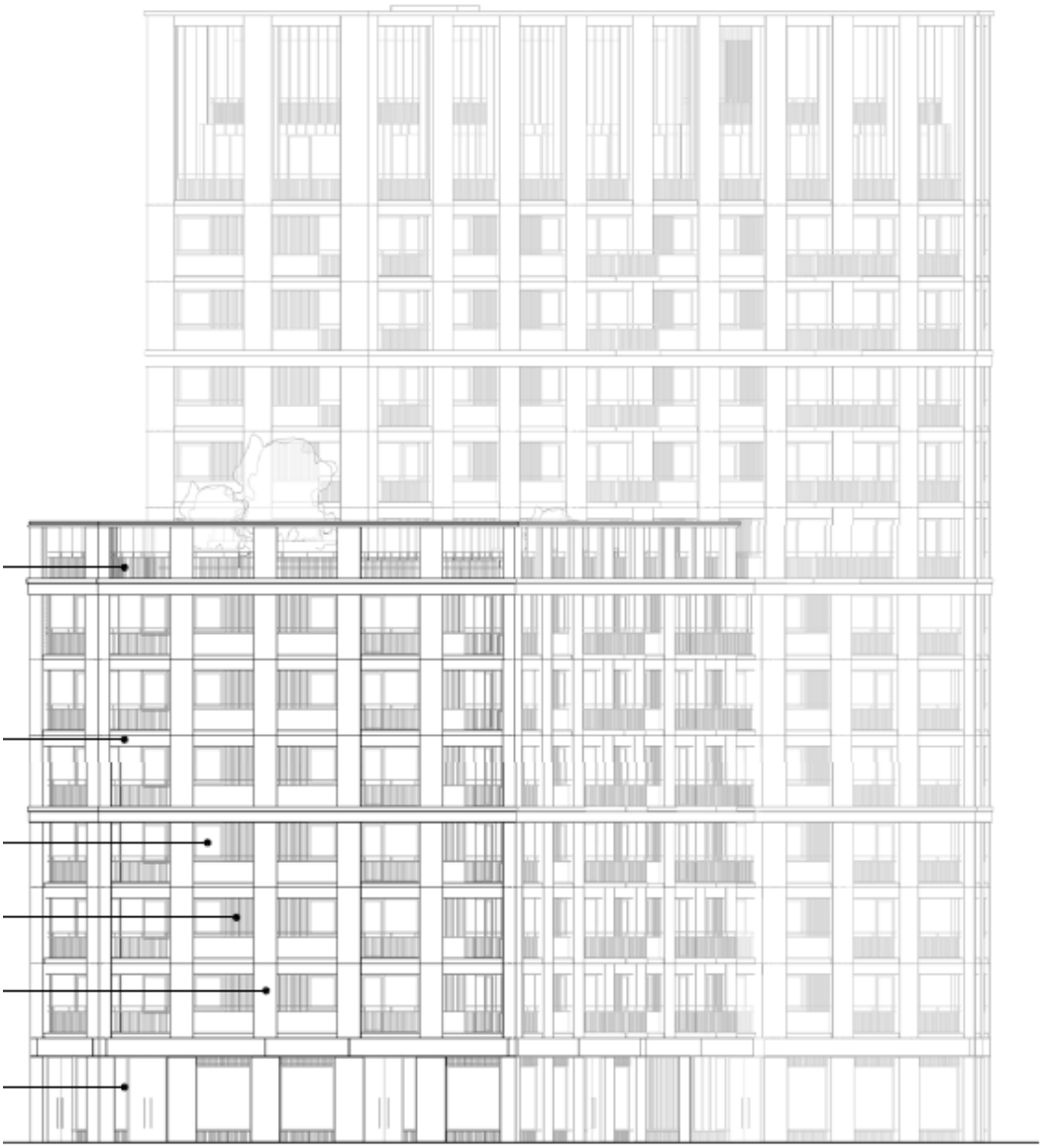


Image 1.13 – Building 2 – Proposed West Elevation



Image 1.1 – Welbourne – Proposed Ground Floor

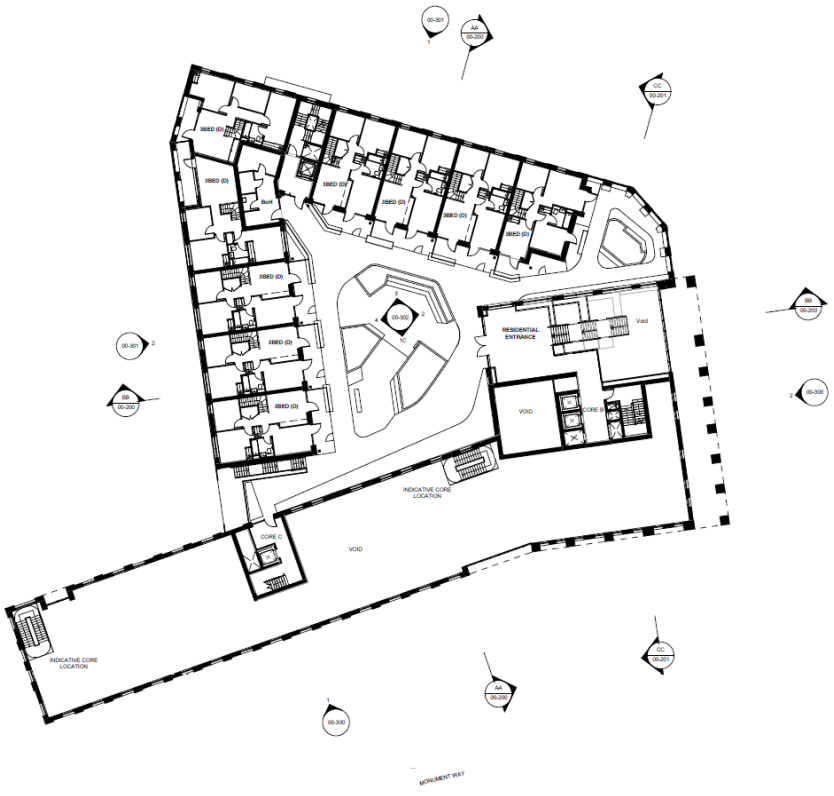


Image 1.2 – Welbourne – Proposed First Floor

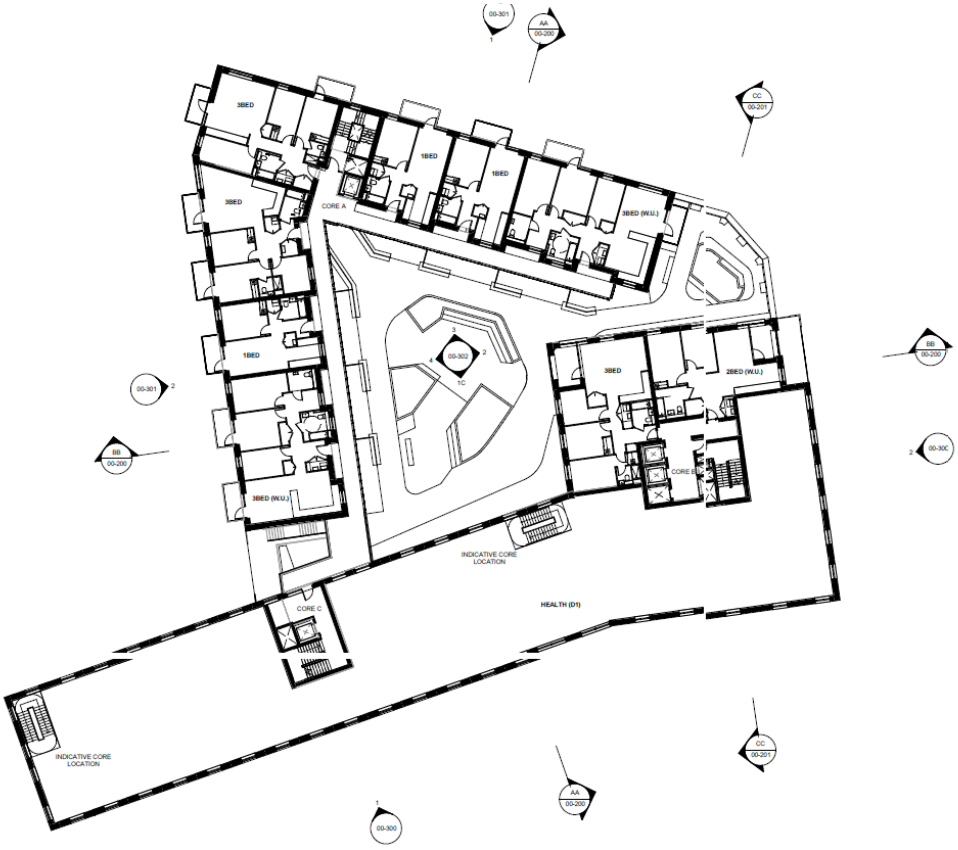


Image 1.3 – Welbourne – Proposed Second Floor



Image 1.4 – Welbourne – Proposed Third Floor



Image 1.5 – Welbourne – Proposed Fourth Floor



Image 1.6 – Welbourne – Proposed Fifth Floor

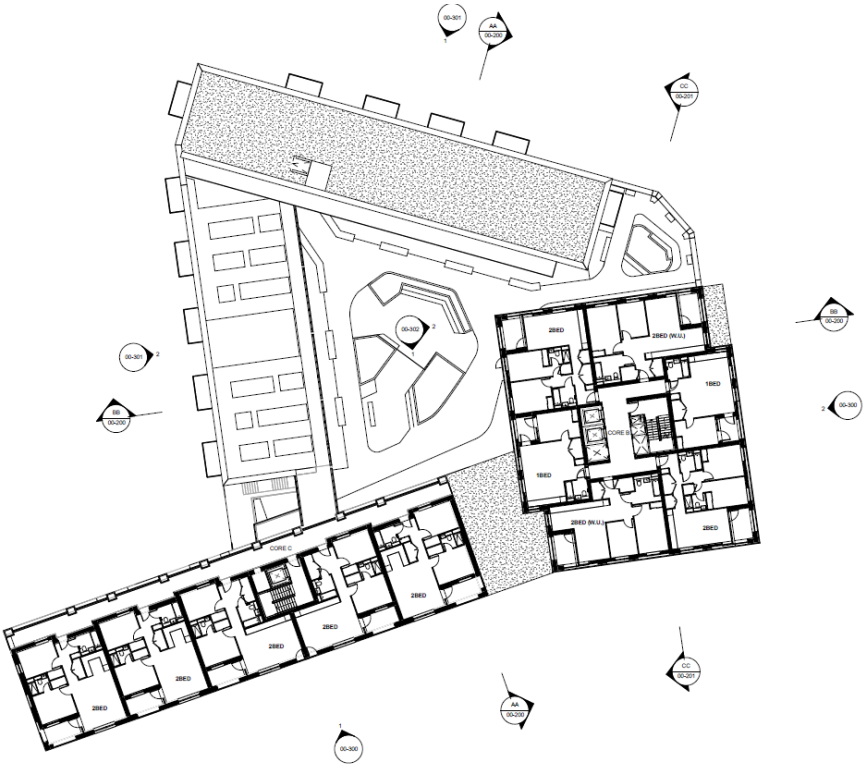


Image 1.7 – Welbourne – Proposed Sixth Floor

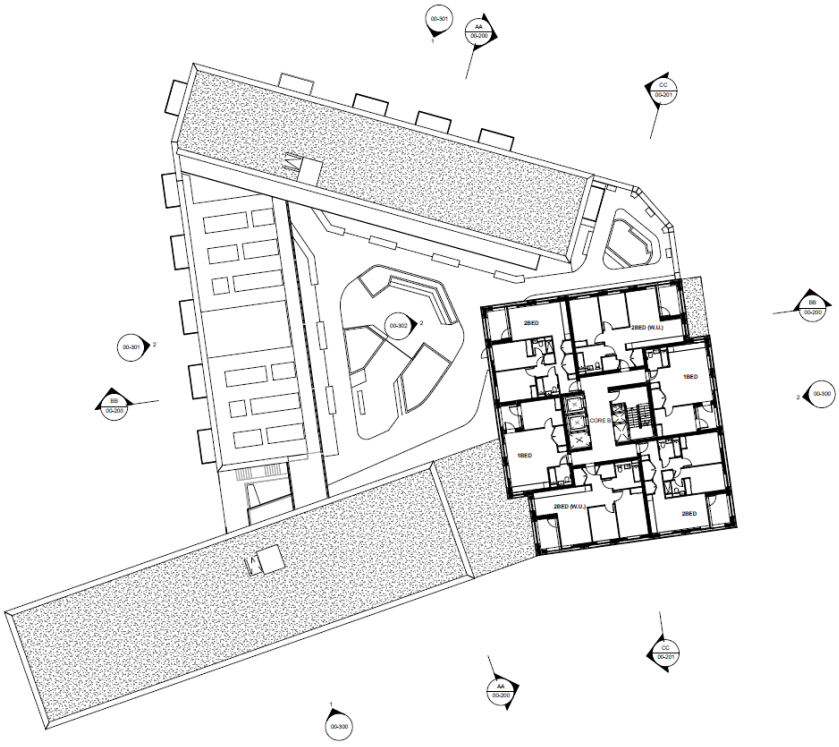


Image 1.8 – Welbourne – Proposed Seventh-Eight Floor

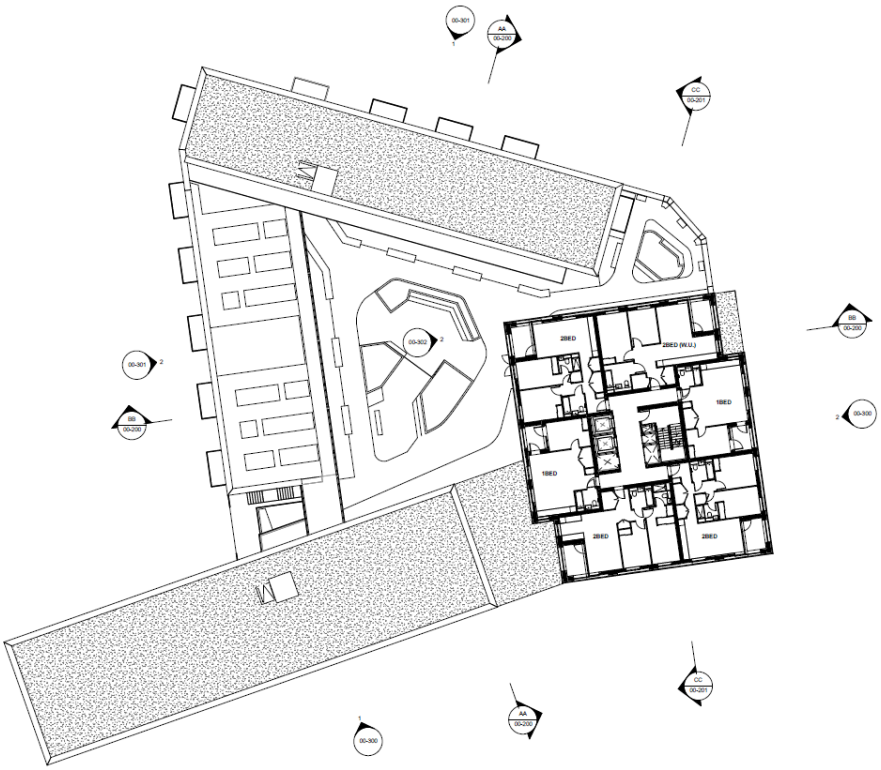


Image 1.9 – Welbourne - Proposed Ninth Floor Plan

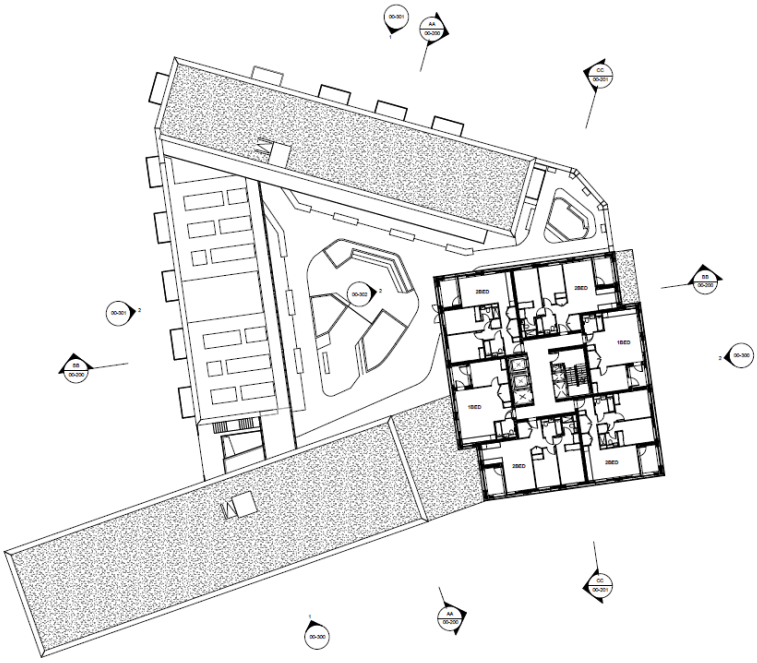


Image 1.10 – Welbourne - Proposed Tenth to Fifteenth Floor Plan



Image 1.11 – Welbourne – Proposed North Elevation



Image 1.12 – Welbourne – Proposed South Elevation



Image 1.13 – Welbourne – Proposed West Elevation



Image 1.14 – Welbourne – Proposed East Elevation

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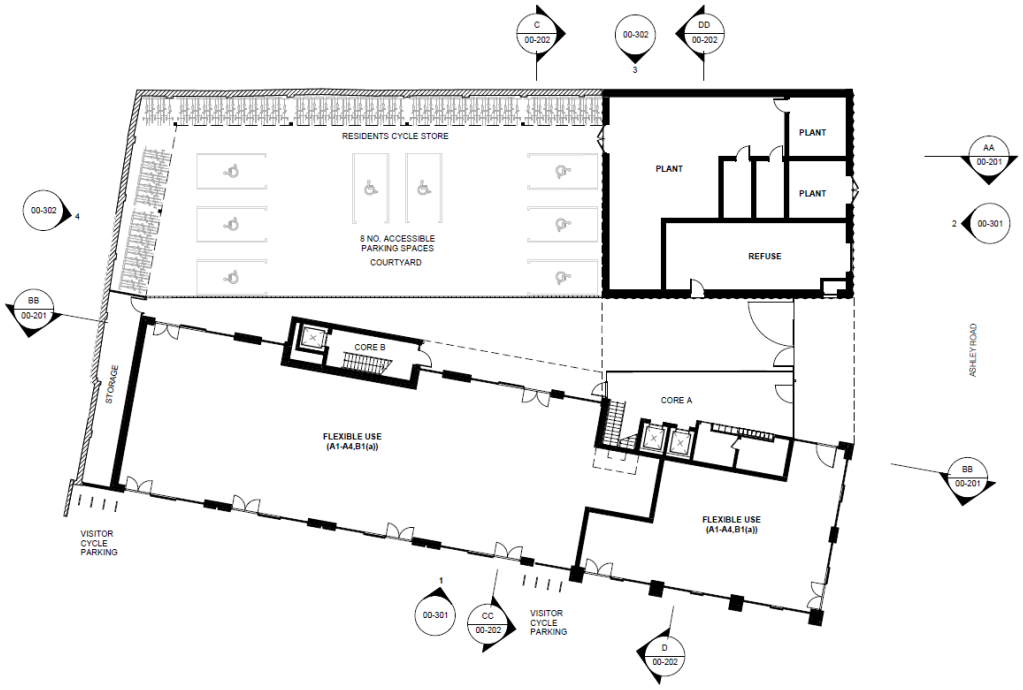


Image 1.1 – Ashley Road West – Proposed Ground Floor

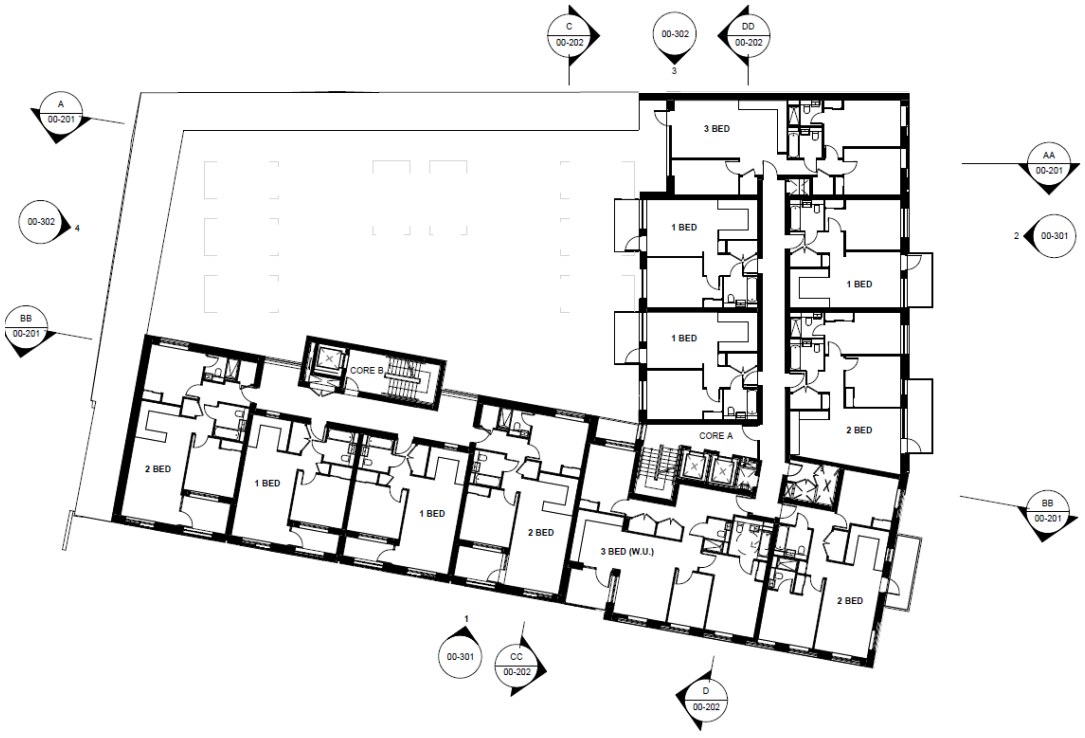


Image 1.2 – Ashley Road West – Proposed First to Fourth Floor Plan

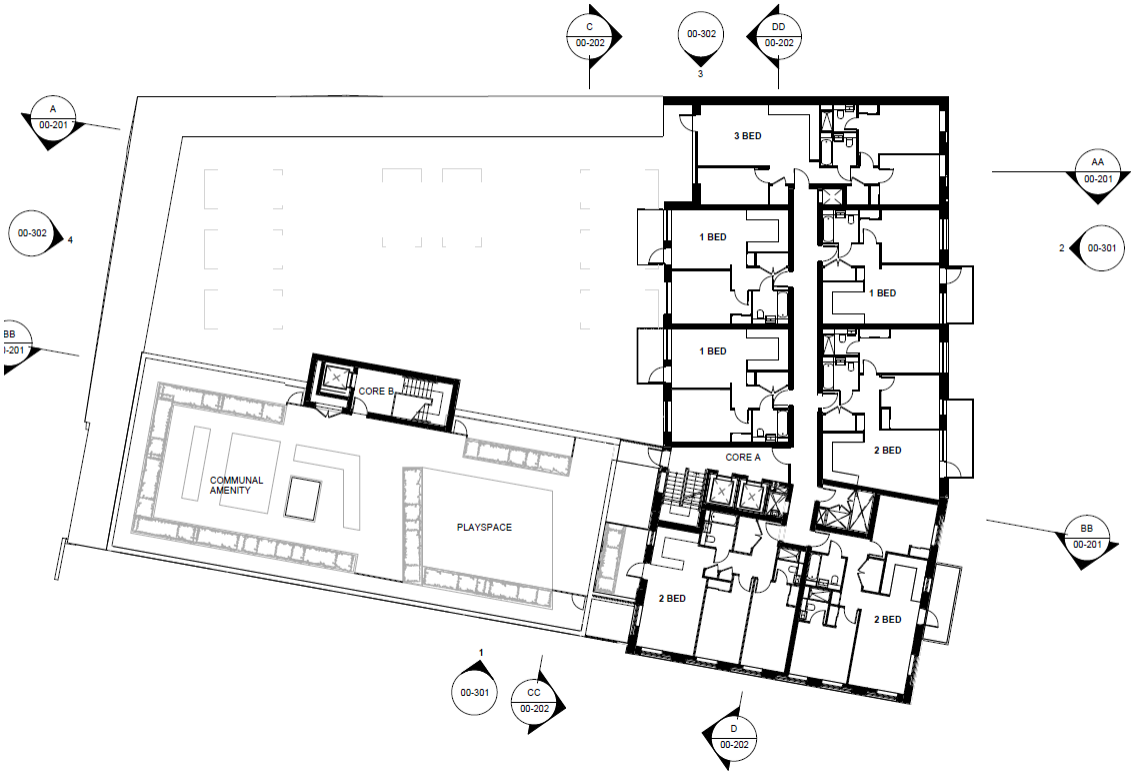


Image 1.3 – Ashley Road West – Proposed Sixth Floor Plan

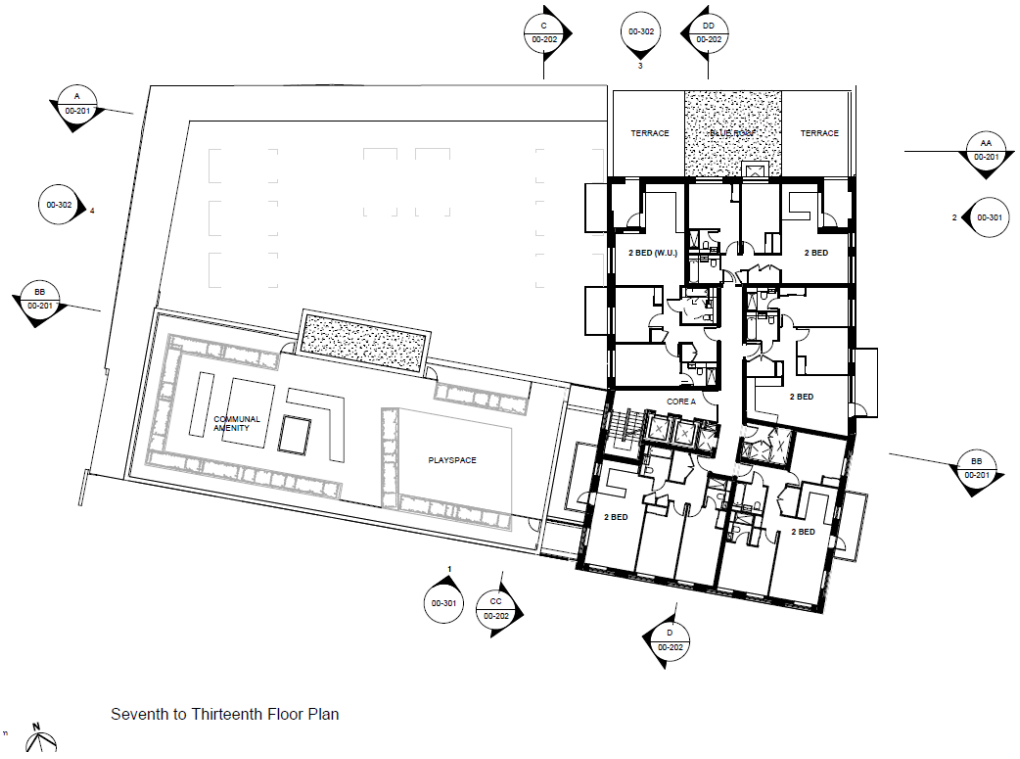


Image 1.4 – Ashley Road West – Proposed Seventh to Thirteenth Floors

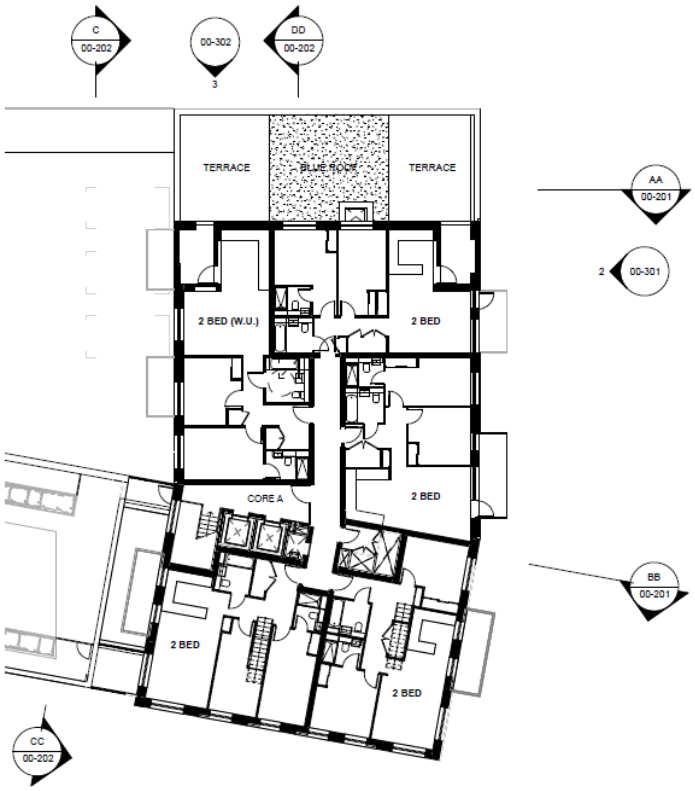


Image 1.5 – Ashley Road West – Proposed Fourteenth Floor

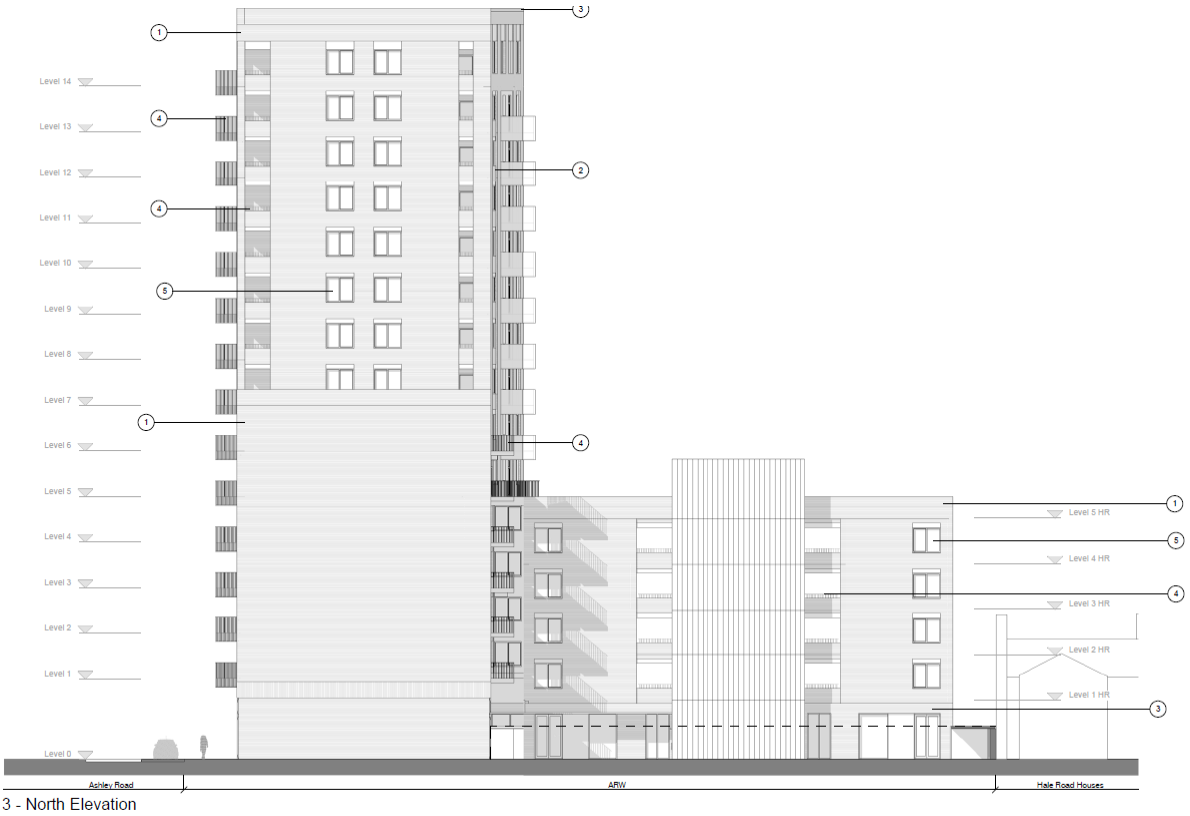


Image 1.6 – Ashley Road West – Proposed North Elevation

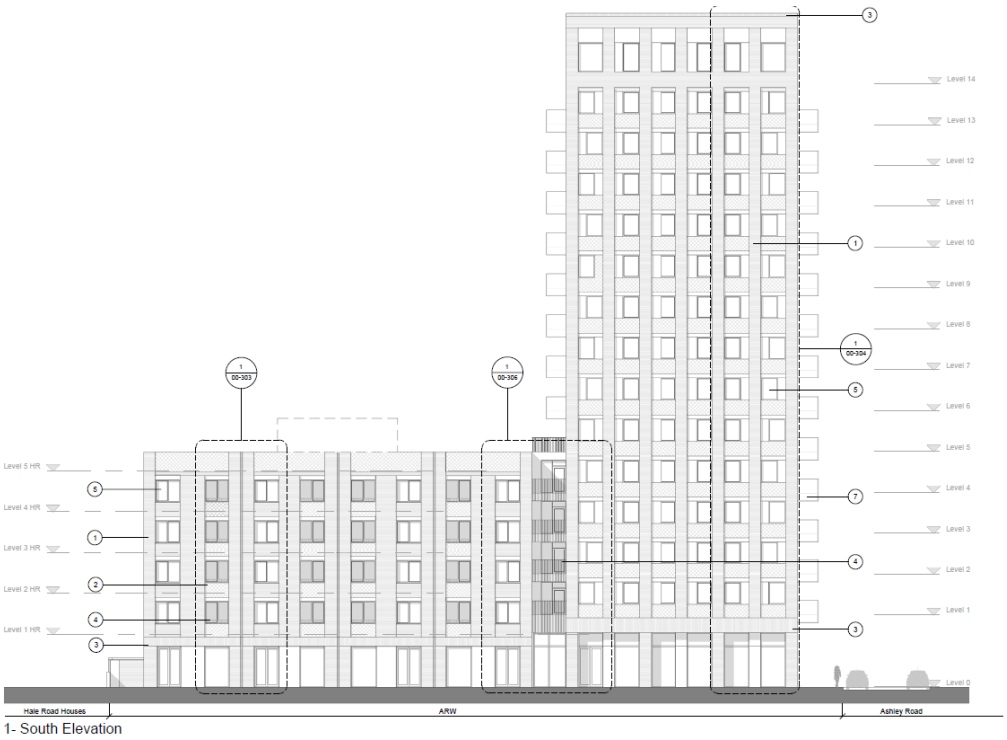


Image 1.7 – Ashley Road West – Proposed South Elevation



Image 1.7 – Ashley Road West – Proposed West Elevation

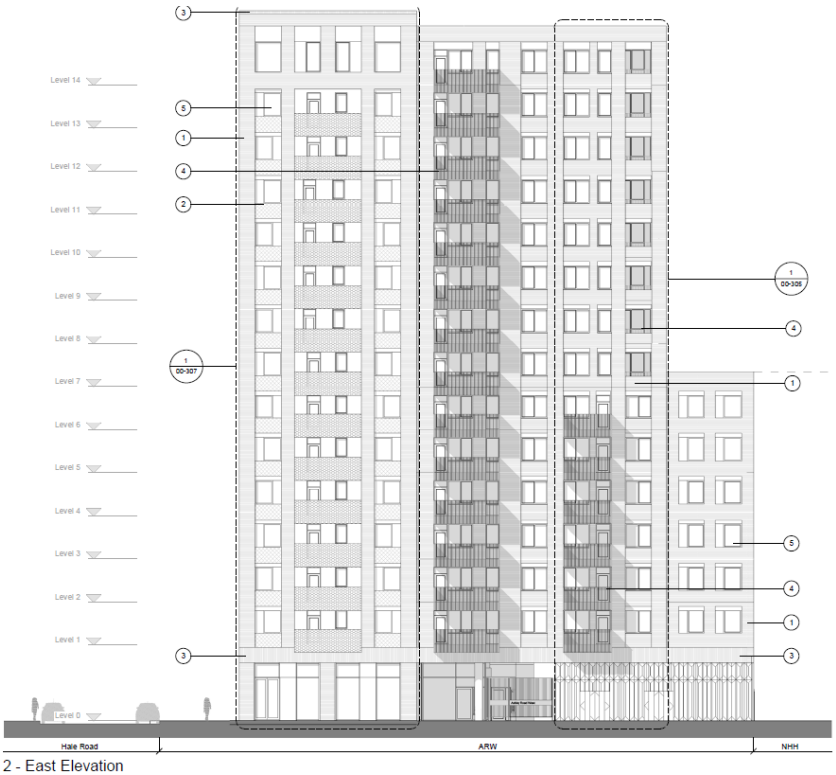


Image 1.8 – Ashley Road West – Proposed East Elevation

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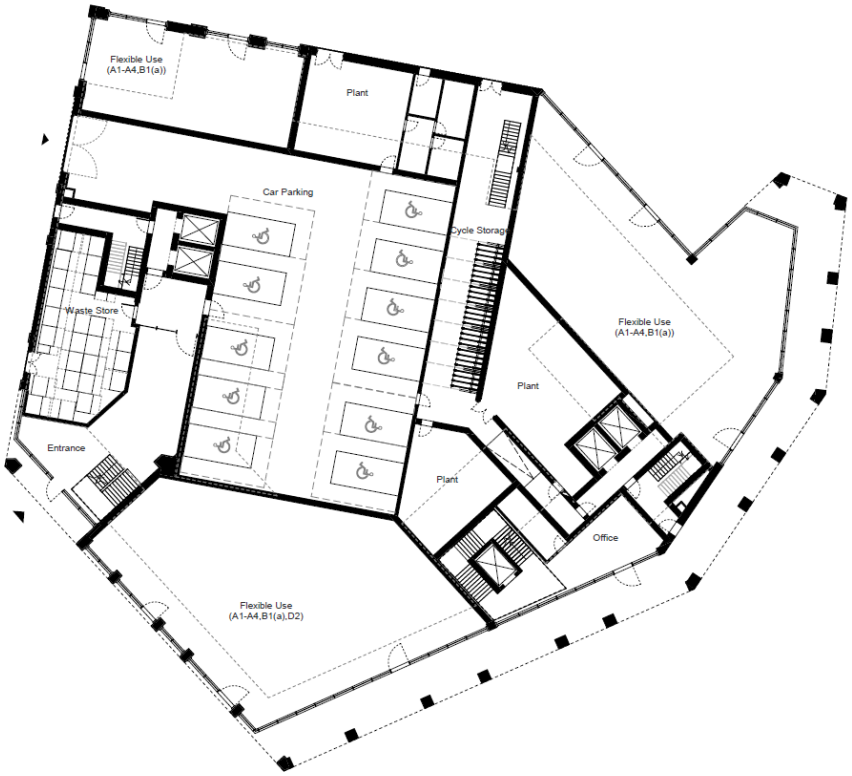


Image 1.1 – Ashley Road West – Proposed Ground Floor

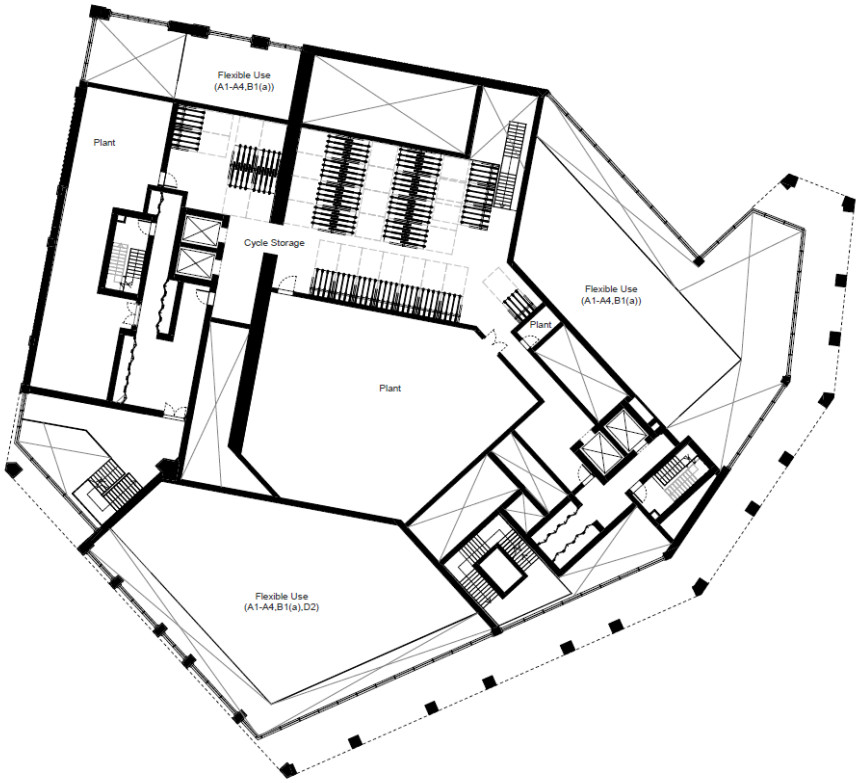


Image 1.2 – Ashley Road West – Proposed Mezzanine Floor



Image 1.3 – Ashley Road West – Proposed First Floor



Image 1.4 – Ashley Road West – Proposed Second Floor



Image 1.5 – Ashley Road West – Proposed Third Floor



Image 1.6 – Ashley Road West – Proposed Four Floor



Image 1.7 – Ashley Road West – Proposed Fifth Floor



Image 1.8 – Ashley Road West – Proposed Sixth Floor



Image 1.9– Ashley Road West – Proposed Seventh, Ninth, Eleventh Floors



Image 1.10 – Ashley Road West – Proposed Eighth, Tenth and Twelfth Floors



Image 1.11 – Ashley Road West – Proposed Thirteenth, fifteenth and Seventeenth Floors



Image 1.12 – Ashley Road West – Proposed Fourteenth, Sixteenth, Eighteenth Floors



Image1.13 – Ashley Road West – Proposed West Elevation

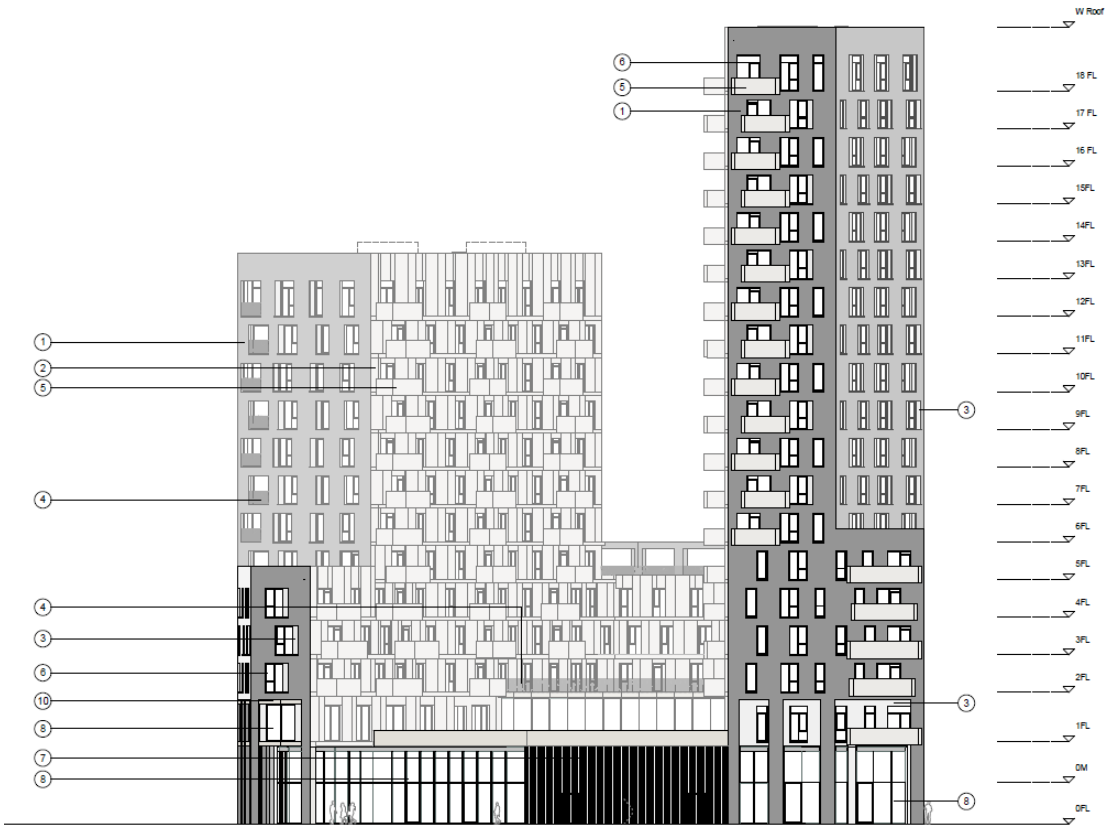


Image 1.14 – Ashley Road West – Proposed North Elevation



Image 1.15 – Ashley Road West – Proposed Southwest Elevation



Image 1.16 – Ashley Road West – Proposed Southeast Elevation

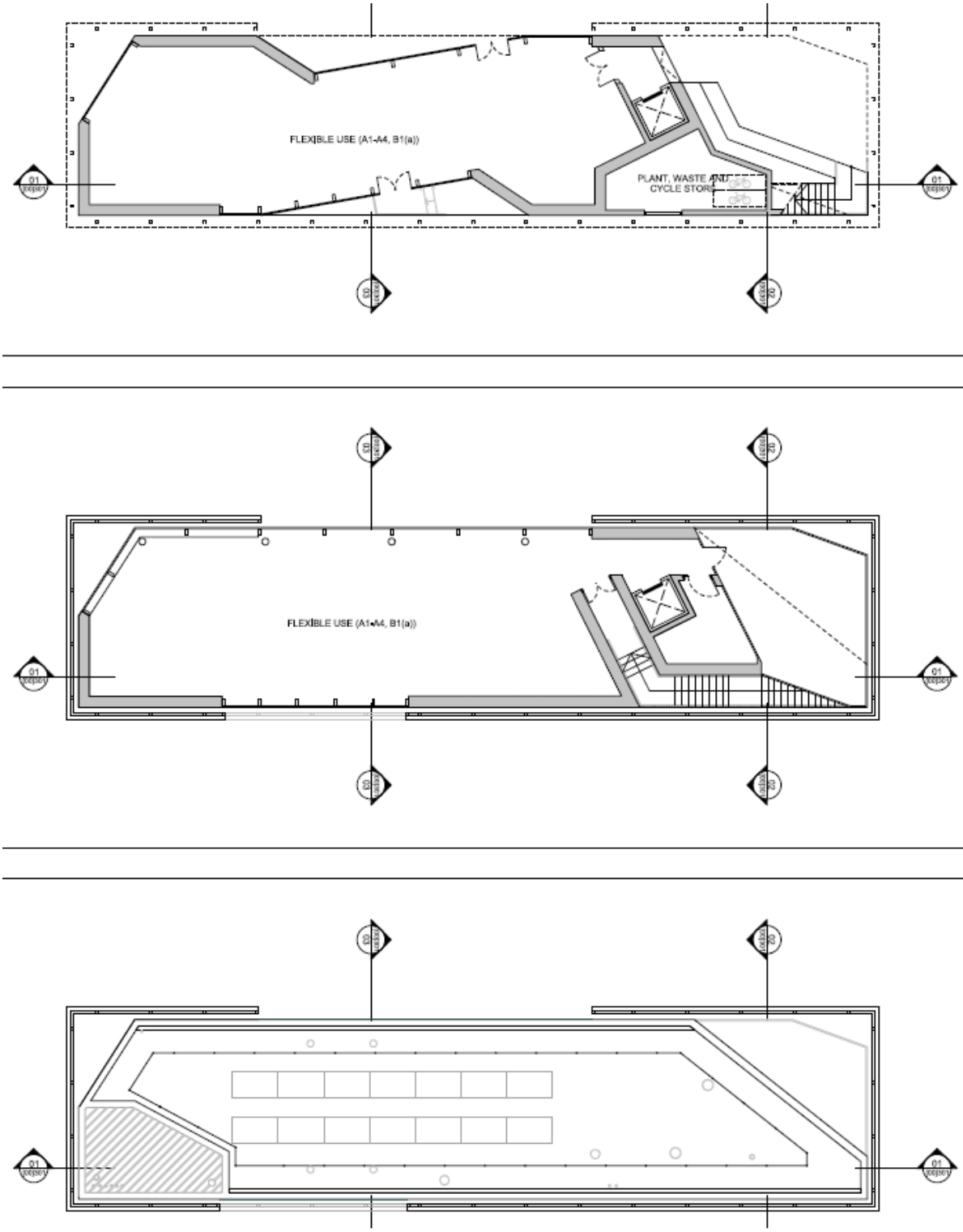


Image 1.1 – Pavilion. Ground Floor, First Floor, Roof Plan

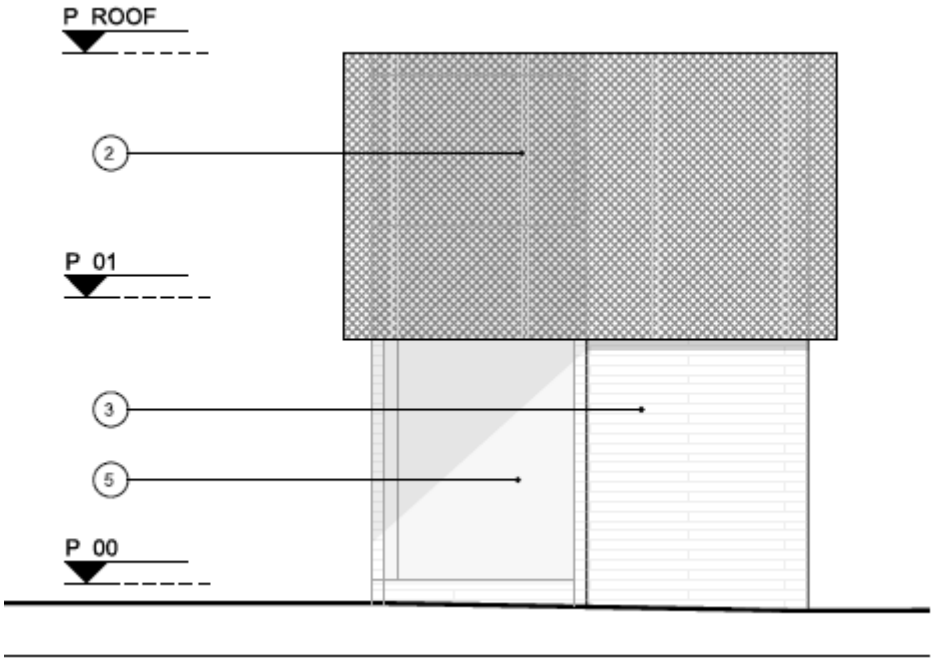


Image 1.2 – Pavilion. East Elevation

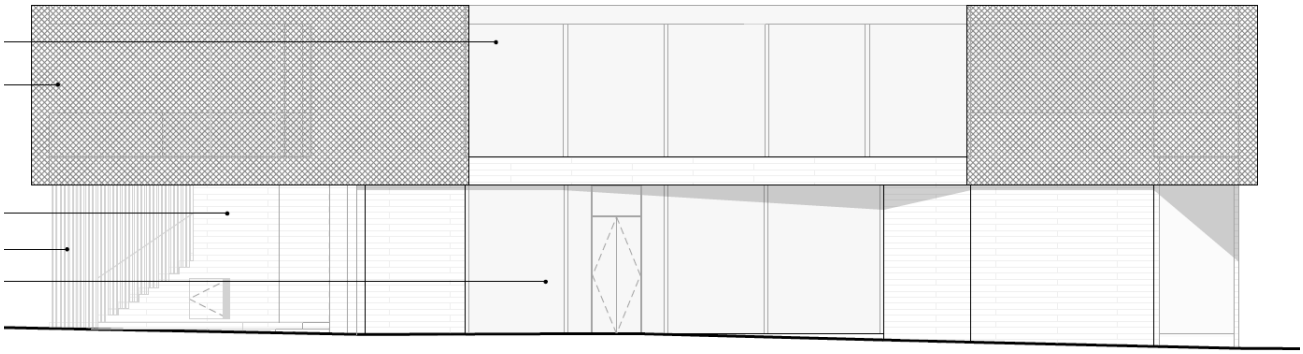


Image 1.3 – Pavilion. North Elevation

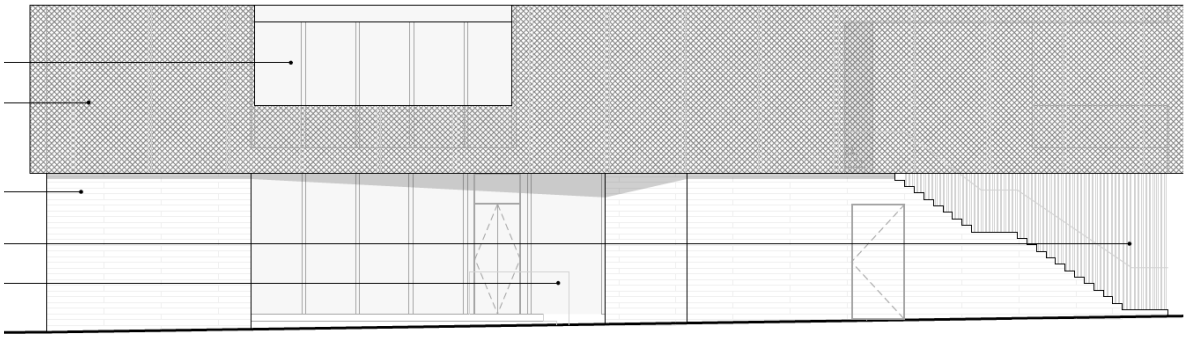


Image 1.4 – Pavilion. South Elevation

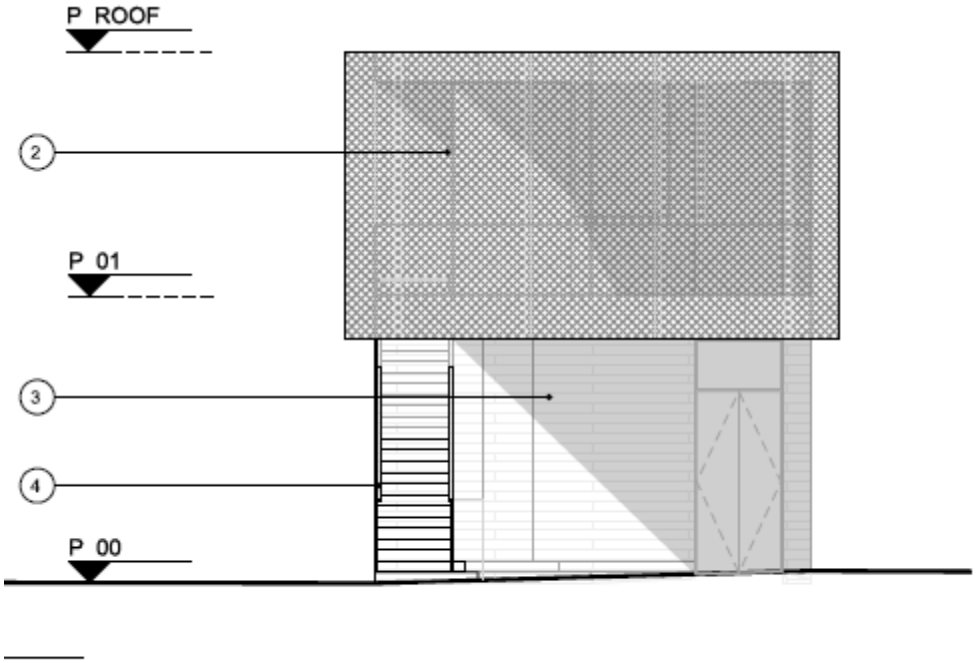


Image 1.5 – Pavilion. West Elevation

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Existing Site Images



Plot A – North Island

Image 1.1 – Station Road (Looking North)



Image 1.2 – Station Road (Looking Southeast)



Image 1.3 – Hale Road (Looking East)

Plot B – Ferry Island



Image 1.4 – Ferry Lane (Looking West)



Image 1.5 – Ferry Lane (Looking North)



Image 1.6 - Watermead Way (Looking East)



Image 1.7 – Watermead Way (Looking West)

Plot C – Welbourne



Image 1.8 – Hale Road (Looking Northwest)



Image 1.9 Monument Way (Looking East)

Plot D – Ashley Road West



Image 1.9 – Ashley Road (Looking Northwest)



Image 1.10 – Watermead Way (Looking east)

Plot E – Ashley Road East



Image 1.11 – Ashley Road (Looking East)



Image 1.12 – Ashley Road (Looking East)

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Indicative Images of Development Proposal

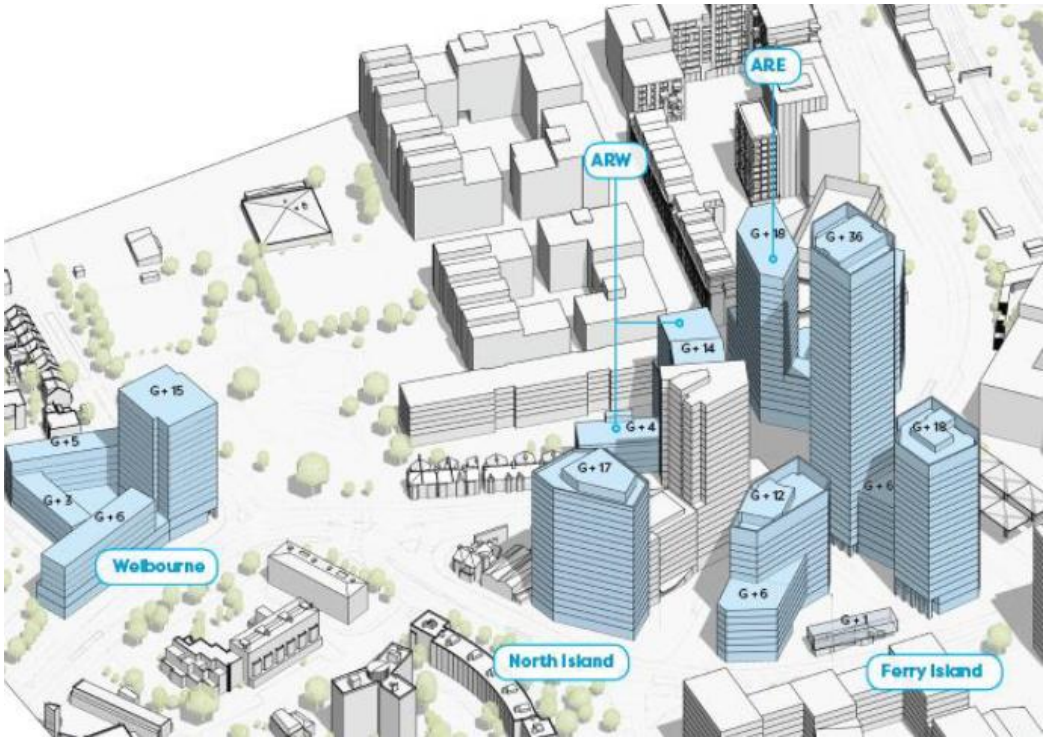


Image 1.1 – Development Concept – SDP Buildings in blue



Image 1.2 – Development Concept – Indicative Image. Tottenham Hale looking south.



Image 1.3 –Indicative Image. Welbourne.



Image 1.4 – Indicative Image. Ashley Road West and Island Sites.



Image 1.5 – Indicative Image. Ashley Road East



Image 1.5 – Indicative Image. Island Sites



Image 1.5 – Indicative Image. Building 1.



Image 1.6 – Indicative Image. Ashley Road East.



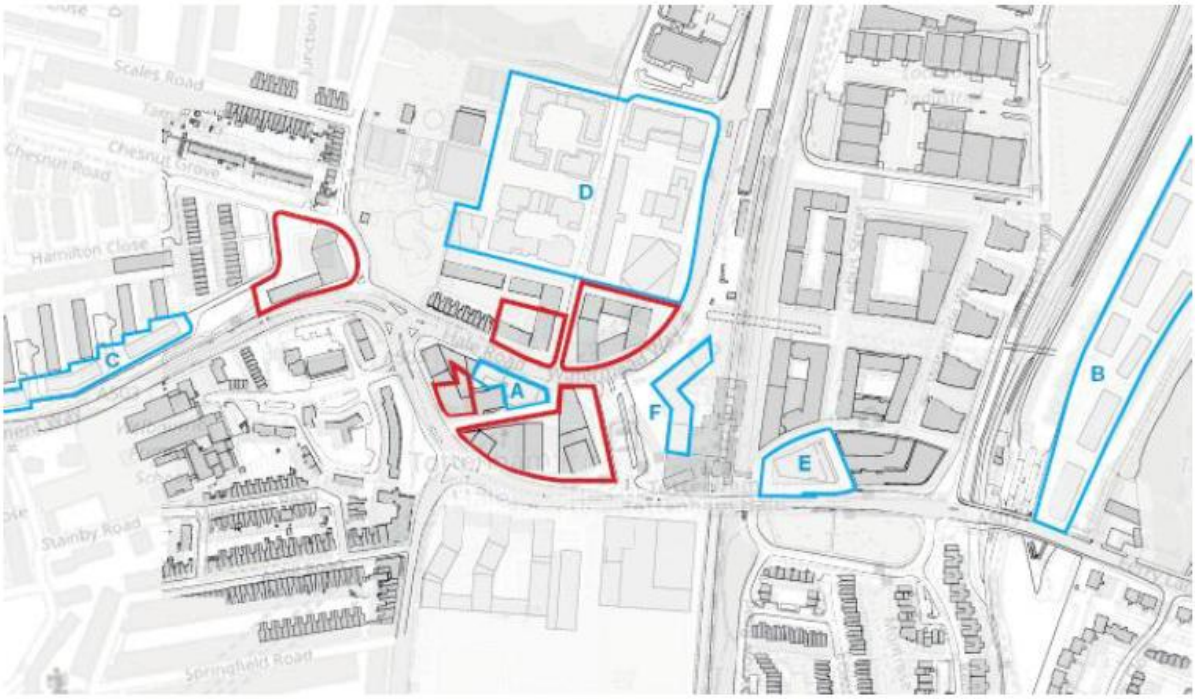
Image 1.7 – Indicative Image. Ferry Square.



Image 1.8 – Indicative Image. Ferry Square.



Image 1.9 – Indicative Image. Pavilion Building



Strategic Development Partnership (SDP) sites (outlined red) in the wider Tottenham Hale context. Other approved and emerging development (outlined blue and lettered) is summarised below:

A One Station Square (HGY/2016/3932) - Single building twenty-two storeys in height, providing 434 m2 A1/A3 uses and 128 residential units on the corner of Station and Hale Road. Granted 10.08.2017.

B Hale Wharf (HGY/2016/1719) - Residential-led mixed use development comprising of up to 505 residential units and flexible retail or business uses. Building Heights of four to twenty one storeys across the site. Outline Granted 04.17.2018. Reserve Matters granted 08.10.2018.

C Monument Way (HGY/2016/2184) – 54 affordable residential units located in three blocks ranging from four to five storeys in height southwest of Welbourne. Reserve Matters Granted 16.03.2018

D Three developments comprising:

- Cannon Factory and Ashley House (HGY/2016/4165) – Up to 335 m2 of commercial floorspace (class A1, A3, B1 and D1) and 265 residential units. Outline permission granted 02.05.2018. Reserve Matters granted 08.10.2018

- Ashley Gardens HGY/2017/2045 -– Mixed use development comprising 400 residential units and 1,211 m2 of commercial floorspace (class A1,A3,B1 and D1) Granted 08.06.2018
- Berol Yard (HGY/2017/2044) – Hybrid application for refurbishment of Berol House and construction of 2 new buildings providing 174 residential units, 275

m2 of education (DI) floorspace (National College for Digital Skills) and 4,576m2 commercial floorspace (class A1,A3,B1 and D1). Granted 08.06.2018

E Hale Works (HGY/2017/2005) - A thirty-three storey development consisting of 279 new residential units, 1588 m2 of commercial space (flexible class A1,A3,A4,B1 and D1 uses) and to the east of the transport interchange. Granted: 02.05.2018

F Over station development - An opportunity for commercial / retail ground floor uses to help frame the Station Square space. Potential for approximately 200 dwellings. Status: On hold due to Crossrail safeguarding.

Ashely Park – North of the SDP – Ashley Road West Plot is currently in pre-application discussions.

FRAME PROJECTS

Haringey Quality Review Panel

Report of Chair's Review Meeting: Strategic Development Partnership (SDP) – Tottenham Hale

Wednesday 14 November 2018
River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)
Stephen Davy

Attendees

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
James Hughes	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

John McRory	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Emily Read	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Bruna Varante	London Borough of Haringey

Confidentiality

As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

Tottenham Hale Centre Development, London N18

2. Presenting team

Tom Goodall	Argent Related
Katy Long	Argent Related
Dominique Oliver	Pollard Thomas Edwards
Matthew Sherwood	Quod

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of 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

A key requirement of the Tottenham Area Action Plan (AAP) is that development proposals in Tottenham Hale are supported by a master planned approach.
The council entered into a Strategic Development Partnership (SDP) with Argent Related in 2016, bringing together key sites central to Haringey's ambitions for a new District Centre at Tottenham Hale. Alongside new mixed-tenure homes, the partnership envisages new shops, cafes and restaurants and community facilities, including a health centre.

The redevelopment will also mean improved green spaces and better access to both the new Tottenham Hale transport interchange and the Lee Valley Regional Park. The SDP will seek to facilitate the comprehensive delivery of relevant development described in the AAP, but also the long-term and coordinated approach to maintenance and management envisaged by the evolving District Centre Framework (DCF).

Following a detailed pre-application process, Argent Related submitted a full planning application for the SDP sites in July 2018. Haringey and GLA officers are supportive of this submission and consider it reflective of the progression of the scheme through the five previous QRP reviews. Officers consider the panel's comments and formal feedback have positively shaped the scheme to date, and welcome this review as an opportunity for the panel to finalise their contributions and address any outstanding concerns.

5. Quality Review Panel's views

Summary

The Quality Review Panel warmly welcomes the design team's open and regular engagement with the feedback from the review process, and feels that this has contributed to the creation of a proposal that promises a very high quality development. It is pleased at how the proposals have progressed and responded to feedback, and feels that the scheme will dramatically transform the nature of Tottenham Hale, both as a destination and as a place to live and enjoy.

The panel feels that the overall development strategy is extremely successful, and rises to the challenges and aspirations of the Tottenham Hale Area Action Plan (AAP). It supports the inclusion of tall buildings within the proposals, and feels that the existing good transport connections and large public open spaces to be delivered as part of the masterplan will enable a significant amount of much-needed housing to be achieved within the area.

The panel offers warm support for the planning application, and has confidence in the commitment and aspirations of the applicants and the design team. Further details on the panel's views are provided below.

Island sites

- The panel is fully satisfied with the Island sites proposals. This has a very challenging context to respond to, and the high quality of the buildings and public realm proposed promise to create a successful place, changing wider perceptions of Tottenham Hale as a whole.

- The panel is happy with the massing and expression of the buildings on the Island sites, and feels that the architecture is distinguished.

- The quality of the public realm proposed demonstrates careful thought about how people move through – and occupy – space.

- The arcade is a very important architectural feature of the development; the panel supports the approach taken to ensure that it works well as a route from the station, through careful management and detailed design.

- The panel welcomes the significant work that has been undertaken in order to reduce the numbers of single aspect units, and increase the quality of the accommodation that fronts onto the noisier environments.

- The panel also welcomes the approach to explore mixed mode ventilation that strikes a good balance between natural and mechanical ventilation, whilst mitigating noise from busy roads, especially for the units in Building 3.

Ferry Island pavilion

- Whilst the Ferry Island Pavilion is the smallest building within the masterplan, it is actually very important and presents the opportunity to create an edge to the public square, provide a buffer to the noise and nuisance of the traffic, bringing delight and fine detail into the proposals.

- The panel is very pleased with the final design of the pavilion, and feels that it successfully fulfils all of these aspirations. It welcomes the careful thought that has been given to the use and functionality of the building, the materiality of the roof, the lighting and signage.

- It also welcomes the intention to establish clear signage zones and guidelines, in order to ensure that the signage is light and elegant, and carefully integrated.

- Whilst the scheme still retains its quirkiness, it also has a refined simplicity, and addresses both the square and the road very well. The texture, colour and materiality of the pavilion allows it to serve a function as a welcome foil to the development surrounding it.

- The panel also welcomes the inclusion of the 'veil' element, and would like to see the quality and detail of the pavilion as a whole safeguarded through the onward technical design and construction process.

Ashley Road East

- The panel offers enthusiastic support overall for the development at Ashley Road East. It feels that it represents a great asset on a prominent site.

- It notes that the internal planning of the scheme is very efficient, and it welcomes the work that has been undertaken to minimise the number of single aspect units – and maximise the quality of accommodation – within the building.

- In terms of the communal circulation spaces within the building, the panel feels that the generosity and quality of the circulation at first floor level offsets the reduction in daylight within the corridors at upper levels.

Ashley Road West

- The panel is happy with how the scheme at Ashley Road West has evolved during the design process, and feels that the quality and liveability of the accommodation designed within this part of the development will be very high.

- The architectural expression of the proposals is elegant, and turns the corner well, as well as relating successfully to the building adjacent at Ashley Road East.

- The panel understands that the intention is for the façade onto Ashley Road South to visually 'read' as three separate buildings, and it supports the approach to enhance this visual differential through planning conditions. It feels that reinforcing the vertical shadow gap between the tallest 'buildings' with a strip of darker brickwork, in addition to dropping / notching the parapet at the junction with the shadow gap as proposed by the design team will provide a good visual 'break'.

- The quality of the materials and construction details will be extremely important, with particular reference to the quality and texture of the brickwork, and it will be important to safeguard these through the planning process.

Welbourne Centre site

- The panel supports the proposals for the Welbourne centre site. It considers that although the density of the proposal is at the limit of what is appropriate for the site, the design team has succeeded in optimising the density whilst also achieving a well-mannered and carefully conceived piece of architecture.

- It is located away from the central area of the masterplan, but it sits at a very important corner, and responds creatively to the different challenges that the site brings.

- The design of the health centre and the housing is well-considered, and promises high quality accommodation alongside much-needed local healthcare facilities. The planning, layout and circulation of the accommodation is very successful; the deck access to the residential units works well.

- The approach taken to communal and private open spaces is successful; the central space and landscaped seating terraces will contribute to the creation of a high-quality external environment.

- The panel welcomes the approach to architectural expression, and feels that the material palette will bring a warmth to the elevations. The area of green glazed brick at ground level will bring a level of richness and dynamism to the street frontage; the panel supports the intention to further enhance the detail, variety and colour of this glazed brick panel through a planning condition.

Strategic masterplan: public realm, landscape and infrastructure

- The panel welcomes the unified approach to the distribution and layout of the different hard landscape materials, especially adjacent to the station, and feels that overall, the proposals for the public realm within the masterplan area promise a very high quality environment.

- The proposals strike a successful balance between the level of hard- and soft-landscape elements. The masterplan area is a very urban environment with potentially very high levels of activity, so the panel feels that an appropriate strategy for this location is for a predominantly hard landscape with a good

level of carefully chosen trees. It notes that the proposals include the planting of 74 trees with an additional three in pots.

- It understands that the 'red line' for the development no longer extends to reach the proposed National College for Deigital Skills to the north. In this context it welcomes the intention for the applicant and design team to collaborate with their counterparts for this adjacent site, to ensure that there is continuity and coherence within the design of the public realm to the north of the masterplan area.

- There is an intended hierarchy for the different spaces within the masterplan site; as Station Road is an adopted highway the material palette will need to conform to Council guidelines. The panel has confidence that the applicant and design team can ensure that this part of the public realm is well-considered and integrates well with the hard landscaping used elsewhere within the masterplan.

- The panel is happy with the provision of play space, and feels that they will meet the needs of families living within – and visiting - the area.

- There are appropriate levels of play space provision for 0-5 year olds within each plot, as part of communal gardens, large terraces, shared podiums and private amenity spaces.

- With regard to provision for older children (age 5-11), the panel understands that there is a good level of provision within the site, in addition to Downhill Park to the north, which again meets the required standard.

Next Steps

The panel offers warm support for the planning application. It has every confidence in the commitment and aspirations of the applicant and design team, and considers that the proposals will have a dramatically transformative effect on Tottenham Hale as a whole.

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:

a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
b) Make a positive contribution to a place, improving the character and quality of an area;
c) Confidently address feedback from local consultation;
d) Demonstrate how the quality of the development will be secured when it is built; and
e) 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:

a) Building heights;
b) Form, scale & massing prevailing around the site;
c) Urban grain, and the framework of routes and spaces connecting locally and more widely;
d) Maintaining a sense of enclosure and, where appropriate, following existing building lines;
e) Rhythm of any neighbouring or local regular plot and building widths;
f) Active, lively frontages to the public realm; and
g) Distinctive local architectural styles, detailing and materials.

Haringey Development Management DPD (2017)

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Development Management Summary – SDP Sites

20th June 2018

A Development Management (DM) Forum for the Strategic Development Partnership (SDP) sites in Tottenham Hale was held on 20th June 2018 at the Larder Café, 6 Chesnut Rd, London N17 9EQ at 7:00 PM.

7 local residents signed the attendance list on the evening. Also attending were 8 councillors (Cllr John Bevan, Cllr Reg Rice, Cllr Vincent Carrol, Cllr Ruth Gordon, Cllr Zena Brabazon, Cllr Viv Ros, Cllr Sarah James and Cllr Preston Tabois) and members of the pre-applicant's team and Haringey officers. Attendees were advised that unrecorded questions (where the speaker was not speaking into the roving microphone) may not have been captured in the minutes.

The key planning concerns highlighted at the meeting by residents were centrally the heights of proposed buildings, cycling infrastructure, affordable housing, and various design issues.

More specifically, the issues and questions raised by local residents and Councillors by topic were as follows:

- Design and Building Heights
- The proposed Welbourne development is out of context for the area.
- The proposed Welbourne development will overshadow Down Lane Park.
- A tower 38 storeys in height is inappropriate for Tottenham Hale.
- A high density development similar to Argent's King's Cross scheme is not suitable for Tottenham.
- The massing of the Welbourne blocks are visually unappealing.
- 65% dual aspect dwellings seems low for a scheme of this size.
- Why do some units in the scheme lack private amenity spaces?
- What is the level of disabled parking in the scheme?
- The unit occupiers will be impacted by air quality concerns. The local schools in the area have air quality concerns.
- The re-development of the Welbourne site will result in the loss of several mature trees.
- The redevelopment will give rise to construction impacts in the local area.

Affordable Housing

- The Welbourne Site should deliver social housing.
- The Welbourne site formally contained a community centre and is an important site for local residents.
- Other recent developments in Haringey have not been 'pepper-potted' with a mix of affordable and market units - what can be done to avoid separate residential entrances for new development?

- The housing mix for Welbourne does not contain enough family housing
- The housing mix for the wider SDP scheme does not contain enough family housing.
- Units in the scheme should be set aside for homeless and other vulnerable residents.
- The new housing provided will not be affordable for Haringey residents and will be marketed outside the UK.
- How is the Portfolio Approach to affordable housing managed? Are developer assurances on the level of affordable housing provided on each site reliable?
- The developer will renege on their affordable housing commitments and seek to remove affordable units following the grant of permission.
- What is the status of the Council's review of the Community Infrastructure Levy (CIL) charging schedule?
- The Welbourne site should not be sold to a private developer and should be returned to public ownership
- Does the site allocation for the Welbourne site require re-provision of a community centre – how is this being achieved?
- What is the developer's profit margin in viability terms?

Cycle Provision

- Will the north-south cycle route via Ferry Square be a dedicated lane or a shared surface?
- Will cycle parking at Tottenham Hale station be re-located with upgrades to the station? Where will the cycle parking be re-located to?
- Is the cycle link between the Ferry Island site and future development in the retail park resolved?
- Is the bridge over the rail tracks going to be suitable for cyclists?
- Is the pinch point along the existing cycle route running east-west along Hale Road doing to be resolved? Will Hale Road be narrowed with re-development?
- Is the Council still proceeding with an east-west link through Down Lane Park for cyclists?
- Waltham Forrest is adding cycling capacity and this should connect to Haringey's future provision.

JH 22.06.2018

COMMENTOR	COMMENT	OFFICER RESPONSE
LBH Environmental Health (Pollution)	The following comments are made with consideration of the additional environmental information that has been submitted together with apposite conditions. Air Quality: The London Plan, Policy 7.14 states that new development should: • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. An air quality assessment (Air Quality Consultants, July 2018, Chapter 9, Vol 1, ES) has been submitted along with the planning application to assess the air pollution impact of the proposed developments. The following comments can be made on the assessment. • The main air polluting operations associated with the entire site include 31no residential accessible car parking spaces and 11no on street car parking and associated traffic movements, proposed energy centres. • Air Quality Neutral Assessment demonstrated that the Development is air quality neutral in terms of both building and road traffic emissions. • 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.	Comment noted. Relevant conditions contained in Appendix 1.

	• 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. • This CURED v3 a tool (Page 4) was set out by Air Quality Consultants, and Haringey Council will not normally accept this approach. However, where possible a realistic worst-case approach has been adopted during the modelling procedure. Therefore the findings of the assessment are acceptable. • Traffic data for the assessment have been provided by Steer Davies Gleave, who have undertaken the Transport Assessment, Appendix 8.1, for the Development. Where necessary, this has been supplemented with traffic data from the London Atmospheric Emissions Inventory (LAEI). Based on the findings of the assessment, air quality issues are not considered a constraint to the planning consent for the development. However, the assessment will need reviewing if the traffic data used in the modelling is not approved by TFL. Contaminated Land: Two reports were appended (Appendix 11) to the ES (Chapter 11). 1. Phase I Geoenvironmental Desk Study by BuroHappold Engineering, Tottenham Hale Masterplan referenced number 035543 dated August 2016. The research revealed potential risks associated with the site(s) due to the former and current site activities (i.e. Made Ground [construction & demolition debris] for all the sites, depot for North island, water works / filter beds/ pumping station and petrol filling station, motor vehicle service & repair depot for Ferry Island, warehousing for Ashley Rd East and finally factories [braid & bootlace, printing ink & varnish] and petrol filling station for Ashley Road West respectively) in relation to the proposed site development. The surrounding area was also used for various industrial activities with potential sources of contamination. The risk assessment revealed low to high contamination risk to the following receptors; future site users, construction workers, site neighbours, surface water, groundwater and built environment; therefore further investigations and surveys was recommended as outlined below: • It is recommended that a site investigation is completed on each of the sites. The aims	

	and objectives of the investigation will be to gain an understanding of: o The presence and nature of any Made Ground present at the site; o The presence and composition of any contamination including asbestos within site soils and groundwater; o The geological succession and ground characterisation; and o The ground gas and groundwater regime (in the body of the site). o The data obtained from this ground investigation would be collated and assessed. This would inform any foundation solution and remediation that may be required on site. • It is recommended a detailed archaeological survey is undertaken for North Island and Ferry Island, it is likely that some form of shallow trenches will be required prior to earthworks or a watching brief will be required during the works. For the remaining sites, Welbourne, Ashley Road West and Ashley Road East, further assessment should be considered if required to meet planning conditions. • A detailed UXO survey is required prior to significant ground disturbance as part of development. 2. Geo-Environmental Interpretive Report for Tottenham Hale, London, United Kingdom by Langan International UK LTD number 841011101 dated July 2018. The report presents the results of an intrusive investigation undertaken on three out of the five plots (Welbourne, North Island and Ferry Island) at the Site. The investigation of the Ashley Road West plot has been delayed. A separate Addendum report will be produced to cover the interpretation of this outstanding work. A brief summary of the findings/conclusions/recommendations for each site was provided in the conclusion of the report as follows. a) Welbourne: o Welbourne is a former community centre that has been demolished to slab level. No buildings are present on site. Concentrations of contaminants of concern within acceptable limits for the proposed development. Single marginal exceedance of water quality standard with respect to copper. o No further investigation required but waste acceptance criteria testing likely to be required during the construction phase if surplus made ground arisings are to be disposed	

	to landfill. b) North Island: o Asbestos fibres detected in made ground at trace concentrations (<0.001%). o Concentration of mercury above background concentrations but below GAC. o Concentrations of metals in groundwater above respective water quality standards. o Investigation limited to single exploratory hole with poor recovery. o Further investigation comprising minimum of 4No. Investigation points 2No of which to be cable Percussive (CP) boreholes. Additional investigation to provide coverage of the site and investigate variability of the made ground. CP boreholes to be drilled to prove the top of the London Clay. c) Ferry Island: o Concentration of lead in made ground that exceeds GAC for public open space. o Concentrations of chlorinated hydrocarbons in groundwater that potentially present a risk to end users of the site and water resource receptors. o Concentrations of metals and ammonia in groundwater that potentially present a risk to water resource receptors. o Delineation of the chlorinated hydrocarbons using a Membrane Interface Probe (MIP) required. o Drilling of CP Boreholes to allow installation of four further monitoring wells at locations identified by the MIP results. The MIP results should also be used inform the screening of the monitoring wells. Given that the identified VOCs are dense nonaqueous phase liquids it is important that the MIP holes and monitoring wells are installed to the base of the Kempton Park Gravel which is anticipated at depths in the order of 5 to 6 mbgl. o The results of the additional investigation will determine whether a Detailed Quantified Risk Assessment (DQRA) and/or remediation is required. d) Ashley Road West: o No investigation undertaken to date but from desk study information it is known that the groundwater has historically been impacted by leakage of the underground fuel tanks. o Given the site history, further boreholes will be needed site over and above the planned	

	borehole ARWBH04. o In particular monitoring wells should be located down hydraulic gradient of the underground storage tanks and fuel distribution system. As the hydraulic gradient is not definitive additional boreholes should be located across the Ashley Road West Site. A minimum of 5 No. boreholes are recommended (unless existing monitoring points can be reused. e) Ashley Road East: o No investigation undertaken to date. Intrusive investigation comprising a minimum of 3 No. CP boreholes will need to be drilled to the top of London Clay and to allow for groundwater/gas. One day of Window sampling /trial pitting is recommended to give coverage to investigate suspected made ground. Using the data obtained from the previous assessment, the planned additional intrusive works should be designed according to recommended guidance (i.e. CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination) and Good Practice. I recommend the following conditions: Diesel Generators: • Generators shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing as necessary to meet that purpose and shall not be used at any other time. At all times the generators shall be operated to minimise noise impacts and emissions of air pollutants and a log of operational hours shall be maintained and be available for inspection by the Local Planning Authority. • The emergency back-up diesel generators installed for use on the site shall comply with the EU Stage V Emission Standards for Generator Set Engines. Evidence of compliance shall be provided to the LPA for approval prior to installation. • The diesel generators shall run on ultra low sulphur diesel (ULSD) meeting the fuel specification within EN590:2004.	

	• Unless otherwise agreed in writing by the Local planning authority all combustion flues must terminate at least 1 m above the highest roof in the development in order to ensure maximum dispersion of pollutants. Combustion and Energy Plant: • Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh. Reason: To protect local air quality. • Prior to installation details of all the chimney heights calculations, diameters and locations (5No. boilers and 3No. generators) will be required to be submitted for approval by the LPA prior to construction. Reason: To protect local air quality and ensure effective dispersal of emissions. • Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction. Contaminated land: (CON1 & CON2) CON1: • Before development commences other than for investigative work: a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at each part of the site as appropriate. 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. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. And CON2: • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. Method of Piling No phase of the development hereby approved (including the Site Preparation Works) shall commence until a Piling Impact Study has been undertaken including the method of piling foundations for that phase of development has been submitted to and approved in writing by the Local Planning Authority prior to any development commencing. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. Reason: To prevent the contamination of the underlying groundwater / aquifer. Management and Control of Dust: • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with	

	the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
LBH Waste Management	Further to your request concerning the above planning application I have the following comments to make:	Comments noted. Condition for a waste management plan

	• Wheelie bins or bulk waste containers must be provided for household collections. Wheelie bins must be located no further than 25 metres from the point of collection. • Bulk waste containers must be located no further than 10 metres from the point of collection. • Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. • If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. • Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. • All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. • If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. • 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. There are no comments to provide on this application. Unable to provide comments as application form/plans were not enclosed with request for comments. Please provide further information so comments can be provided. It has been noted that a request for twice weekly residual and recycling waste collection has been made. It is felt that due to the size and nature of the development a twice weekly collection of residential residual and recycling waste would be more suited.	contained in Appendix 1.

	Due to weights of food waste 360L storage units are no longer used in Haringey and advice is given to use 240L instead for the major developments. Table 4.1: Residential Waste Storage Requirements Building Ferry Island Building 1: 375 units requires: 32 x 1100L Refuse, 19x 1100L Recycling, 8 x 240L food waste, 375 x Food waste kitchen caddies. Ferry Island Building 2: 107 units requires: 9 x 1100L Refuse, 5 x 1100L recycling, 2 x 240L food waste, 107 x Food waste kitchen caddies. North Island: 136 units requires: 11 x 1100L Refuse, 7 x 1100L Recycling, 3 x 240L food waste, 136 x Food waste kitchen caddies. Ashley Road East: 183 units requires: 15 x 1100L Refuse, 9 x 1100L recycling, 4 x 240L food waste, 183 x Food waste kitchen caddies. Ashley Road West: 98 units requires: 8 x 1100L Refuse, 5 x 1100L Recycling, 2 x 240L food waste, 98 x Food waste kitchen caddies Welbourne: 137 units requires: 11 x 1100L Refuse, 7 x 1100L Recycling, 2 x 240L food waste, 137 x Food Waste kitchen caddies. Some of the distances between waste storage areas and collection vehicles are further than the 10 metre distances. A management plan will need to be put in place to address this. Dropped kerbs will need to be installed and gradients must be no greater than 1:20 A management plan will need to be with regards to suitable pest control of waste storage areas. Commercial waste and residential waste must be stored and disposed of separately arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place	

	and that all waste is contained at all times. 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. The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection to ensure that all guidance provided will be addressed. [BIN SIZE REQUIRMENTS]	
LBH Carbon Management	Updated Comments from Carbon Management Following Meeting with Argent on the 12/11/2018 The majority of the issues raised by the Carbon Management Team have been accepted by the developer. Where they have not, the applicant has given justification that has been accepted by the Carbon Management Team. Therefore, the Carbon Management Team supports this application and the positive benefits that it brings to carbon reduction in Tottenham Hale. **1) Sustainability Assessment** 1.1 **Previous recommended Action:** For the Applicant to commit to achieve BREEAM New Construction (2018) Very good for all non-dwelling units. And for this to be conditioned with a post construction certificate. You must submit for our written approval a design stage accreditation certificate confirming that the non-dwelling part of the development will achieve a BREEAM "Very Good" outcome (BREEAM New Construction 2018 version) a minimum of 6 months prior to commencement on site.	Comments noted. Relevant Conditions contained in Appendix 1. Relevant S106 obligations contained in Heads of Terms.

		The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research Establishment or other independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site. 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. **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. **Update:** This action has been accepted and will be delivered through condition. 1.2 The applicant has proposed a range of sustainability measures that could be delivered, and some that are confirmed. As part of the planning process any issues that are confirmed will be expected to be delivered and therefore there is no need to condition these requirements. 1.3 The applicant also has suggested some measures, which the Council cannot support. These are: - Low flow irrigation systems in landscaping. The Council cannot support a continuous watering system, and instead recommend that plants landscaping are used across the scheme are hardy plants that require no watering and could survive a drought season.	

	Update: This has been accepted and landscaped irrigation systems will not be installed. 1.4 We would recommend that instead of conditioning the above standard and targets that the applicant undertakes a Home Quality Mark Standard. 1.5 **Previously requested Action:** To either update all sustainability standards for the development and condition, or agree a single condition on the Home Quality mark Standard. **Update:** It has been put that there is no planning policy of this requirement and therefore it cannot be enforced. The Council has accepted this point. **2) Energy Strategy** 2.1 The submitted Energy Strategies have followed the energy hierarchy. Information has been provided to understand the proposals as a whole. Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified. **Update:** meetings have occurred and new information delivered. **2.2 Be Lean** 2.2.1 Overall the developments are estimated to achieve a reduction of 174 tonnes per annum (12%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development through Lean measures. This is welcomed and the Council should expect confirmation of these standards post construction. **Previous recommended Action:** To review the energy efficiency standard in the residential areas, and ensure that they are the same as the non-residential units. **Update:** Due to architectural and design solutions justification for differing energy efficiency standards has been accepted.	

	2.3 Be Clean 2.3.1 Overall the developments are estimated to achieve a reduction of 461 tonnes per annum (32%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development through Clean measures. This is welcomed. 2.3.2 Rather than delivering this 461tCO2pa saving from on-site infrastructure, there is an assumption within the application that the development will connect to the Tottenham Hale District Energy Network (DEN) and the offset payment has been reduced accordingly. For LBH to accept this energy strategy (and accompanying reduction in offset payments), it needs to be confident that the DEN will proceed. 2.3.3 The applicant has supported the proposals for the Council to bring forward the DEN and is proposing to connect to the network. As the DEN is unlikely to be delivered prior to the completion of the plots, gas boilers will be installed as an interim solution. The submitted strategy offers "Best endeavours" to connect to the Tottenham Hale DEN over the next 10 years (Section 1.5.1.2 of Energy Strategy Part 1, page 26, 3rd from last para). **Outstanding Action:** That the Council secures "best endeavours" from the applicant to connect all plots to connect to the Tottenham Hale DEN. As set out in the Strategies, the council should have 10 years to bring forward the scheme that the plot networks will connect to. 2.3.4 The developer is proposing to pay a connection charge of £250,000 to connect to the DEN. If the development does not connect to the DEN within 10yrs, the payment will be made to the Carbon Offset Fund instead. 2.3.5 It is noted that the £250,000 payment above i) does not reflect the full value of the connection to the developer and ii) the value of this payment could undermine the DEN's commercial viability. The developer is assuming they can benefit from the DEN but is unable to pay a sufficient contribution to make the DEN viable. This issue has been considered by Senior Officers who are content that LBH remains committed to delivery of the DEN and that the reduced connection charges from this scheme will not affect its viability as LBH has several routes to find alternative	

	funding to make up the shortfall (including the Heat Network Investment Project, a government grant scheme for DEN projects, and CIL). As such, the Carbon Management team are content that the DEN project remains likely and the proposed energy strategy is workable. **Update:** This has been agreed and will be within legal documents. The Council will seek out funding to bring forward the Tottenham Hale DEN. 2.3.6 There is an expectation that schemes of the scale of this application would be set up in a way which is equivalent to a Heat Trust compliant scheme. **Previous recommended Action:** Include an obligation for the heating arrangements on the scheme to meet the Heat Trust standard (or equivalent) **Update:** This has been agreed and will be within legal documents. 2.3.7 The developer has designed Building 3 to connect to the DEN from the north (requiring the DEN to be routed through the red route)and proposes to install several portions of pipework that could be adopted by the DEN and left inactive including: a) Pipework in Station Road; and b) Pipework in Ferry Link Building 3 should be redesigned to connect from the south in order to minimise costs to the DEN. The proposed pipework in Station Road should be redesigned to connect Building 3 to Buildings 1&2. This link should be owned by the developer rather than the DEN and be activated prior to occupation of the final building of Buildings 1, 2 and 3. The developer should provide details of the pipework they propose to install in Ferry Link and the proposed adoption process for approval. **Updated Action:** The developer has agreed though obligated that prior to commencement of basement works in Buildings 1, 2 or 3, they will submit revised designs for connection of Building 3 and proposals for Ferry Link for approval by the Council.	

	2.3.8	There is a lack of detail on each Energy Centre in the submission. **Previous recommended Action:** the details of each of the Energy Centres (taking account of the requirement for Ferry island Buildings 1-3 to have a single point of connection) should be secured through a condition for each site and each site plot should give more detail on the energy centres and future connectivity. Suggested Condition below: Details of the boiler facilities and associated infrastructure, which will serve all the heat and hot water loads for all the units on the site. This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include: a) location of the energy centre; b) specification of equipment and pipework; c) 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. d) flue arrangements; e) operation/management strategy; f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, space for extra equipment, punch points and large enough route of the link); and g) the route from the Energy Centre to the red line boundary with installed pipe specification to serve all heat loads. Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter. They will be	

decommissioned upon connection the Tottenham Hal DEN.

REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.

Update: This has been agreed and will be within legal documents.

2.4 Be Green

2.4.1 A reduction in regulated CO2 emissions of 37 tonnes per annum (3%) will be achieved through this third element of the energy hierarchy.

2.4.2 The plan is for the majority of the Proposed Development areas to be supplied by the DEN connection except for some of the non-domestic areas, which will be using an Air Source Heat Pump (ASHP) system in the form of a VRF. This goes against policy that expects that all of the development across the site should be heated through the community heating system. This approach should be reviewed.

2.4.4 **Previously Requested Action:** To remove the ASHPs on the site. And to commit that all non-dwelling development is connected to the community heating networks. Once this has been confirmed this should be conditioned to be delivered.

Update: The ASHP are only delivering a small heat load through a low carbon heat source. It has been agreed that efficient ASHP units are now accepted.

2.4.5 **Previously requested Action:** To increase the amount of Solar PV across the development and maximize opportunities throughout. Ensure that the Council policy SP:04 is delivered. Once this has been confirmed this should be conditioned to be delivered.

Update: It has been agreed that a report will be issued before each building commences to demonstrate maximum opportunities for Solar PV have been

delivered.

2.5 Offsetting

2.5.1 The domestic development does not achieve the required Zero Carbon Standard on site. It therefore should offset the remaining 525 tonnes of carbon

2.5.2 The non-domestic development does not achieve the 35% improvement over Building Regulation 2013. It should therefore offset the remaining 11 tonnes of carbon.

2.5.3 **Previously requested Action:** To offset the schemes carbon. At a cost of £1,800 per tonne (over 30 years).

Update: A contribution of £939,650 has been agreed and will be secured though legal documents.

3) Overheating Assessment

3.1 An Overheating Analysis using thermal dynamic modelling in line with CIBSE TM59 has been undertaken using London Weather Files (TM49) to assess the overheating risk within the conditioned areas of the building; its results demonstrate compliance under the DSY1 weather file for all plots. But all weather files should be used.

3.2 **Previously requested Action:** For the TM59 analysis to be redone and all weather files modelled, covering future years, and using high emissions scenarios for all sites. Appropriate mitigation should be designed in.

The developer will submit for approval an overheating model and report. The model will assess the overheating risk (using future weather temperature projections), and report will demonstrate how the risks have been mitigated and removed through design solutions. This assessment will use TM59 (for domestic) or TM52 (for non-domestic). Both models will be run using the

London Weather File TM49.

This should be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site and any measures shall be operational prior to the first occupation of the development hereby approved.

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

- Full listing (based on unit number relating to planning drawings) of units modelled and the overheating risk before measures are installed;
- The measures installed to reduce overheating risk:
  - the standard and the impact of the solar control glazing;
  - that all heating pipework is appropriately insulated
  - that passive cooling and ventilation features have been included
  - highlight the mitigation strategies to overcome any overheating risk
  - that there is space for pipe work and that this is designed in to the building to allow the retrofitting of cooling and ventilation equipment is needed.

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

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

REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

Update: This has been agreed and will be within legal documents.

	4) EIA 4.1 The EIA is separated into chapters, some of which are commented on below: **4.2 Ecology** 4.2.1 Tottenham Hale has been identified through this report as lacking in ecological value. Measures that could deliver increased ecological value have not been commented on. Design responses such as living walls and roofs have not be included. This is a missed opportunity. 4.2.2 We believe that there is opportunity to incorporate a wider range of GI measures in addition to street trees and green roofs (together with ecological measures recommended within the Ecological report) reflecting the ambition of "greening the grey" of the Council. These include: - Working with areas of hard landscaping that could be redesigned into a greener courtyard or pocket parks; - where street trees are not feasible to install, consider creating rain gardens, planting shrubs and planters that provide forage for birds and insects as well as green walls and roofs; - elements of the SUDs system could be green engineered introducing water into the development; and - in some cases public access and biodiversity could be combined to allow for greater access to green spaces. Others should remain unlit and provide specific habitats to support biodiversity. 4.2.3 Providing a high quality, natural greenspace that is linked to the development site by well-maintained green routes will allow for greater access to nature for the public, particularly beneficial for health and well-being as well as creating wildlife corridors. 4.2.4 Hale Village (to the East of this site) has included living roofs on all its developments. This has brought a green link for insects and bird life into the area from the regional park. We should seek to continue this by the inclusion of living roofs and walls into this development. At present, the design of this scheme would	

	create a barrier for ecological habits. **4.2.5** **Previous requested Action:** For the Applicant to review the opportunities for pocket parks, green planters, living walls and roofs on this scheme and include them through the design process. To enhance the benefits of the scheme and deliver a better Ecological outcome. Once this has been confirmed this should be conditioned to be delivered. Update: This has been agreed and will be within legal documents. 4.2.6 The Ecological Appraisal makes several recommendations to improve and mitigate the developments impact on the local ecology. These include: - The installation of bird brick boxes; - Designing the lighting of the area to minimize the impact on the local bat population; - Bat brick boxes to be installed; and - Insect hotels and habitats to be designed into the scheme. 4.2.7 We welcome the more sustainable design of brick boxes over wooden boxes. 4.2.8 More information is needed so that this can be conditioned and delivered as at present there are no details on number location etc. Specifically: - The number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the bird species; - Details on the bird brick box (or other) design and for what bird species would they serve; - The lighting measures and ongoing management to reduce the impact on recorded bat populations; - The number, and location of the bat brick boxes; and - The number, and location of the insect hotels. Giving regard and access to the wider habits that would support this insect population. **4.2.9** **Previously requested Action:** For the applicant to address the issues set out in para. 4.2.8. Once this has been confirmed this should be conditioned to be delivered.	

That prior to commencement on site details on the biodiversity benefits shall submitted to the local authority for approval. This will include the following:

- Details on the number, and location of the bird brick boxes (or other) - including orientation and links to habitats that would be needed to support the identified bird species;
- Details on the bird brick box (or other) design and for what bird species would they serve;
- The lighting measures and ongoing management to reduce the impact on recorded bat populations;
- The number, and location of the bat brick boxes;
- The location of native and natural green spaces designed for biodiversity benefit; and
- The number, and location of the insect hotels. Giving regard and access to the wider habits that would support this insect population.

This infrastructure should not be impacted by amenity uses and access will only be permitted for maintenance, repair or escape in an emergency.

This infrastructure shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.

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

Update: This has been agreed and will be within legal documents.

4.2.10 All the roof plans show that they include (Welbourne, the island sites, and Ashley Road West) or could include (Ashley Road East, the Island Sites) biodiverse roofs. We welcome the roofs that have them designed in on a lot of the roof space, and

ask the applicant to include Biodiverse Roofs on the buildings that currently do not. Alongside this the Council will need more details on the design of these roofs to ensure that maximize benefit is secured. This would include:

4.2.11 **Action:** The requirements in 4.2.10 should be conditioned.

That prior to commencement on site details on the living roof shall submitted to the local authority for approval. This will 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 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 (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.

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

	Update: This has been agreed and will be within legal documents.	
LBH Environmental Health (Noise)	I have read the Environmental Noise Survey (Ref. No: 18113-R02-C) and the Baseline Vibration Report (Ref. No: 18113-R03-B) dated 14th June 2018, authorised by Dilan Neumann and Andrew Long respectively of Sandy Consultants in Acoustics, Noise & Vibration. Both reports along with the Noise ES - Chapter 10 of the Environmental examines and assesses the suitability of the site for residential use as well as the potential impact that noise and vibration will have on the existing sensitive receptors and future occupants of the proposed development. There are no adverse observation made in principle to this application however the following conditions shall apply; Internal Noise Levels within Residential Units All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to meet the following noise levels; Time Area Maximum Noise level Daytime Noise 7am – 11pm Living rooms & Bedrooms 35dB(A) Dining Room/Area 40dB(A) Outdoor Amenity 55dB(A) Night Time Noise 11pm -7am Bedrooms 30dB(A) With no individual events to exceed 45dB LAmax (measured with F time weighting) between 23.00hrs – 07.00hrs. A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval. REASON: To ensure high quality residential development Building Services Plant Noise Condition	

	Noise arising from the use of the building service plants and associated equipment shall; 1) Not increase the background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential receptor. 2) Not exceed the background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest commercial receptor. All plant units shall be installed and maintained thought out the duration of there use in accordance to the above condition. REASON: to ensure high quality residential development and protect the amenity of the locality Vibration Monitoring was undertaken in respect of potential vibration from the London Underground Victoria and the Northumberland Park Spur Lines. The results from the Baseline Vibration Report confirmed that the vibration dose value recorded, is below the low probability of adverse comment. Therefore with respect to this proposed development no mitigation measures are required for vibration. Sound Insulation between Residential and Commercial Properties. 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 and shall be maintained thereafter. REASON: to protect the amenity of the locality. Construction and Demolition I have read the Framework Construction Environmental Management Plan produced by Quod, dated July 2018. Under section 8 - General Construction management there is	

	confirmation that noisy demolition and construction works will be undertaken within Haringey's permitted times as followings; Monday – Friday 08.00 – 18.00hrs Saturday 08.00 - 13.00hrs Sundays & Bank Holidays No Noisy Works I am satisfied that the Environmental Control Measures documented under section 9.3 - Noise & Vibration Measures will ensure that the best practical means as defined under section 72 of the Control of Pollution Act 1974 will be employed to minimise the emissions of noise and vibration generated on site. Advisory To effectively protect the existing noise sensitive receptors from adverse levels of noise and vibration, the principal contactor shall be encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974 for this development.	
LBH Transportation	The site consists of a number of development plots located in the Tottenham Hale Central area. These development plots are as follows: (1) Welbourne – this site is enclosed by Chesnut Road to its north, Monument Way to its south, Fairbanks Road to its west and Park View Road to its east. Monument Way forms part of the Transport for London Road Network (TLRN) whilst Park View Road and Chesnut Road are London Borough of Haringey (LBH) adopted highway. Fairbanks Road is a private road. (2) North Island – this site is bounded by The Hale, which forms its eastern and western boundaries, Station Road to its south and the existing Premier Inn Hotel on Station Road to its east. The Hale is part of the Transport for London Road Network (TLRN), whilst Station Road is LBH adopted highway. (3) Ferry Island – this site is bounded by Watermead Way to its north, Ferry Lane to its south, Station Road to its west and the existing Tottenham Bus Station to its east. Ferry Lane, Watermead Way and Station Road are LBH adopted highway. (4) Ashley Road West – the site is located at the corner of Hale Road (north side of Hale	Comments noted. Relevant conditions are contained in Appendix 1. Relevant S106 obligations noted in the Heads of Terms.

	Road) and Ashley Road (west side of Ashley Road). (5) Ashley Road East – located on the east side of Ashley Road, with Watermead Way forming its southern and eastern boundaries. Ashley Road is LBH adopted highway. Policy Context The site sits within the Lee Valley Opportunity Area as defined in the London Plan. This area has the potential to deliver 21,000 new homes and 13,000 new jobs, in recoginition of the transformative role of Crossrail 2 and other future transport interventions, in terms of improving connectivity and capacity to support the planned housing and employment growth. London Plan Policies Policy 2.13 The policy recognises the key role of an improved public transport offer, in terms of managing the increased travel demand generated by the intensification of an area. The policy identifies the need for improvements to the stations within the Lee Valley Opportunity Area. The Crossrail 2 proposal recognises Tottenham Hale as an important interchange station, providing connections to and form Central London, Stansted Airport and beyond, and identifies the need for new platform/s (at least one new platform) and station improvements to increase station capacity and enhance accessibilty, and jounrey times. Policy 6.1 & 6.2 – 6.14 The policy sets out the strategic approach to transport and encrouages patterns of developments that reduce the need to travel, especially by private car; promotes improved capacity and accessibility of public transport, walking and cycling; promotes improvements to interchanges between different forms of transport, especially around rail and underground stations; supports measures that encourage a shift to sustainable modes and appropriate demand management; promotes greater use of low carbon technologies aimed at reducing carbon emissions from transport; and seek to promote walking through improving the public realm. Policies 6.2 to 6.14 sets out the Mayor's specific requirements for all modes and the approach that Local Authorites in London should take in assessing	

	major development proposals. Haringey Local Policies The Tottenham Hale Area Action Plan (AAP) 2017 identifies Totteham Hale as an area for significant housing and employment growth and the area is expected to accommodate 5,000 new homes and 4,000 new jobs. This is a signficant proportion of the overall growth for Tottenham as whole. This housing and employment growth is predicated on the current and future access to public transport. The AAP identifes the role of Crossrail 2 in supporting this growth. Policy AAP7 sets out the Council's approach to transport in the Tottenham growth areas. The policy identifies the need for improvements to pedestrian connectivity and permeability, improvements to the cycle network, road safety and highway network improvements, reduced car parking provision, and bus capacity and route enhacements. Essentially, the Tottenham AAP highilights the need for improvements and interventions covering all modes, including walking and cycling. Policy DM31 promotes high-trip generating developments in areas of high public transport accessibily, where generated car travel can be minimised. The policy encourages walking and cycling and promotes improved pedestrian and cycle routes and links with public transport facilities. Policy DM32 supports limited or no on-site car parking in areas of PTAL 4 and above, where a controlled parking zone (CPZ) exists or will be introduced prior to the occupation of the development. Public Transport Access All of the development plots within the masterplan site achieve a public transport accessibility level (PTAL) of 6a (with 0 being the worst and 6b being the best). There are some variances in the public transport options serving each development plot. Numerous bus routes serve the masterplan site. Access to bus services vary across the masterplan site but in general terms, the site has excellent access by bus. There are six (6) to 14 bus routes serving the individual development plots. The bus services in Tottenham Hale central includes two (2) night buses, which runs through Tottenham Hale Station. Thus, the site enjoys 24-hour access by bus.	

	All development plots are accessible from Tottenham Hale Station, which offers London Underground services via the Victoria Line, and national rail services. The Victoria Line provides London Underground services between Walthamstow Central and Brixton via Central London. Additionally, the Victoria Line is part of London's 24-hour tube network, which operates a 24-hour service on Friday and Saturday. The 24-hour tube network includes the Central Line, Jubilee Line, Northern Line and Piccadilly Line. The Welbourne development plot benefits from access to two (2) rail/underground stations. The site is approximately 824m from Bruce Grove Station and approximately 345m from Tottenham Hale Station. Bruce Grove Station offers rail services between Cheshunt/Enfield Town and London Liverpool Street stations. Existing Highway Network The road network adjoining the site includes local and strategic roads. The responsibility for managing and maintaining these roads are detailed below: • Monument Way – is part of the Transport for London Road Network (TLRN) (A10/A503) and is maintained by TfL; • Chesnut Road – is part of the Local Road Network and is maintained by London Borough of Haringey (LBH); • Park View Road – is part of the Local Road Network and is maintained by LBH; • Hale Road – is part of the Local Road Network and is maintained by LBH; • Ashley Road – is part of the Local Road Network and is maintained by LBH; • The Hale – is part of the TLRN (A10/503) and is maintained by TfL; • Station Road – is part of the Local Road Network and is maintained by LBH. The above roads are subject to parking controls although they are not part of a unified Controlled Parking Zone (CPZ). Monument Way is subject to 'Red Route' restrictions in the form of double red lines, which prohibits parking at anytime. These double red lines continue into Park View Road where the parking restrictions change to double yellow lines, indicating a change in jurisdiction from TfL to LBH. Park View Road is within a controlled parking Zone (CPZ) that operates Monday to Friday 8:30AM to 6:30PM and Event Days Monday to Friday 8AM to 8:30PM, Saturday, Sunday & Public Holidays Noon to 8PM.	

	Chesnut Road is not included in a CPZ and as such is unrestricted. Fairbanks Road is private and therefore does not form part of a Council-managed controlled parking zone (CPZ). However, parking restrictions are in place in Fairbanks Road, comprising of double yellow lines along the frontage of the Welbourne development plot. There are marked parking bays on the side opposite the site, which indicates that Fairbanks Road is part of an estate-parking scheme. Ashley Road is not included in a CPZ but is subject to parking restrictions, consisting of double yellow and single yellow lines, which restricts parking and loading at certain times. There are no on-street parking spaces in Ashley Road, in the vicinity of the Ashley Road development plots. Hale Road is not in a CPZ but is subject to parking restrictions, consisting mainly of double yellow lines prohibiting parking/loading at any time. There is an existing layby on the southern side of Hale Road, opposite the Ashley Road West site, which accommodates a limited number of parking spaces. Station Road is subject to double yellow lines, prohibiting parking at anytime. The Hale is part of the TLRN and is subject to double red lines, which prohibits parking at anytime. East of its junction with Broad Lane, The Hale and Ferry Lane, become part of the local road network and are subject to double yellow lines, denoting no parking at anytime. Cycle Network The cycle network surrounding the masterplan site consists of a mixture of quiet cycle routes and routes on busy roads – both carriageway and off-carriageway routes. These are TfL-defined 'blue routes' that provide connections to Cycle Superhighway 1 (CS1) running north-south along the A10 (High Road). The CS1 route can be accessed to the west of the site. The planned cycle route, which is one (1) of six (6) new cycle routes for London announced by the Mayor in January 2018, runs from Camden to Tottenham Hale. This route is due for completion by TfL in 2020/21. The Transport Assessment does not mention this future cycle infrastructure but it is understood that TfL is progressing the initial design of the scheme, in liaison with LBH highway officers. The final design will need to consider the	

	interface with the proposed Tottenham Hale Highway Improvement scheme. It should be noted that the proposal seeks to deliver significant highway and public realm improvements through the Section 278 Agreement, including new routes through the site, which improves pedestrian and cycle permeability and improves linkages with the cycle routes on its periphery. Additionally, the proposal will complement the cycle infrastructure improvements secured under recent planning consents such as, the extension of the contraflow cycle route in Ashley Road to Park View Road, and the introduction of a toucan crossing in Watermead Way to better align with the shared cycle and pedestrian space in Ferry Way. Trip Generation and Impacts The principles and methodologies applied for deriving the trip rates and assessing the residual impacts of the development on the highway network and public transport services were agreed with the Council as part of the pre-application process. This was presented in the Transport Assessment Scoping Report (TASR). Officers are satisfied that the trip generation follows best practice guidance and uses the industry standard empirical data sources, such as suitable TRICS sites and census data. There were initial concerns that the TRICS comparator sites used for deriving the trip rates are considerably smaller than the proposed residential component but having reviewed the selection criteria for TRICS sites, officers are satisfied with the trip generation methodology and its outcome. Moreover, the trip rates derived from the TRICS sites are broadly comparable with the typical trip rates for residential developments of the type proposed. The trip generation is presented at Section 5 of the Transport Assessment. With the exception of the Ferry Island Retail Park, the extant uses are excluded from the baseline trip generation. The rationale for this exclusion is set out in the Transport Assessment. The rationale can be challenged but this exclusion does not seriously affect the reliability and the overall conclusions of the Transport Assessment. In fact, it adds to the robustness of the assessment and presents the worst-case residual impacts of the development. The forecast trip generation and net trip generation of the proposed development are presented at Table 1 and Table 2 below.	

Table 1: Proposed Development Trip Generation

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2200)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Car Driver	5	15	20	10	8	18	96	96	192
Car Passenger	2	4	6	3	3	6	27	27	54
Bus/Coach	43	138	181	89	70	159	828	828	1,656
National Rail	24	62	86	41	36	77	399	399	798
London Underground	51	219	270	137	94	231	1,199	1,199	2,398
Taxi	1	5	6	3	2	5	28	28	56
Motorcycle	1	4	5	2	2	4	23	23	46
Bicycle	7	22	29	14	11	25	131	131	262
Walk	15	34	49	22	21	43	226	226	452
Other	0	1	1	1	1	2	2	2	4
Total	149	504	653	322	248	570	2,959	2,959	5,918

Table 2: Forecast Development Net Trip Generation

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2200)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Car Driver	-8	-1	-9	-81	-70	-151	-770	-764	-1,534
Car Passenger	2	4	6	3	3	6	27	27	54
Bus/Coach	43	138	181	89	70	159	828	828	1,656
National Rail	24	62	86	41	36	77	399	399	798
London Underground	51	219	270	137	94	231	1,199	1,199	2,398
Taxi	1	5	6	3	2	5	28	28	56
Motorcycle	1	4	5	2	2	4	23	23	46
Bicycle	7	22	29	14	11	25	131	131	262
Walk	15	34	49	22	21	43	226	226	452
Other	0	1	1	1	1	2	2	2	4
Total	136	488	624	231	170	401	2,093	2,099	4,192

Additional to the trip generation and net trip generation for the proposed development, it was agreed that the Transport Assessment should include a cumulative impact assessment, which includes the following recent planning consents. The results of the cumulative assessment is presented at Table 3.

1. 1 Station Square (HYG/2016/3932);
2. Tottenham Hale Bus Station (HGY/2017/3649);
3. SW Plot Hale Village (HGY/2017/2005);
4. Cannon Factory and Ashley House (HGY/2016/4165);
5. Berol Yard (HGY/2017/2044);
6. Ashely Gardens (HGY/2017/2045);
7. Harris Gardens (HGY/2015/3096);
8. Hale Wharf (HGY/2016/1719);
9. Unit 10 (B&Q) (HGY/2013/1897);
10. Land North of Monument Way and South of Fairbanks Road (HGY/2016/2184);
11. Tottenham Hale Station (HGY/2013/2610);
12. Apex House (HGY/2015/2915).

Cumulative Impacts

The cumulative net trip generation presented at Table 3 shows an increase of 53 two-way and 21 two-way vehicle trips in the AM and PM peak periods, respectively. The net cumulative vehicle trip generation appears to be small but this is consistent with the type of developments that are coming forward in the area i.e. car-free developments. An uplift of 502 two-way trips in the AM and 428 two-way trips in the PM peak period is anticipated on London Underground services at Tottenham Hale Station. The anticipated cumulative impact for rail is 177 two-way AM and 156 two-way peak period trips. An additional demand of 642 two-way trips in the AM peak period and 314 two-way trips in the PM peak period is anticipated.

The additional rail and underground trips can be accommodated within the capacity of services through Tottenham Hale Station. The cumulative uplift in bus demand is likely to impact capacity on the bus routes with the heaviest demand.
Table 3: Cumulative Net Trip Generation

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	
Car Driver	-6	59	53	13	8	21	
Car Passenger		-16	1	-15	-6	-19	-15

Bus/Coach		365	277	642	168	146	314	
National Rail		57	119	177	91	66	156	
London Underground		122	379	502	265	164	428	
Taxi	25	16	41	8	7	15		
Motorcycle		2	4	6	3	2	5	
Bicycle		53	43	96	27	50	77	
Walk	577	309	886	206	227	433		
Other	2	6	8	4	2	6		
Total	1,181	1,214	2,395	778	652	1,425		

Highway Impacts

In terms of the trips on the highway network, the forecast trip generation for vehicles (car driver) is 20 (5 arrivals and 15 departures) two-way trips in the AM peak period and 18 (10 arrivals and 8 departures) two-way trips in PM peak period. The assessment finds that the proposal will reduce trips by car, with a forecasted reduction of 9 and 70 two-way vehicle trips in the AM and PM peak periods, respectively. This suggests that the residual effects of the development on the highway network will be minimal. Given the car-free nature of the site, this conclusion is accepted. It should be noted that the mode share for cars have been readjusted from 30% (Census 2011) to 5%, for the purpose of the assessment. Accordingly, the mode share for public transport and other modes were readjusted. In the case of buses, rail and underground the mode shares were increased.

Public Transport Impacts

The Transport Assessment considered the impact of the development on local public transport services, including bus services, London Underground and national rail. The public transport impact assessment takes a similar approach to the highway impact assessment i.e. the assessment considers the net public transport trip generation and compares this with the baseline to determine the residual trip generation and its impacts on public transport services.
The assessment looks at the impacts of the development on the Victoria Line services operating at Tottenham Hale Station. The anticipated additional trips on the Victoria Line services is 270 (51 arrivals and 219 departures) two-way trips in the AM peak period and 231 (137 arrivals and 94 departures) two-way trips during the PM peak period. In terms of the line capacity analysis, the findings show that the development will marginally increase

passenger demand at Tottenham Hale Station. The assessment shows that there is considerable capacity on the Victoria Line, on both the northbound and southbound services assessed. It should be noted that the assessment does not extend beyond Blackhorse Road and Seven Sisters stations where line capacities are likely to be significantly constrained during peak periods.

The assessment looked at gate capacity and predicts a small increase in passenger flows through the gates at Tottenham Hale Station. The predicted increase is insignificant and gives no cause for concern. There are planned changes for Tottenham Hale Station that will improve gate capacity. The assessment has not factored in these planned changes, which are expected to be implemented prior to operation of the development.

Turning to rail, the predicted development trips for national rail services are 86 (24 arrivals and 62 departures) two-way trips in the AM peak period and 77 (41 arrivals and 36 departures) two-way trips in the PM peak periods. The assessment shows that these additional trips would have minimal impacts on national rail services operating at Tottenham Hale Station. It is noted that Bruce Grove Station was not included in the public transport impact assessment. However, this exclusion does not affect the general conclusions of the assessment. Bruce Grove Station is expected to attract trips associated with the Welbourne site only and as such the additional trips through the station would be minimal.

The bus impact assessment shows that the development will generate an increased demand of 181 passengers (43 arrivals and 138 departures) and 159 (89 arrivals and 70 departures) in the AM and PM peaks, respectively. Upon querying the initial assessment, which apportioned the development bus trips equally across the bus routes, the applicant undertook a further bus patronage analysis. The results are presented at Table 4 below.

Table 4: Bus Patronage Analysis (Peak Hour Assessment)

	AM			PM		
Bus Route		IN	OUT	TOTAL	IN	OUT	TOTAL
230	2.6	8.2	10.8	5.3	4.2	9.5	
192	9.3	28.3	37.6	18.4	14.9	33.2	
76	13.1	45.9	59.0	29.3	22.0	51.4	
123	5.8	13.4	19.2	9.0	8.4	17.4	

149	2.3	8.2	10.5	5.2	3.9	9.1	
279	2.0	6.1	8.1	4.0	3.2	7.2	
349	2.3	8.2	10.5	5.2	3.9	9.1	
W4	2.2	8.1	10.4	5.2	3.8	9.0	
41	3.3	11.6	14.9	7.4	5.6	13.0	
Total			181			159	

The greatest impact of the development is on Bus Route 76, which attracts 59 additional two-way trips in the AM peak and 51 two-way trips in the PM peak period. Bus route 76 has a frequency of 8 buses per hour during peak periods and therefore it is not expected that the additional demand would greatly affect capacity on this route. Notwithstanding, TfL's response to the bus impact assessment is awaited.

The conclusions of the Transport Assessment are accepted i.e. the development will not create a significant level of additional public transport trips that will major consequences for local public transport services.

Access and Parking

Access

The proposal includes three (3) vehicle access points, which provides access to the proposed on-site Accessible car parking for the Welbourne site, Ashley Road East and Ashley Road West sites. The proposed access point for the Welbourne Centre site is located in Fairbanks Road. This access is acceptable in principle but the applicant should note that Fairbanks Road is not LBH adopted highway and therefore will require the approval of the owner of this road (Homes for Haringey).

The proposed access points for Ashley Road East and Ashley Road West are acceptable in principle but the details will need to be submitted to the Council for closer inspection and approval prior to implementation. The access points in Ashley Road will form part of the Section 278 agreement that encompasses a comprehensive package of highway improvements across the masterplan site. There are no vehicle accesses provided for the Ferry Island and North Island sites.

Car Parking

The development is essentially car-free with the exception of accessible car parking. This

	approach is compliant with London Plan (policy 6.13) and Haringey local policies (DM32), which presumes in favour of such developments in highly accessible locations. In terms of the quantum of accessible parking, the development includes a total of 31 spaces for residential use and 2 no. for visitors to Welbourne. These spaces are distributed across the site. • 10 no. accessible parking spaces are provided within the courtyard of the Welbourne site. • 8 no. accessible courtyard spaces are provided on The Ashley Road West site and; • 11 no. courtyard spaces are provided on the Ashley Road East site. This totals 29 no. courtyard Accessible car parking spaces. • 2 no. Accessible parking spaces are provided on Station Road, for the use by occupiers of the North Island and Ferry Island sites. • 2 no. Accessible parking spaces are provided in Chesnut Road for visitors to the Welbourne site. The level of Accessible car parking equates to 3% of the overall quantum of residential units. The current London Plan requires 10% Accessible car parking. The Draft London Plan requires one space per dwelling for 3% of dwellings, to be provided from the outset. However, the policy provides that, “the applicant is required to demonstrate on plan and as part of a Car Parking Management Plan, how the remaining requirement of 1 space per dwelling, for up to 10% of dwellings can be accommodated”. It is assumed that the proposed Accessible parking is the maximum that can be accommodated on the site. The Transport Assessment does not explain the rationale for the level of Accessible parking provided but the constraints of the site are such that it precludes a greater number of Accessible parking spaces. The Council would welcome a greater number of Accessible parking spaces, in line the London Plan but accept that this is unviable. The Council has taken a pragmatic view and accepted a similar level of provision under recent planning consents in the area. So taking into account recent planning consents, which establishes the principle for a lower provision than the London Plan, and the constraints of the site, the level of Accessible car parking is considered acceptable. Car Club	

	The proposal includes on-street car club parking bays. The indicative locations of these spaces are shown on the accompanying Highways Layout Plan. Provision for car clubs are supported and will form a key element of travel planning for the proposed uses. The proposed locations are acceptable in principle but the final locations will be determined as part of the review of the existing CPZs. Cycle Parking The development includes 1,817 long-stay cycle parking spaces. These spaces are distributed across the masterplan, with each development site incorporating the required cycle provision. The Welbourne Centre includes 250 cycle parking spaces at the ground floor, for residential use, with access via the courtyard and the residential entrance on Chesnut Road. 813 long-stay cycle spaces are provided at shared basement level for Ferry Island Buildings 1 and 2. I note that the submission includes two options for the basement (Option A and Option B) but it appears that the total cycle parking provision for Ferry Buildings 1 and 2 will be included under either option. Access via the lifts in the residential cores of each building. The long-stay cycle parking provision of 235 spaces for Ferry Island Building 3 (North Island) are provided at floors 2 to 5. These cycle parking spaces are not shown on the submitted plans. The applicant is therefore required to submit a plan showing the details of cycle parking spaces. 321 long-stay cycle parking spaces for Ashley Road East are provided on the ground floor and mezzanine levels. The long-stay cycle parking for Ashley Road West is located on the ground floor. The Transport Assessment states that long-stay cycle parking will be provided for non-residential use but the details such as quantum and location have not been included as part of the submission. The applicant is therefore required to submit further details of the cycle parking for the non-residential uses, for approval prior to implementation of development.	

	Short-stay cycle parking of 182 spaces is provided for visitors, in the form of Sheffield stands. These cycle spaces are located within the public realm, in publicly accessible areas on the frontages of each of the development plots. The locations shown on the submitted documents are acceptable but details will need to be submitted for approval by the Council. Supporting facilities such as lockers, showers and changing rooms for long-stay cyclists associated with the commercial use is encouraged. Consideration should be given to providing spaces for less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers. Section 278, Section 247 and Section 38 Section 278 & Section 38 Highways Act The proposal will deliver significant highway and public realm benefits through the Highway Improvement Works package, which is secured through a Section 278 Agreement between the Council and the applicant. The highway improvement works was the subject of extensive engagement between the applicant and the Council and elements of these works are essential to enable the development; and therefore will need to be delivered in advance of the development. The highway improvements works encompasses the following: • Widening of Hale Road to provide two eastbound traffic lanes on the approach to the junction with Ashley Road; • Installation of traffic signal controls at the Watermead Way junction with Ashley Road and Station Road, which incorporates a relocated toucan crossing across Watermead Way; • Reconfigured bus station layout and creation of signalised junction at the northern end of the bus station; • New signalised pedestrian crossing on Watermead Way, to the north of Cygnet Way junction; • The provision of bus standing space on Watermead Way, to the north of the Cygnet Way junction; • Realignment of Station Road; • Any other works reasonably necessary to facilitate those works described above such as relocation of street furniture and highway drainage, paving and carriageway resurfacing works; and in general accordance with the approved Highway Works Plan;	

	The highway works described above will be delivered in seven (7) phases. Phases 1, 2 and 3 consists of enabling/ temporary works and has been secured by a Section 278 Agreement, which is to be signed imminently by both parties. The remaining phases (Phase 4, 5, 6 and 7) comprises the permanent highway works and will be secured by a separate Section 278 Agreement, which is to be agreed with the applicant following the grant of planning consent. In accordance with the Highways Layout Plan there are areas of private land included as part of the proposed highway. As such, all areas of private land included as public highway will need to be dedicated through an agreement pursuant to Section 38 Highways Act 1990 or other appropriate legal provision. This generally relates to Station Road and Ashley Road. Section 247 TCPA 1990 The proposal involves some sections of public highway that will need to be stopped-up pursuant to Section 247 of TCPA 1990 in order to include these areas within the development and to enable the realignment of Station Road as proposed. The principle of stopping-up the land and a plan of the indicative areas have been agreed with the Council. The applicant is aware that they will need to formally submit stopping-up applications to the Council. Additionally, there is land to be stopped-up in accordance with the Bus Station Planning Application (HGY/2017/3649). This land is within the demise of the bus station application site. Accordingly, a formal stopping-up application in relation to land identified for stopping-up as part of the Bus Station Planning Application will need to be submitted to the Council. Delivery and Servicing Delivery and servicing for the development consists of kerbside provisions only. A total of eight (8) no. on-street loading bays, each with the capacity to accommodate 1 or 2 HGVs at a time, will be provided across the site. The indicative locations for these loading bays are shown on the Highways Layout Plan. Two (2) no. loading bays are proposed for the Welbourne site. One (1) loading bay is located on Chesnut Road. A second loading bay is proposed in Fairbanks Road. As stated earlier, Fairbanks Road is a private road and as such, any modifications will require approval by the party responsible for its maintenance (Homes for Haringey).	

	Inset loading bays are provided in Ashley Road, on the frontages of the Ashley Road West and Ashley Road East sites. The loading bays form part of the Section 278 agreement. As these loading bays are within the scope of the Section 278, the details will need to be approved by the Council via the S.278 process. The delivery and servicing provision for Ferry Island consists of a loading bay with capacity for two (2) HGVs, on Station Road. Additionally, two (2) inset loading bays are provided in the shared space in Ferry Way. The nature of a shared space for pedestrians and cyclists would suggest that vehicle access on Ferry Way will be controlled and limited to delivery and waste collection vehicles only. The details of these arrangements will need to be set out in a Delivery and Servicing Plan. The North Island site will be serviced from an inset loading bay, to be situated on The Hale frontage of the development. The Hale is part of the TLRN and therefore the proposed layby requires TfL's approval. An assessment of the delivery and servicing trips was undertaken. The forecast servicing and delivery trip generation is 179 vehicles daily (07:00-18:00). The forecasted trip generation for the AM and PM peak periods are 14 and 7, respectively. It is anticipated that delivery and servicing during the peak traffic periods will be mainly by cars and vans. Larger vehicles are anticipated to be an infrequent occurrence, and these vehicles are expected to arrive/depart outside of peak traffic periods. The assessment looks at the forecast delivery and servicing trip generation for each site and demonstrates that the proposed loading bays offer adequate capacity to meet the requirements of the development. It is noted that the proposed inset loading bays in Ashley Road and The Hale will take up part of the existing footway. The proposal compensates for this by creating additional footway space at the back of the inset loading bays. This is welcomed, providing that the footway space at the back of the loading bays will be offered up for adoption pursuant to Section 38 of Highways Act of 1980. A draft Delivery and Servicing Plan is also included in the Transport Assessment. This document outlines some of the measures that the applicant intends to deploy to minimise the impacts of delivery and servicing activities on the adjoining network. The final targets	

	and measures will be developed when the occupiers of the commercial uses are known. The Council therefore requires that a full Delivery and Servicing Plan that formalises the arrangements for delivery and servicing be secured by Section 106 agreement. Construction Logistics Plan (CLP) The application is accompanied by an Outline Construction Logistics Plan (CLP), which is appended to the Transport Assessment. The Outline CLP sets out the measures that the applicant intends to deploy to minimise the traffic and environmental impacts of construction activities. A 4-year (49 months) construction programme is assumed. The applicant states that this is the worst-case scenario for construction of the development. Completion is anticipated for the first quarter of 2023. The CLP should be secured for the site by condition and should include measures to limit the impact of the development during the construction period, and include information on i) booking systems; ii) consolidated or re-timed trips iii) secure off-street loading and drop off facilities. Further, the applicant should note that the Council is progressing a Construction Logistics Plan for the Tottenham Area, with the expectation that the CLP for development in the area will adopt the measures contained therein. Travel Plan The submission includes two separate Travel Plans for the residential and commercial elements of the proposed development. The measures included in these Travel Plans are aimed at promoting the use of sustainable modes of transport over the use of private cars, in order to minimise the generated car trips and resulting congestion on the adjoining highway network. The following measures are set out in the Travel Plans: Travel Plan Measures: 1. Appointment of a Travel Plan Coordinator. 2. Provision of Travel Pack including pre-loaded Oyster Card. 3. Provision of Travel Awareness Initiatives such as Personalised Travel Plan for new household, cycle training, community website, free or discounted cycle equipment and community travel events.	

	4. Provision of public transport information 5. Liaison on public transport improvements 6. Introduction of a car club (number of spaces and scheme to be agreed as part of the travel plan); 7. Provision of cycle stands for larger bicycles. The measures contained in the Travel Plans are generally acceptable but will need to be tailored to the occupiers of the development, and submitted to the Council for approval within six (6) months of first occupation of the development. The travel plans should be secured and monitored through a Section 106 agreement. Summary The site is in a highly accessible location and lends itself to car-free development, as promoted by London Plan Policy 6.13 and Haringey Local Policy DM32. The level of car parking reflects the excellent access to public transport. The level of Accessible car parking is acceptable, taking into consideration the constraints of the site and similar planning consents in the area. The level of cycle parking accords with the London Plan but the details of location and how these are allocated to the proposed uses will need to be submitted for approval prior to implementation of development. The highway and public transport impact assessments, including the cumulative assessment, concludes that the residual public transportation and highway effects of the development will not be severe. The Council welcomes the pedestrian, cycle permeability improvements, and the improved linkages with the wider networks. Additionally, the applicant is committed to delivering a comprehensive package of highway improvements, secured by two separate Section 278 Agreements. The first Section 278 Agreement concerns Phase 1, 2 and 3, comprising of the enabling works package. The remaining phases consisting of the permanent works will be implemented as part of Phases 4, 5, 6 and 7, which will be secured through a second Section 278 Agreement. The proposal is considered to be acceptable in transport terms, subject to the planning obligations below: Section 106 Obligations	

	1. Car-free Development The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car-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 is required to contribute the sum of £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. 2. Controlled Parking Zone Consultation The owner is required to contribute by way of a Section 106 agreement a sum of £40,000 (forty thousand pounds) towards the review, design and consultation, and implementation of parking management measures in Chesnut Road, Park View Road, Monument Way, Watermead Way, Station Road, Ashley Road, Hale Road, The Hale and Ferry Road, and other roads as deemed appropriate by the Council, which are currently not covered by a control parking zone or currently included in a CPZ but would be impacted unduly by the potential parking demand generated by the development. REASON: To mitigate the impact of the residual parking demand generated by the proposed development on the adjoining road. 3. Car Park Management Plan (CPMP) Prior to first occupation of the development the owner is required to submit a Car Park Management Plan (CPMP) to the Local Authority for approval in writing. The plan shall describe how parking will be allocated for the proposed uses and distributed and managed on the site, and the location of electric vehicle charging points. Parking is to be allocated in accordance with the following priority: 1. 29 no. Accessible (courtyard) parking spaces for the wheelchair accessible residential units, equating to 3% of the total number of units proposed. 2. A minimum of 4 no. Accessible (on-street) car parking spaces for use by occupiers/visitors of the residential and non-residential uses. REASON: To ensure suitable arrangements for car parking as part of the development in accordance with London Plan requirements.	

	4. Car Club Prior to first occupation of the development hereby approved the provision of designated parking spaces for a car club shall be made in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority and such drawings to show the size, position, method of delineation and signing of such spaces. REASON: To reduce the demand for private car ownership, protect residents amenity and minimise traffic congestion and air pollution. 5. Car Club Membership The developer is required to offer one (1) eligible resident of each household two (2) years free member to local Car Club. Evidence of this must be submitted to the Local Planning Authority. REASON: To reduce the demand for private car ownership. 6. Travel Plan (Residential) Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the flowing measure to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appoint a Travel Plan Co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 10 years. b) Provision of welcome induction packs containing public transport and cycling/walking information such as available bus/rail/tube services, map and time-tables, to every new resident. c) Establish or operate a car club scheme, which includes the provision of 3 car club bays, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information e) The travel plan must include specific measured to achieve the mode share targets	

	by the 10th year. 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. REASON: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 7. Travel Plan (Workplace) A Workplace Travel Plan must be secured by S.106 Agreement. The Travel Plan will need to include the following measures, in order to maximise the use of sustainable transport: a. The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 10 years and must include the following measures: b. Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team. c. The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development. d. Establishment or operate a car club scheme, which includes the provision of 3 car club bays with two (2) years' free membership for all commercial units. e. 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 10 years. This must be secured by S.106 agreement. REASON: To promote travel by sustainable modes of transport in line with the London Plan, Local Plan Policy SP7 and the Development Management DMPD Policy DM 32. 8. Construction Management Plan/Construction Logistics Plan	

	The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Monument Way, Hale Road, Watermead Way, The Hale, Ferry 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 sites that are being developed locally and where possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. A contribution of £40,000 (forty thousand pounds) towards the cost of coordinating and monitoring CLPs in the area is sought. REASON: To ensure that the impacts of the development proposal on the local highways network are minimised during construction. 9. Section 278 Highways Act 1980 The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for the highway works defined as Phases 4, 5, 6 and 7, 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. REASON: To implement the proposed highways works to facilitate future access to the development site. 10. Stopping Up under Section 247 TCPA 1990 The owner is required to submit an application to the Local Authority, for a Stopping Order under Section 247 of the Town and Country Planning Act 1990, in regards to those areas of highway identified as necessary to be stopped up, in order to enable implementation of the development in accordance with the planning permission. REASON: To ensure development in accordance with the planning permission and to ensure that suitable alternative highway is provided for public use. Planning Conditions	

	11. Accessible Parking Before the use hereby permitted first commences, all car parking spaces for use by the vehicle of a Accessible holder shall be marked and retained permanently. REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities. 12. Electric Charging Points The applicant is required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. REASON: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4. 13. Cycle Parking Prior to implementation, full details of the cycle (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS) shall be submitted in writing to and approved by the Local Planning Authority. REASON: To promote sustainable transport. 14. Construction Worker Travel Plan (CWTP) The applicant is required to submit a Construction Worker Travel Plan for the Local Authorities approval prior to the commencement of construction. The CWTP shall detail the measures to encourage sustainable travel to the site during the construction phase, including but the provision of cycle parking and measures to increase workers' and visitors' awareness of alternatives travel options. The CWTP will require the introduction of a Travel Co-ordinator who will oversee the plan, including travel surveys, reviews and monitoring, to ensure that targets and measures achieved. REASON: In the interest of minimising the impacts of car travel during the construction phase of the development. 15. Delivery and Servicing Plan The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the proposed development. The Plans should	

	provide details on how servicing and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods. REASON: To reduce traffic and congestion on the transportation and highways network.	
LBH Local Lead Flood Authority (LLFA)	I've met with Andrew Prior, of Whitby Wood, on 2 occasions to discuss the proposed drainage for the development at Tottenham Hale (Argent) sites. Infiltration across the proposed developments is not feasible, the proposal is to discharge to public sewer which is the least favoured option in the SuDS hierarchy, discharge will be at a restricted rate through a control device, this needs to be confirmed. The main area of concern is the site constraints which has an impact on the discharge rates, the existing sewer is shallow, this restricts the level of underground storage available to work with. The proposed discharge rates are based on 3 x Greenfield as per our guidance and was agreed in principal. The proposed SuDS to be included across the developments include Blue & Green Roof, tree pit systems and permeable paving which will in effect collect and store rainwater at source, this in turn will decrease water volumes. It was noted at our meeting that further investigation could be undertaken to include rain gardens this needs to be progressed and where feasible should be included. At this stage rainwater re-use is proposed as irrigation to the tree pits, this could include rain gardens if they can be included in the schemes. Further discussion with the Highway's team will need to be undertaken as there is potential that surface water runoff due to site levels will drain to the Highway which in itself may not be acceptable. As this develops a detailed management maintenance plan will need to be in place for the	Comments noted. Relevant conditions contained in Appendix 1.

	lifetime of the SuDS development to ensure they remain functioning.	
LBH Nature Conservation Officer	Please see some comments below in regards to major application HGY/2018/2223. Soft landscaping Although the designs have an increase in the number of trees (from the removal of 59 during construction), opportunities seem to have been missed for wider enhancement of the public realm with green features. I would like to see an increase in the planting scheme that would reflect the opportunities for enhancing biodiversity through features such as increased shrubs, hedges and green walls, along with the potential for ecological SUDS features. The design is predominantly hard landscaping. The opportunity should be taken to provide a more green approach to the public spaces, particularly considering the close proximity of Down Lane Park. Green Roofs I don't think the Pavilion has been designed with a green roof in mind? I think this would provide a good opportunity to enhance the site Conditions would need to be set around areas including: • Biodiversity Enhancement Plan detailing how soft landscaping, green roofs and other features will be incorporated into the development to enhance biodiversity • Green Roof design and management plan • Additional ecological survey of area of the College that has not been covered • Demolition Management Plan that details timing of vegetation removal (outside of bird nesting season), situation if bats are found roosting on site and invasive species treatment and removal (e.g. Japanese Knotweed) • Lighting strategy particularly for areas associated with potential bat activity	Comment noted. Relevant conditions contained in Appendix 1.
LBH Tree Officer	Condition 4 (Soft landscaping) for tree planting should refer to the following;	Comment noted. Relevant conditions contained in

	All trees to be supplied for this contract must be produced in accordance with the following Industry best practice: • BS 8545:2014 Trees: from nursery to independence in the landscape (Sec 8: Nursery production & procurement, Sec 9: handling & storage and Annex D & E. All trees to be supplied for this contract must be produced by working in accordance with UK plant bio security policies, to minimise the introduction of harmful pests and diseases through imported tree stock. I have included email correspondence with argent on this previously: No objection to the proposed removal of the 10 trees on LBH land. The new planting plan will provide more than adequate replacement tree cover. However, I have two points to make, firstly, please revise the planting strategy to include alternative species to Corylus colurna and Tilia Cordata, there are already enough of these in the area. Secondly, can you please confirm if the proposed locations for new trees as shown on drawing TH-IS-PR-001-LA-TOT494-(90)-5001-P, have been identified after reviewing existing stat plans and surveying the existing underground services. I ask this because when the gyratory (Broad Lane section) was changed, the original planting proposals showed many more trees than were actually planted.	Appendix 1.
LBH Conservation Officer	Sites: Land comprising 5 plots located respectively at Welbourne, North Island, Ferry Island, Ashley Road West and Ashley Road East along Monument Way, Ferry Lane, Hale Road, The Hale, Station Road, Ashley Road, Park View Road and Watermead Way in Tottenham Hale District Centre: There are no designated heritage assets within the development sites. The development sites at Ashley Road east and Ashley Road West are adjacent to locally listed building at No. 25 Ashley Road (Berol House) (former Eagle Pencil Works). The North Island site includes the former White Hart public house, which is identified in the applicants Heritage Statement as a non-designated heritage asset.	Comments noted. Assessment of Heritage impacts are contained in Section 6.9.

	The development sites are gathered at the very heart of a low-rise industrial area, which was, originally a substantial development of Victorian terraced housing erected with the arrival of the railway and the laying out of new roads. Historic OS map regression shows that the area was partially transformed into industrial sites from the turn of the century onwards thus losing its original consistency with the urban grain and residential uses of the adjoining residential areas which survive to the east side of the High Road. Extensive bomb damage from the WW period further contributed to the erosion of the original residential character of the area which was redeveloped from the post war period onwards largely in the form of housing blocks near the Welbourne plot and to the southeast of the plots. The development sites are located in the settings of a number of Conservation Areas along Tottenham High Road as well as being in the setting of a number of statutorily listed buildings. Policy: The proposed application should be assessed according to the NPPF (especially paragraphs 184, 192, 194, 197, 199, 200), according to the London Plan and Haringey Development Plan policies SP11, SP12, DM1, DM5, DM7 and DM9. Urban design; strategic views; historic environment policies are relevant to this application. Proposal: Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation comprising residential units, retail space, health centre, office space, leisure, parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works. Comments: When considering this proposal in isolation, the proposed buildings appear incongruous	

	with the existing urban grain, form, scale, massing, height and architectural language of the surrounding area and not respond well to the characteristic urban and architectural features of the adjacent conservation areas. However, one should also consider the changing context of the area (including all the allocated sites within the District centre framework – DCF) many of which already have planning permission, and include 20+ storey buildings. The proposed development would better integrate with this emerging context. Within the existing context, the proposed 15 storey high Ashley Road West building to be erected just beside the locally listed, 3 storey high Berol House, and the proposed 19 and 13 storey buildings on the neighbouring Ashley Road West site would dominate the small scale locally listed building with their mass, bulk and height and would obscure it. However, a number of other taller buildings have been consented around the development sites, and the locally listed Berol House itself has consent for a two-storey rooftop extension. The development proposals should be considered within this high-rise emerging context, where the impact of the proposed development would not be so pronounced. As per Historic England's advice, the exceptional heights of the proposed building, with a 38-storey tower and with an average height of 16 storeys, creates a zone of visual influence that is very wide and will reach across neighbourhood and borough boundaries. These visual impacts should be comprehensively assessed through AVR assessment of views into and out of the affected Conservation Areas and I am aware the applicants AVR has been considered by QRP. The potential cross - borough impact of the proposed developments on the setting of a number of heritage assets should be thoroughly assessed. Taking into account all of the above, the proposal is considered to result in 'less than substantial harm' to heritage assets, and this will need to be weighed against the public benefits of the scheme.	

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Appendix x – External Consultation Responses

COMMENTOR	COMMENT	OFFICER RESPONSE
London Underground	Thank you for your communication of 3rd August 2018. I can confirm that the planning applicant is in communication with London Underground engineers with regard to the development above. Therefore, we have no comment to make on the application except that the developer should continue to work with LU engineers for each stage of the development.	Comment noted.
Environment Agency	Thank you for consulting us on the above planning application. We have reviewed the information submitted and have no objections to the proposals subject to the conditions set out below being invoked on any planning permission granted. Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it cannot be guaranteed that the development will not cause, be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution. Condition EA1 Prior to each phase of development approved by this planning permission; a remediation strategy to deal with the risks associated with contamination of the site shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components: 1. A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency	Comments noted. The conditions recommended for imposition by the consultee are included in Appendix 1. The additional information provided is attached as an informative.

	action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved. Reason To ensure that the development is not contributing to, put at unacceptable risk from, or adversely affected by unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal aquifer underlying the site. The submitted ground investigation report and preliminary risk assessment has identified that the site has previously been used for a number of potentially contaminative land uses. The development includes extensive areas of landscaping and hard standing and the construction of roads and parking areas and will involve disruptive groundworks. These activities will alter the current site conditions, resulting in the creation of new pollutant pathways. The risk to the principal aquifer will need to be addressed to better constrain the conceptual site model and provide greater detail to the risk assessment. Condition EA2 Prior to each phase of development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. Reasons To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer. Condition EA3 The development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority. Reasons To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and	

	completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer. Condition EA4 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. Reasons To ensure that the development is not contributing to, put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer. No investigation can completely characterise a site, this condition may be appropriate where some parts of the site are less well characterised than others, or in areas where contamination was not expected and therefore not included in the original remediation proposals. Condition EA5 No infiltration of surface water drainage associated with the development is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reasons To ensure that the development is not contributing to, put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of groundwater within the principal chalk aquifer. Infiltration of surface water has the potential to mobilise contamination present within the soil and made ground. 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. Due to the historic uses of the site we do not believe that the use of infiltration SuDS is appropriate in this location. Condition EA6 Piling or other intrusive ground works (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.	

	Reason To ensure that the proposed piling activities through potentially contaminated land is not contributing to, put at unacceptable risk from, or adversely affected by unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework and the Environment Agency's approach to groundwater protection. To prevent deterioration of groundwater within the principal chalk aquifer. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. Developers proposing schemes that present a hazard to groundwater resources, quality or abstractions must provide an acceptable piling risk assessment to the environment Agency and the planning authority. Any activities that can adversely affect groundwater must be considered, including physical disturbance of the aquifer and appropriate mitigation measures should be proposed. Condition EA7 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 the 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 and Position Statement A8 of the Environment Agency's approach to groundwater Protection . We expect best practice regarding the development or backfilling of any shaft, well, borehole, tunnel, SuDs or adit in order to prevent pollution or loss of water resources. We expect operators to adopt appropriate engineering standards and comply with our publication, Good practice for decommissioning redundant boreholes and wells (Environment Agency 2012). Any contamination that is discovered during decommissioning or otherwise should be dealt with in accordance with our position statements on land contamination. Additional information Site Constraints We have no issues on flood risk grounds but would refer the applicant to our Flood Risk Standing	

	Advice (FRSA). The previous use of the proposed development site as a landfill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are considered to be particularly sensitive in this location because the proposed development site is; • Sited on the regionally important principal chalk aquifer and the Thanet Sands deposit which are considered to be in continuity at this site. • Within a source protection zone 2 for a public drinking water supply abstraction. The Environmental Statement and associated Non-Technical Summary Dated July 2018 submitted in support of this planning application provides us with confidence that it will be possible to suitably manage the risks posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. It is our opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the Local Planning Authority. In light of the above, the proposed development will be acceptable if the planning conditions listed above are invoked and a remediation strategy carried out by a competent person in line with paragraph 180 of the National Planning Policy Framework. Advice to Applicant on Model Procedures and Good Practice We recommend that developers should: • Follow the risk management framework provided in CLR11, Model Proceduresfor the Management of Land Contamination, when dealing with land affected by contamination. • Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. • Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed. • Refer to the contaminated land pages on GOV.UK for more information. A Detailed Quantitative Risk Assessment (DQRA) for the principal chalk aquifer using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any	

	existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. We feel that a DQRA for environmental health purposes should be sufficient to characterise near surface deposits. In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment. Where groundwater has been impacted by contamination on site, the default compliance point for Principal and Secondary aquifers is 50m. Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11. The remediation strategy should address the procedure for dealing with waste arising from piling activities in the historic landfill and appropriate materials management plan for reuse of suitable materials onsite. The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period. Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. As the site is a former landfill it may not be a practical options to use infiltration techniques for dealing with surface water and appropriate connections to the public sewer are expected. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual. http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx Waste on Site and Reuse of Materials The CLAIRE Definition of Waste: Development Industry Code of Practice provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice, excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part	

	of a hub and cluster project. Some naturally occurring clean material can be reused directly onsite. It will not be acceptable to reuse historic landfill material on site as this will remain waste and will need to be disposed in accordance with the relevant protocols. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers should refer to: the position statement on the Definition of Waste: Development Industry Code of Practice and the Environmental regulations page on GOV.UK. Advice to applicant on review of further documents If you would like us to review a technical report or document, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a meeting, or document review, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk Further information on our charged planning advice service is available at: https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions Decision notice: We record the outcome of planning applications and request that the decision notice is sent to hnlsustainableplaces@environment-agency.gov.uk	
Greater London Archeological Advisory Service (GLASS) Historic England	Thank you for your consultation received on 03 August 2018. The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.	Comments notes. The two-part condition and informatives are recommended for imposition in Appendix 1.

	The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Tottenham Hale Saxon Settlement. If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. Whilst the submitted archaeological desk based assessment (CgMs, July 2018) does show some disturbance through the presence of modern made ground within the very limited number of geotechnical boreholes and window samples, I do not feel that this provide substantial evidence that the archaeological survival across the entire development site has been extensively compromised. I therefore do not agree with the recommendations set out within the assessment and instead a structured programme of archaeological works should be carried out to fully assess the archaeological significance of the site and any further mitigation. I am however happy for this to be carried out as part of an archaeological condition. In the first instance a geoarchaeological assessment and deposit model should be carried out. This should incorporate the existing geotechnical investigation results along with purposeful geoarchaeological boreholes in order to give a wider spread of borehole data and also allows for a better geoarchaeological interpretation of the site deposits. Additionally the geoarchaeological assessment should include a review of any hydrology reports which identifies the current and future hydrology within the site. Any changes in the site's hydrology could impact the long-term survival of any organic deposits/remains which will remain in situ following development. Any mitigation should also include a programme of public engagement. The nature of such should be discussed with this office. The above assessment will help to inform the scope for any subsequent targeted geoarchaeological/archaeological trenches. I therefore recommend attaching a condition as follows: Condition No demolition or development shall take place until a stage 1 written scheme of	

	investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. 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. I envisage that the archaeological fieldwork would comprise the following: Geoarchaeological Assessment and Coring Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.	

	Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted. The scope of the archaeological mitigation will depend on the results of the above phases of work.You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.	
London Fire Brigade	(Initial Comments 22nd August 2018) The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London. The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations: The Commissioner is not satisfied with the proposals, for the following reasons: Insufficient information provided in relation to access and facilities for fire fighters, as set out in Section B5 Approved Document B Follow Up Comments (22nd September 2018) The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London. The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:	Initial and updated comments noted.

	The Commissioner is satisfied with the proposals for fire fighting access as compliance with B5 of the Building Regulations following further consultation and information provided via email from Sam Liptrott representing Olssonfire.com. Any queries regarding this letter should be addressed to the person named below. If you are dissatisfied in any way with the response given, please ask to speak to the Team Leader quoting our reference. (Additional E-mail attached)	
Crossrail 2 Safeguarding Team	Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015. Thank you for your letter dated 10 August 2018, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that the application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. The development site is adjacent to the 2015 Crossrail 2 Limits of Safeguarding and Area of Surface Interest required for the future delivery of Crossrail 2. The Crossrail 2 project is currently undergoing an Independent Affordability Review which will consider the future deliverability of the scheme and how it can be made more affordable. Determination of the extent of the works required at Tottenham Hale is ongoing and no final decisions have been made. Nevertheless, the flexible retail / office / leisure uses on the ground floor and mezzanine levels within buildings 1 and 2 within the Island sites is supported as it will assist in reducing the possibility and impact on future residential occupants from the associated with Crossrail 2 works. TfL / Crossrail 2 would encourage an ongoing engagement between TfL /Crossrail 2, the borough and developer to ensure that the current proposals recognise and allow for, in the development design of the active spaces / public realm areas, the growth that Crossrail 2 will generate, particularly looking at the future pedestrian movements both through and to the development on the Island Sites in a Crossrail 2 scenario. The development will also be alongside the proposed Crossrail 2 work sites. It is therefore	Comments noted. Haringey Officers will continue to ensure developer liaises with Crossrail2 and TfL.

	recommended that this is considered as when looking at the proposed building materials and soundproofing measures to be incorporated into the design. It would also assist the Crossrail 2 project if any details of foundation design and any ground condition / bore hole information can be shared with the TfL / Crossrail 2 Integrated Project Team. In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk , which is updated on a regular basis. I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to crossrail2@tfl.gov.uk	
Historic England	Thank you for your letter of 16 October 2018 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application. Historic England Advice Significance and Impact The proposed master plan encompasses several sites gathered around the Tottenham Hale gyratory. None of the sites include any designated heritage assets, though the applicants have identified the former White Hart public house on the North Island site as a non-designated heritage asset. This, along with all other buildings, will be demolished. As the scheme would introduce buildings of exceptional height, there will be impacts on the setting and significance of various conservation areas and listed buildings in the wider area. The applicants' Townscape and Visual Impact Assessment, July 2018 (TVIA), demonstrates that there will be an impact on the setting of the following designated heritage assets: • Alexandra Palace (listed Grade II, Heritage at Risk); • Bruce Castle (listed Grade I); • Bruce Castle Conservation Area; • Bruce Grove Conservation Area (Heritage at Risk);	Comments noted. The application is judged in accordance with the Local Plan. Issues of Historic Conservation are set out in Section 6.9 of the report. Issues of townscape and building heights are set out in Section 6.5 of the report. The Clyde Circus Conservation Area was scoped out of the applicant's assessment as the plots do not currently and are unlikely ever to form part of the setting of the Conservation Area because there is no inter-visibility with the

	• Tottenham Green Conservation Area; • Seven Sisters and Page Green Conservation Area; • The Ferry Boat Inn (listed Grade II, LB Waltham Forest); • The Pumping Station and Engine House at Markfield Park (listed Grade II); • Springfield Park (Grade II Registered Park, LB Hackney); • The White Lodge at Springfield Park (listed Grade II, LB Hackney). While they have not been assessed as part of the TVIA it is also possible that the setting of the following assets will have their setting altered by the visibility of the proposed towers: Clapton Common Conservation Area; North Tottenham High Road Conservation Area (Heritage at Risk); Scotland Green Conservation Area (Heritage at Risk); Clyde Circus Conservation Area (Heritage at Risk); Tottenham Cemetery Conservation Area; Tower Gardens Conservation Area; Georgian Orthodox Cathedral (Former Ark of the Covenant, Grade II* listed, LB Hackney); Former almshouses at Edmanson's Close along Bruce Grove (Grade II listed) William Morris Gallery (Grade II* listed, LB Waltham Forest). In addition to several of the conservation areas themselves, many of the area designations identified above include listed buildings that have been assessed as Heritage at Risk in the 2017 register published by Historic England. Legislation and Policy The Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 66) establishes a statutory duty for decision makers to play special regard to the desirability of preserving the special architectural and historic interest of listed buildings and their setting. Guidance on the exercise of this duty is given in the Government's National Planning Policy Framework 2018 (NPPF) which recognises the conservation of the historic	plots themselves, or no known historical or functional association between the plots and the Conservation Area.

	environment as part of the overarching environmental objectives necessary for the delivery of sustainable development. Chapter 16 of the NPPF deals with this in greater detail, and sets out a number of important statements relevant to this application. Paragraph 184 recognises heritage assets as an irreplaceable resource which should be conserved in a manner appropriate to their significance 'so that they can be enjoyed for the contribution to the quality of life of existing and future generations'. Paragraph 185 goes on to encourage a strategic and plan-led approach to conservation. Proposals likely to affect a heritage asset should receive an assessment of significance from both the applicant and the local planning authority (Paragraphs 189 and 190). This should help to inform the planning process and to identify opportunities to avoid or minimise harm. Where harm to the significance of a designated heritage asset is identified, great weight should be given to the asset's conservation. The more important the asset, the greater that weight should be (Paragraph 193). In order to be permissible, harm to the significance of a designated heritage asset must be clearly and convincingly justified, and should meet the tests of Paragraphs 195 and 196 of the NPPF according to the degree of harm in question. Both substantial and less than substantial harmful impacts must be outweighed by the delivery of public benefits in order to pass these tests. The NPPF also requires local planning authorities to look for new opportunities for development within the setting of heritage assets to enhance or better reveal their significance (Paragraph 200). Your Authority's own Local Plan includes several objectives relating to the conservation of heritage assets under policy DM9 of the Development Management DPD (Adopted July 2017). There the need to account for, conserve and enhance the setting of heritage assets is set out at DM9.A, B, and C(a). DM9.D recognises the desirability of developing in a manner which is compatible with and/or complementary to the special characteristics and significance of the area. DM6.B(c) states that proposals for taller buildings that project above the prevailing height of the surrounding area should conform to the need to 'conserve and enhance	

	the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings' and refers the reader to DM9. The Tottenham Hale District Centre Framework (December 2015) includes (Page 79) a set of proposed heights for the wider Tottenham Hale area. The tallest element illustrated in the DCF that is included within the proposed master plan area is 19 storeys. Historic England has published the following guidance of particular relevance they are: Historic Environment Good Practice Advice in Planning Note #3 - The Setting of Heritage Assets, 2nd Edition (December 2017); and, Historic England Advice Note #4 - Tall Buildings (December 2015). These set out a framework for the assessment of setting-based impacts on the significance of heritage assets, and need for a plan-led approach when dealing with tall buildings. Historic England's Position While Historic England supports the principle of redevelopment across these sites, we are mindful of the exceptionally tall nature of the proposals in an area widely defined by low-scaled construction. This creates a zone of visual influence that is very wide and will reach across neighbourhood and borough boundaries. We draw your attention in particular to the very large number of conservation areas and listed buildings which will be affected by the appearance of the master plan buildings in their setting, several of which are considered to be Heritage at Risk. Historic England reminds your Authority of its duty to pay special regard to the setting of listed buildings, and the requirement of the NPPF and the Local Plan both to conserve the setting of conservation areas, and to seek opportunities to enhance or better reveal their significance. The scheme appears neither to enhance or reveal the significance of any of the heritage assets it impacts upon and will have no beneficial impact on the historic environment of any kind. It is also a shame that the only building on the development site identified by the applicants as a non-designated heritage asset (the former White Hart public house) will be demolished.	

	As the tallest element of the proposed master plan doubles the height of that shown in the DCF for the same area, we would remind you of the desirability of ensuring that tall buildings are delivered in accordance with the policies established in the Local Plan. Where this is not the case, it may call into question the clear and convincing justification of any harmful impacts on the significance of heritage assets. By its nature this scheme will permanently alter the skyline of Tottenham and the surrounding area, and will appear in the setting of a great many heritage assets. Should your Authority wish to approve this scheme you should be convinced that it is not in conflict with the adopted Local Plan, and that the duties established in legislation and policy concerning the conservation of the historic environment have been satisfied. Recommendation Historic England does not object to the proposals, but we urge your authority to take the above representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course. This response relates to designated heritage assets only. We recommend that you seek the view of the Greater London Archaeological Advisory Service as specialist archaeological adviser to the local planning authority.	
Thames Water	Waste Comments Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) 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. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water	Comments noted. Conditions and informatives recommended for imposition are contained in Appendix 1.

	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 Water Comments On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, 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-yourdevelopment/Working-near-or-diverting-our-pipes The proposed development is located within 15m of our underground 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-ordiverting- our-pipes. Should you require further information please	

	contact Thames Water. Email: developer.services@thameswater.co.uk 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 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. 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-yourdevelopment/ Working-near-or-diverting-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk. The proposed development is located within 15m of a strategic water main. 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. 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-near-ordiverting- our-pipes. Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk Following initial investigations Thames Water has identified that, the proposed development is located within Source Protection Zone of a groundwater abstraction source. The area is in a source protection zone, however the Ferry Island is a potential risk due to deep pilling. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. T hames Water have contacted the developer in an attempt to agree a Source Protection 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. “Ferry Island development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. 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. Supplementary Comments We have no objection for surface water proposal however regarding foul water discharge we expect further developer's engagement and close work with our company to ensure suitable sewerage infrastructure is in place to serve the new development.	

	24/08/2018 GWR: From discussions with the developer it has been confirmed that "for Ferry Island the combination of the building height and the requirement for a shared basement means that the proposed piles will exceed 30m below existing ground level based on the geotechnical information available to us at this time. We will be able to develop a Source Protection Piling Strategy in conjunction with a competent contractor during the technical design stage of the project." therefore the Source Protection Zone condition only applies to the Ferry Island Plot.	
Health and Safety Executive	HSE is a statutory consultee on relevant developments within the consultation distance of a hazardous installation or a major accident hazard pipeline. Planning Authorities should use the Web App to consult HSE on certain developments including any which meet the following criteria, and which lie within the consultation distance (CD) of a major hazard site or major hazard pipeline. • residential accommodation; • more than 250m2 of retail floor space; • more than 500m2 of office floor space; • more than 750m2 of floor space to be used for an industrial process; • transport links; • or which is otherwise likely to result in a material increase in the number of persons working within or visiting the notified area. There are additional areas where HSE is a statutory consultee. For full details, please refer to annex 2 of HSE's Land Use Planning Methodology: www.hse.gov.uk/landuseplanning/methodology.htm There is also further information on HSE's land use planning here: www.hse.gov.uk/landuseplanning/ As this development does not lie within a CD, there is no need to consult us and HSE has no comments.	Comments noted.
Transport for London	(Initial Comments – 30.09.2018)	Comments noted. Relevant conditions

	I write following receipt of the Transport Assessment (TA) dated July 2018 submitted in support of the above planning application to the London Borough of Haringey. This application was subject to TfL pre-application discussions and an advice letter was issued on the 24th April 2018. 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. Site description The five sites that make up the Tottenham Hale Centre development are located just west of Tottenham Hale interchange. The nearest sections of Transport for London Road Network (TLRN) are Monument Way and The Hale which run adjacent to the site. The nearest section of the Strategic Road Network (SRN) is A1010 High Road, which is approximately 1km to the north west of the site. The nearest station is Tottenham Hale, which is just across the Tottenham Hale Bus Station from the site providing access to rail services between Liverpool Street, Cambridge and Stansted Airport and underground services on the Victoria Line. A taxi rank and bus station are also located at Tottenham Hale, with the latter providing access to six bus services. Due to the aforementioned public transport connections, the Public Transport Accessibility Level (PTAL) of the site is 6a (where 1 represents the lowest accessibility level and 6 the highest). Proposed development We understand that the proposal is for demolition works and clearance of existing site to provide a mixed use development comprising: • Welbourne: 137 residential units, 267sqm (GIA) flexible commercial, 1,643sqm (GIA) health centre • Ferry Island (Building 1): 375 residential units, 1,323sqm (GIA) flexible commercial • Ferry Island (Building 2): 107 residential units, 689 flexible commercial • North Island (Building 3): 136 residential units, 448sqm (GIA) flexible commercial, • Ashley Road East: 183 residential units, 1,070sqm (GIA) flexible commercial, 831sqm	are contained in Appendix 1.

	(GIA) office • Ashley Road West: 98 residential units, 522sqm (GIA) flexible commercial • Pavilion: 251sqm (GIA) flexible commercial Based on the above information, therefore, we understand the total development proposal for Tottenham Hale Centre to be 1,036 residential units, 4,570sqm (GIA) flexible commercial, 831sqm (GIA) office and 1,643sqm (GIA) health centre. Trip Generation The trip generation forecast in its current form is unsatisfactory to TfL. Outstanding matters include: verification of 2011 Census data (e.g. with other data such as the Travel in London Report); further justification for the residential walking and cycling trip forecasts; provide further justification for the employment trip generation. The NCP near Blackhorse Road is being redevelopment by TfL, so it will not be available when Tottenham Hale Centre is operational. The cumulative schemes that have been accounted for have been listed in the transport assessment. However, there is no explanation of the type of development, planning status, and transport impact. We request summary information on each of the schemes in the cumulative scheme list. Healthy Streets The policy section refers to Healthy Streets approach, however, it is not clear how this has informed design or influenced the mitigation. We welcome further discussion with the applicant about this matter. We have a general concern regarding the definition of the public realm given that the blocks on the plan essentially don't have fronts and backs in the conventional sense, leading to some awkward, presumably publically accessible, spaces around and between buildings. We would like to understand more about how these spaces are going to work and how they are going to feel. Design and Access Statement, Vol.7, Section 4.3 / page 64	

	Undelineated level surfaces, of the type shown here, are problematic for visually impaired pedestrians. It would be preferable to use street furniture and other physical or tactile features to define a 'pedestrian only' space that cannot be entered by vehicles and the extents of which can easily be understood by guide dog and long cane users. While there is no detailed guidance as yet, the Department for Transport's Inclusive Transport Strategy makes it clear that it regards level surfaces as problematic and has asked local authorities to pause any scheme incorporating a level surface. Design and Access Statement, Vol.7, Section 4.4 / page 72 Similar comments apply to Station Road, where flush kerbs are proposed in most of the street, with 50mm high kerbs elsewhere (noting that TfL Streetscape Guidance sets out a recommendation for at least 60mm for detectability). Here, it may be necessary to include at least one controlled pedestrian crossing rather than two uncontrolled crossing-points, as depicted. The use of corduroy paving "running along the main cycle routes of the plots" is not understood either from the description or the figure and appears not to be in line with national or London-wide guidance. A "two-way cycle route" running through the corner of the intersection between Station Road and Hale Road is not recommended. This kind of shared use facility may be workable where the flows of cycles and pedestrians are very low but this is not likely to be the case here. Cycle facilities, with-flow and contraflow, should be provided on the carriageway of Station Road. Cycle Parking 1,817 long stay cycle parking spaces are proposed for the residential element of the development, with an additional 182 short-stay cycle parking spaces located within the public realm. The flexible commercial space is to be provided as shell and core capable of accommodating draft London Plan compliant cycle parking quantities. TfL is satisfied that the cycle parking quantity provision is draft London Plan compliant. The cycle parking should be fit for purpose, secure and well-located as well as being designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS). As per LCDS guidance, at least 5% of stands ought to be able to accommodate larger cycles, including adapted cycles used by people with mobility impairments. Cycle Future Route 2	

	You should note that the Cycle Future Route 2, a high quality cycle route from Camden to Tottenham Hale is due to be constructed in 2020/21. TfL is leading the scheme which is planned to begin on Ferry Lane, at the junction with Mill Mead Road proceeding to Broad Lane and the A10. With this investment in cycle infrastructure, the proposed development should maximise opportunities for cycling, including the provision of exemplary cycle parking referred to above. Car Parking The development will be car free, which is aligned to draft London Plan standards. A total of 31 accessible parking bays will be provided, which equates to one accessible bay per dwelling for 3% of dwellings. This aligns with the draft London Plan requirement for accessible parking provision from the outset. The applicant must demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. The electric vehicle charging proposal is draft London Plan compliant with 20% provision, with a further 80% passive provision. Buses The development is forecast to generate 181 bus trips in the morning peak hour and 159 bus trips in the evening peak hour. This is a relatively large number of bus trips, which will likely need to be mitigated via a section 106 contribution. The distribution analysis presented in the transport assessment is not acceptable as it splits the bus demand by frequency of buses only. The applicant should provide a more detailed bus demand assessment that takes account of peak directions and popular destinations, rather than simply splitting demand evenly across buses. TfL will use this forecast to work out the necessary bus mitigation contribution. If the applicant fails to produce a satisfactory forecast in a reasonable timeframe then TfL may assume that bus trips will increase demand on the busiest routes and request mitigation accordingly. Crossrail 2	

	The development site is adjacent to the 2015 Crossrail 2 Limits of Safeguarding and Area of Surface Interest required for the future delivery of Crossrail 2 (see Figure 1). The Crossrail 2 project is currently undergoing an Independent Affordability Review which will consider the future deliverability of the scheme and how it can be made more affordable. Determination of the extent of the works required at Tottenham Hale is ongoing and no final decisions have been made. Nevertheless, the flexible retail / office / leisure uses on the ground floor and mezzanine levels within buildings 1 and 2 within the Island sites is supported as it will assist in reducing the possibility and impact on future residential occupants from the associated with Crossrail 2 works. TfL / Crossrail 2 would encourage an ongoing engagement between TfL /Crossrail 2, the borough and developer to ensure that the current proposals recognise and allow for, in the development design of the active spaces / public realm areas, the growth that Crossrail 2 will generate, particularly looking at the future pedestrian movements both through and to the development on the Island Sites in a Crossrail 2 scenario. The development will also be alongside the proposed Crossrail 2 work sites. It is therefore recommended that this is considered as when looking at the proposed building materials and soundproofing measures to be incorporated into the design. It would also assist the Crossrail 2 project if any details of foundation design and any ground condition / bore hole information can be shared with the TfL / Crossrail 2 Integrated Project Team. Figure 1. 2015 Crossrail 2 Safeguarding Direction and Area of Surface Interest – Tottenham Hale. TfL Commercial Development TfL Commercial Development are providing a separate set of comments in response to this consultation. Freight A full Delivery and Servicing Plan should be secured by condition and a Detailed Construction Logistics Plan should be secured by pre-commencement condition. Travel Planning A full Travel Plan should be secured and monitored through the Section 106 agreement. 2015 Crossrail 2 Limits of Land –edged in Red 2015 Crossrail 2 Area of Surface Interest –blue	

	crosshatching I trust that the above provides you with a better understanding of TfL's current position on the document. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.	
Bridge Renewal Trust	On behalf of The Bridge Renewal Trust, I would like to support this planning application. In particular, we welcome the mixed tenure options on the proposed homes, new large health centre, serving 30,000 local people and potential use of the facilities by local community whilst it reaches full capacity.	Comment of Support noted.
Network Rail	Thank-you for consulting Network Rail on the above planning application. Please find below our comments. Network Rail is a part of the integrated project team enabling the development of Crossrail2. The development site is adjacent to the Tottenham Hale station, and therefore to allow for future growth of the station, Network Rail would recommend that the council and developer liaise with the Crossrail2 team to ensure that all proposals recognise and facilitate this growth, and mitigate any noise/disturbance that could be caused from the Crossrail2 works. The Developer must ensure that their proposal, both during construction and after completion of works on site, does not: • encroach onto Network Rail land • affect the safety, operation or integrity of the company's railway and its infrastructure • undermine its support zone • damage the company's infrastructure • place additional load on cuttings • adversely affect any railway land or structure • over-sail or encroach upon the air-space of any Network Rail land • cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future	Comments noted. Conditions and informatives are attached in Appendix 1.

	The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. Future maintenance The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments. Drainage Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing	

	drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense. Plant & Materials All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail. Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary. Piling Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement. Fencing In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future	

	maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment. Lighting Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. Noise and Vibration The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains. Vehicle Incursion Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing. Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.	

Metropolitan Police Designing Out Crime Officer	Thank you for allowing us to comment on the above planning proposal. With reference to the above application I have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on available information, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. Observations At this stage we have studied the EIO Scope Haringey Island - Planning Statement and are satisfied that the requirements of the Metropolitan Police are met within the statement. The proposed development within the planning scope appears to positively seek engagement with Secured by Design to ensure that the current Police accredited standards are met. Legislation & SBD Guidance: 5.0 The LB Haringey LPD Core strategy requires all developments to demonstrate and apply the principles and practices of the Secured by Design (SBD) scheme. The measures recommended below are not intended to be prescriptive but to provide a suitable direction for the development. As a matter of course, all due consideration should be given to the SBD 'Homes 2016' guide (available online via http://www.securedbydesign.com/professionals/guides.aspx) Crime prevention and community safety are material considerations. If the L.B. Haringey are to consider granting consent, I would ask that the condition(s) and informative detailed above are attached. This is to mitigate the impact and deliver a safer development in line with national, regional and local planning policies. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix) in supporting my recommendations. 5.1 Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area. 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);	Comments noted. A two part condition is attached in Appendix 1.

	specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website. www.securedbydesign.com . Conclusion: We would ask that our department's interest in this planning application is noted and that we are kept appraised of developments. Additionally, we would welcome the opportunity of sitting in on any meeting you might have concerning this proposal. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office. APPENDIX 1 + 2 (Policy + Crime Statistics)	
Canal and River Trust	Thank you for your consultation. The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a statutory consultee in the development management process. The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The main issues relevant to the Trust as statutory consultee on this application are: a) Impact on the towpath due to the proximity of the development to the canal.	Comments noted. Given the distance of the development to waterway and the viability challenges associated with the scheme contributions around operational equipment used to manage aquatic weeds and towpath widening are not able to be secured. Issues of ecology and habitats

	b) Impact on the biodiversity of the waterway corridor. On the basis of on the information available our advice is that a legal agreement is necessary to address these matters. Our advice and comments are detailed below: Impact on the towpath The Trust is the owner and navigation authority of the Lee Navigation to the east of the development site. The site is within one mile, approximately 7 minutes walk (or less for cyclists), to our network. Towpaths make excellent places for people to walk and cycle considerately. Not only is this a recreational resource, it can be an attractive commuter route (the towpath acts as a key north to south route away from roads), reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives. Given the proximity of the site to our network and the likelihood that the development would result in additional users of our towpath for recreation and commuting, we would require a planning contribution or works in kind towards towpath, wayfinding and access point improvements to mitigate against the additional users. The stretch of towpath between Markfield Park and Ferry Lane requires widening in sections and re-surfacing, wayfinding from the site onto our network would be beneficial to assist people with connecting up to the towpath and widening of the access points from Ferry Lane onto the towpath would help assist cyclists and walkers. Promotion, protection and improvement of walking and cycling routes is consistent with Haringey's Local Plan Strategic Policy, SP7 Transport and Development Management Policy DM31 Sustainable Transport and the Transport Strategy for 2018. Impact on the biodiversity of the waterway corridor The channel of the Lee Navigation is under a lot of pressure, urban pollution has made the aquatic habitat a volatile place. To help mitigate against the negative effects of urban pollution, aquatic marginal vegetation in form acts as a buffer to pollutants entering the water course and also in function helps filter pollutants out of the water. A development of this size should commit to a minimum of 150m of marginal aquatic habitat (floating reed beds) within the section of the River South of Tottenham lock.	are set out in Section 6.14

	Aquatic weed in the Lee Navigation is a concern and causes smell and nuisance, impacting on visitors' enjoyment of the waterway. The Trust uses cutting and collection hoppers to manage weed. As development leads to increased demand on our resources, we would require a contribution towards the operational equipment used to manage aquatic weed. Haringey's Local Plan Strategic Policy, SP13 Open Space and Biodiversity seeks contributions towards wildlife and ecological habitats, the Lee Navigation is an ecological corridor and Development Management Policy DM28 seeking environmental enhancement of watercourses further supports this. Summary As described above, we would expect a contribution from the future development towards enhancement of the waterway environment. The development will bring many more people and visitors to the area, which will impact on the quality of the Lee Navigation environment and the Trust's management of it. If the Council is minded to grant planning permission, it is requested that a s106 contribution (or works in kind) be secured towards the works identified above to mitigate the impact of the development. We would be pleased to provide more detail of the works we consider would be appropriate. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.	
Natural England	Thank you for your consultation on the above dated 03 August 2018 which was received by Natural England on 09 August 2018 Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. European sites – Lee ValleySpecial Protection Area Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the Lee Valley Special Protection Area and has no objection to the proposed development.	Comments Noted. Ecological issues are set out in Section 6.14

	SUMMARY OF NATURAL ENGLAND'S ADVICE NO OBJECTION Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. However, we do have additional advice on other natural environment issues which is set out below. Page 2 of 3 To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out. The following may provide a suitable justification for that decision: □ The use of green spaces such as Down Lane Park to the north of the development as an alternative to Walthamstow Wetlands will minimise the potentially for increased visitor pressure at Lee Valley SPA. We do, however, recommend you acknowledge any evidence that comes forward relating to increasing visitor pressures at Lee Valley SPA in the near future. Green Infrastructure Whilst we have no objection to the application in terms of potential impacts on Lee Valley SPA we would like to comment on the development's Green Infrastructure (GI) proposals. GI is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife: this has been embodied locally in the Tottenham Green Grid Strategy. Policy SP13 of the Haringey Local Plan Strategic Policies looks to secure biodiversity gain from development which in turn contributes to the Tottenham's Green Grid. Natural England believes that more GI could be incorporated into this development proposal. After reviewing the documents to this application, we believe that there is opportunity to incorporate a wider range of GI measures in addition to street trees and green roofs (together with ecological measures recommended within the Ecological report) reflecting the ambition of "greening the grey" with the housing zone: areas of hard landscaping could be redesigned into a greener courtyard or pocket parks; where street trees are not feasible to install, consider creating rain gardens, planting shrubs and planters that provide forage for birds and insects as well as green walls and roofs; elements of the SUDs system could be green engineered introducing water into the development;	

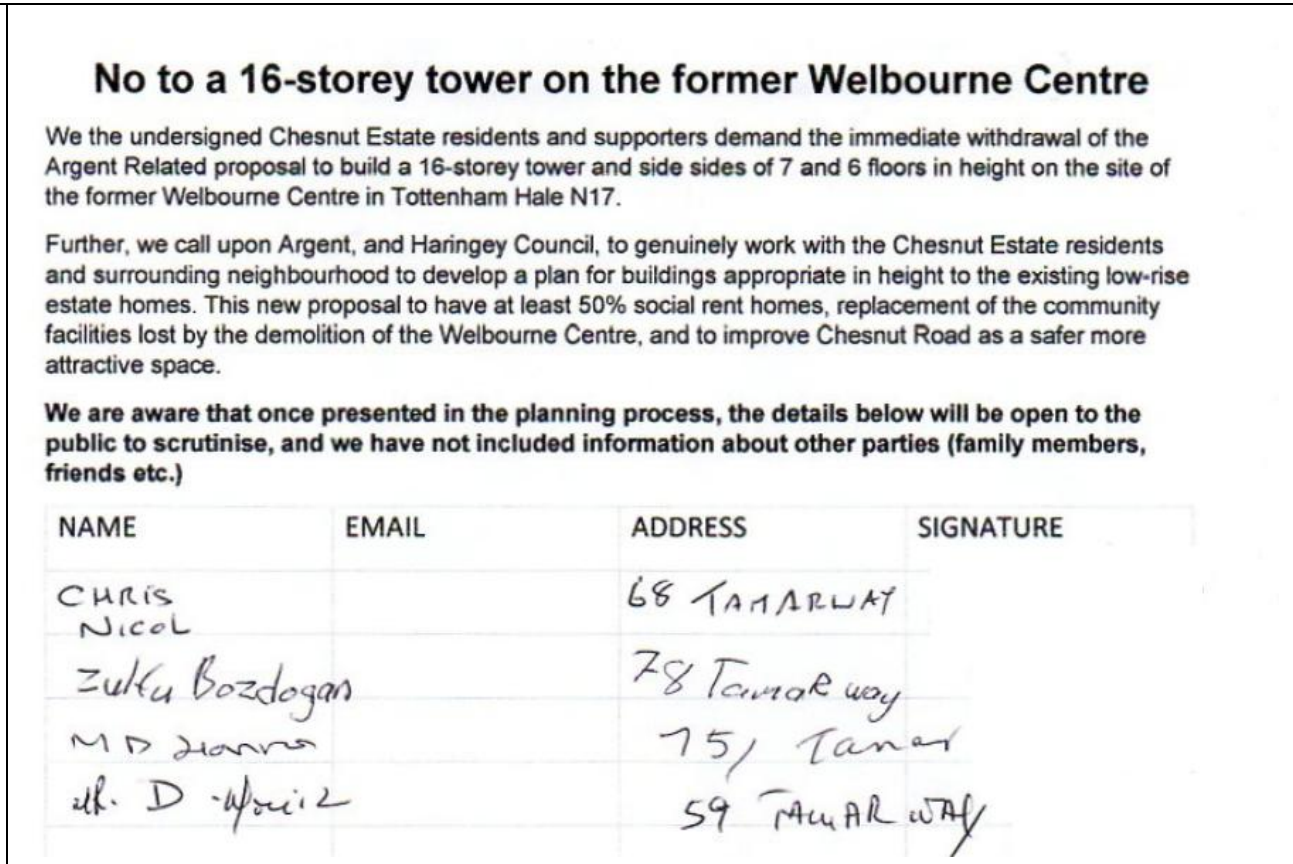
	in some cases public access and biodiversity could be combined to allow for greater access to green spaces. Others should remain unlit and provide specific habitats to support biodiversity. We recommend that developer contributions to enhance and maintain Down Lane Park (or other local spaces) are considered in order to secure high quality green space for the current and future community, thus generating further social, economic and environmental benefits for the local area as reflected in the Tottenham Hale Green Grid. Providing a high quality, natural greenspace that is seamlessly linked to the development site by well-maintained green routes will allow for greater access to nature for the public, particularly beneficial for health and well-being as well as creating wildlife corridors. Lighting levels should allow for a darker route for commuting bats. It would also provide net gains for the environment, satisfying Local Plan policies and NPPF paragraph 170. Development at the Cannon Factory (ref HGY/2018/2353) to the north of this development site proposes a more in-depth GI strategy, laying out its proposals to create greener public realms and access to the nearby Down Lane Park. We believe that the SDP development sites could benefit from a joint/interlinked strategy between the two development sites, using the Green Grid Strategy principles and goals. This would allow for a more interconnected GI of a high standard, securing benefits such as net gains for biodiversity, improved surface water management, climate change adaptation, improved access to nature and greener, healthier walking routes. Further information regarding Green Infrastructure can be found here Should the proposal change, please consult us again.	
Greater London Authority	See Stage 1 Report – Appendix 12	Comments noted. Various planning issues are addressed in Section 6 of the report.
Haringey Citizens	Haringey Citizens is a broad based alliance of civil society organisations in Haringey. We have been following the process of the proposed development closely for the past two years and have met with representatives Argent Related LLP to discuss their plans for the area.	Concerns noted. Issues of Affordable Housing are set out in

	We have reviewed the information submitted and based on the plans above, Haringey Citizens considers that whilst the proposed development will have some significant positive impacts on the local area, we do have some major concerns. We therefore offer advice on how best the council and additional parties can work together to make some changes to the plans in the hopes of achieving our desired outcomes during the development stages. These are set out below: Affordability: - We have serious concerns over the lack of genuinely affordable housing available across the sites. - We do not consider shared ownership to be an 'affordable' housing model and struggle to see how people from Tottenham Hale will be able to afford to move into these new units. - We feel strongly that affordability should be linked to average incomes, not the market rate. Other products of genuinely affordable housing would be preferable - for example London Living Rent, Community Land Trusts or Social Rent - all of which can be affordable to local people and are supporting by the Mayor of London. - We are aware that the current view of affordability adopted by the Council and developers includes the options such as shared ownership and argue that this is not 'genuinely affordable' in the context of Tottenham as it continues to neglect residents¿ ability to rent or buy within their means. - We have consistently raised this issue with Argent Related on numerous occasions and are frustrated that our suggestions have been overlooked. - We urge the Council, the GLA and Argent Related to urgently review the affordable housing offer for the development. - We recognise the importance of new homes being built as vital to the area and call for a new deal to be struck that is a significant improvement to the current offer. Community space & Public Realm:	Section 6.4. The amount of affordable housing has been increased. The application will be required by legal obligation to ensure public access to key areas. Support of Health Centre noted.

	- We would like to see existing and future local residents and the community play a more meaningful role in the management of the public spaces and public realm. We are concerned that the spaces provided will become overly commercialised and in affect private. - Friends of Tottenham Green for example have over the past 3 years presented good examples of how public space can be managed in a creative way to accommodate community activities - what has been significant is that they have been able to hold FOTG space for the community to engage and exchange with each other - and we'd like to see a similar dedicated space and role for community groups and residents across Tottenham Hale. Health Centre: - We are encouraged to see plans for a new health centre on the Welbourne site and recognise the importance of community health centres and how beneficial they are in providing care for increased numbers of local patients. - We are keen that the health centre offers a broad range of comprehensive services to assist in addressing the pressing health needs of local people but do so in a way that complements, and not replaces, the existing provision locally.	
Friends of the Earth – Tottenahm and Wood Green.	1. The development does not meet the zero carbon standard. Haringey should look for higher energy standards and in particular question the high glazing ratios (>25%) which must be less energy efficient than a lower glazing ratio. 2. This high glazing ratio also increases the risk of overheating (and hence energy use for air conditioning. 3. We support the proposed DEN but note that this will still rely on fossil gas. A transition plan to move away from gas to a renewable energy source as soon as possible should by required as part of a S106 agreement. We support proposed use of heat pumps, especially as these can be ¿reversed¿ to provide cooling; and they use electricity which can be sourced from renewable generation. A condition or S106 should require a renewable supply for the whole development. 4. We welcome the inclusion of solar PV on some roofs and green/blue roofs on other buildings but we note that combining PV and green roofs helps improve the efficiency of the PV by reducing ambient temperatures, and can also protect green habitat by providing some shade during heatwaves such as summer 2018. So Haringey should ask if more PV cannot be provided by	Comments noted. The Carbon Manager has made updated comments following discussions with the applicant and supports the scheme. Issues of Energy and sustainability are set out in Section 6.12. Ecological issues are set out at 6.14 and Transportation issues at 6.11.

	doing this. 5. Where the development still does not standard the Council should impose the full zero carbon levy at £60. This should not be traded away for other gains. The income derived can be used for retrofit of homes in fuel poverty and at the same time reduce carbon emissions. 6. We support the car-free policy. However we note that in previous developments some residents have got round it by parking off site. The Council needs to work to ensure a comprehensive CPZ throughout the area (and including HfH streets and land, especially Chestnuts Road) to prevent this. 7. The car club should employ only all-electric vehicles to minimize air pollution. 8. The area is important for starlings and house sparrows, both declining species. The trees behind nearby Tamar Way in particular have been an important winter roost site for starlings. The development should incorporate appropriate nesting sites for both species, and forage areas. House Sparrows require rough grassland and scrub. Some of the open areas should be planted and managed in an appropriate way to provide food for sparrows. 9. Light pollution is caused not just be external lighting but by light escape from within buildings, including residential buildings. Conditions should be applied to require glazing that will minimize light transmission outwards. 10. We welcome the proposed food-growing area on the roof of the Welbourne site but again query whether this cannot be combined with solar PV.	
Haringey Green Party	Our main objection is to the lack of social housing in this development, especially given the desperate need for social housing in the Borough, not to mention the GLA policy of ensuring that 40% of new built housing developments are social housing or 'affordable'. This is compounded by the fact that Argent are defining 'affordable' as 'shared ownership' which it really isn't. We are also concerned about the height of the tallest structure. Given that there is already a 23 storey building in the Borough and another 22 storey building is to be built close to this site.the smaller structures are not such a problem but a 38 storey building (over 100 metres tall) will be visible over a huge area. We recognise that there is a need for housing in London and that this close to Tottenham Hale station, with rail transport links to Stratford, Liverpool Street, Cambridge, Stansted Airport and via the Victoria Line to Central London, However, those routes are often filled to capacity and more so this development would require matching develops in infrastructure. It is also important to note that the housing we need is for people who work in London, many or most of whom cannot afford the cost of the flats included in this development even if they are shared ownership. The need is also for housing for families and we note that the majority of the	Comments noted. The Carbon Manager has made updated comments following discussions with the applicant and supports the scheme. Issues of Energy and sustainability are set out in Section 6.12. Ecological issues are set out at 6.14 and Transportation issues at 6.11. Issues of Affordable Housing are

	units in this development are one or two bedroomed. Finally, we note the introduction of 'new public squares'. We recognise that King's Cross Square, which was also built by Argent, is very attractive but, given that the majority of this development is on council property, they would need to be genuinely public (ie with the council and the police being the only ones with the power to restrict what goes on in those squares.	set out in Section 6.4. The amount of affordable housing has been increased. The application will be required by legal obligation to ensure public access to key areas.

Chesnut Residents Association		Objection noted. The proposal includes community facilities in the form of a health centre. Objection noted. The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing (including affordable housing size) are set out in Section 6.5 of the report. The London Fire Brigade is satisfied with the proposals in fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. The development would be air quality neutral and take traffic off local roads. Issues of Air Quality are set out in Section 6.10.

	We are writing with regards to planning Application HGY2018/2223, on behalf of Chesnut Residents Association which represents 400 households in Tottenham Hale We are initially concerned with the developer's method of putting forward a huge application for multiple sites because it makes it practically impossible for lay people to thoroughly scrutinise and consider the plans, in particular to look at individual sites with their specific areas of concern. We strongly object to the fact that council owned land, the Welbourne Site, is being sold to the developer and being bought back by the council in order for some units to be rented out as council housing. This is an unacceptable use of council funds as they should not be selling the land to the developer in the first place, but paying directly for housing to be built there that is solely for council social rent. There are 9,000 households on Haringey's waiting list, who would be unable to meet the eligibility criteria for accessing any of these currently proposed units. This planned portfolio does little to reduce the strain of housing benefit provision by Haringey. They are currently wasting a lot of money housing people in private and temporary accommodation, which is unsustainable; or breaking up communities by relocating households out of London as a gentrification strategy. Air quality is already poor in Tottenham Hale. This borough and this area specifically are already affected by toxic air. The building works will increase pollution for many years. The massive increase in population in the area will create a permanent increase in traffic, with more congestion, which is already appalling, with engines idling along the routes. There will be an increased burden on already strained education resources and community and recreation facilities such as Down Lane Park. The 38-storey tower is designed with a single escape stairway which contravenes London Fire Brigade safety recommendations for buildings beyond 10 floors in height. It would be a travesty for Haringey to be responsible for a future Grenfell.	

Haringey Defend Council Housing	We wish to object to this planning application under six headings: Lack of Council or social rent housing, Tenure segregation, Equality Issues, Fire Safety, Unexplained site boundary, and use of GLA funding. ONE: Lack of Council or social rent housing With not a single Council or social rent dwelling, this application does not comply with Haringey's Local Plan Strategic Policy 3.2.2, 'The Council will seek to ensure that everyone has the opportunity to live in a decent home at a price they can afford and in a community where they want to live'. The scheme identifies only 25% affordable housing provision, all shared ownership. Shared ownership is not adequate for the great majority of people seeking housing as having to pay rent, service charges and a mortgage is deeply problematic and restrictive for most households. We demand 50% Council rented housing, with rents and service charges equal to the rents and service charges residents currently paid for council housing in Haringey. We demand 100% council housing on the Welbourne site. All other sites within this planning application should have a mixture of tenures including council rent. TWO: Tenure segregation The segregation of tenures by block, by core, and by floor, on this site is unacceptable and does not comply with Haringey Council's Local Plan Strategic Policy SP 3.2.3, paragraph 10, '[High quality new residential development in Haringey will be provided by] Ensuring affordable housing units are designed to a high quality and are fully integrated within schemes.' [our emphasis] Ferry Island and Ashley Road East are exclusively market dwellings. North Island is exclusively Shared Ownership. Ashley Road West is split between market and Shared Ownership but these are accessed via separate cores. Welbourne is split between market and Shared Ownership, but with 2 monotenure cores. The only mixed tenure core (no affordable renters) is then split by floors. The applicant's Affordable Housing Statement Paragraphs 6.25, 6.26, and 6.34) is explicit that tenure segmentation has been designed-in to the scheme. It is claimed that this is for resident affordability regarding service charges, but we believe that the real reason is to increase market	Objection noted. The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing (including affordable housing size) are set out in Section 6.5 of the report. Building 3 and Ashley Road West will be mixed tenure buildings. Issues of equalities are set out in Section 6.20. The proposal is not a breach of equalities legislation. The London Fire Brigade is satisfied with the proposals in fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. The red line area is a decision for the applicant and it may encompass public highway.

	value of private properties but guaranteeing separation from affordable residents. We say NO to poor doors and residential segregation! THREE: Equality Issues The applicant has not chosen to present an Equality Impact Assessment. However, see 'The Equality Act and its impact on Planning Law' (2010), John Halford, partner at Bindmans LLP, for the significance of the positive equality duties in section 149 of the Equality Act 2010 for planning policy. http://camdencen.org.uk/Resources/Planning/equallity-act-and-planning-law.pdf The detrimental impact of this present scheme is evident when placed in the context of housing-related inequalities in this borough: Haringey Council's Housing Needs Survey Haringey's Housing Needs Survey (HNS) 2013, which formed part of the evidence base for the Strategic Housing Market Assessment and the Local Plan, shows that of the 48% of households in Haringey who had no savings or were in debt (excluding mortgages), 61% of households of mixed heritage, 69% of black households, and 74% of Asian households in Haringey had no savings or were in debt. The comparative figure was that 37% of White households in Haringey had no savings or were in debt. EVERY home in this scheme requires capital and savings for access, which many current residents of Tottenham Hale do not have. Haringey Council's Joint Strategic Needs Assessment Haringey Council's Joint Strategic Needs Assessment (JSNA) of 2015 demonstrates that housing policy is a main driver of social exclusion: Haringey residents are being priced out of the local property market, many residents are also being priced out of the private rental market; and unaffordable housing and welfare changes are driving increasing homelessness. http://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_stat_-_social_inclusion.pdf In respect of ethnicity, • Compared to the estimated working age population, there are 3x Black Caribbean JSA claimants, and 2x Black African JSA claimants [low income] • There is an over-representation of Black ethnic groups claiming Housing Benefit [low income]	

	• 44% of homelessness applicants are from Black ethnic groups, compared to a 19% share of the Haringey population [high risk of homelessness] We are therefore concerned that the approving the proposed development would be a breach of Haringey Council's duties to promote equality for people with protected characteristics under the Equality Act 2010. The area impact would increase land values, house prices, and private rents in the surrounding area. pricing local people out. Tenure segregation would also disadvantage BME residents. FOUR: Fire safety It is unacceptable to build supertall towers with limited firefighters' access or resident escape in the event of a disaster. FIVE: Unexplained site boundary for the development project We are concerned to see that as well as the housing development sites which are the main focus of the planning application, the site boundary also extends: 1. 1. North-Westwards along The Hale (a public highway, including both road and footpath) to embrace half of a small parcel of land on the South side of the junction between Hale Road and the Hale; 2. 2. Westwards along Chesnuts Road (a public highway, including both road and footpath) past the Welbourne site; 3. Westwards along the public footpath in Monument Way. It is not clear why the applicant has the right to use public highways and footpaths as part of its development, or what its purposes might be. The red line development area in locations 2 and 3 above encloses the grassland in front of 1-12 Fairbanks Road, giving rise to concern about 'mission creep', leading to future development of this area. SIX: Use of housing zone funding It is completely inappropriate that the site finances include £12.3 million Housing Zone funding which originated from the GLA. We do not believe that the GLA would agree to its funding being used for a socially exclusionary scheme like this.	

	SEVEN: Conclusion Haringey Council must reject this scheme. The offer should be renegotiated according to Strategic Policy SP 3.2.3, paragraph 8, 'The preferred affordable housing mix, in terms of unit size and type of dwellings on individual schemes will be determined through negotiation, scheme viability assessments and driven by up to date assessments of local housing need, as set out in the Haringey Housing Strategy'. It appears that the ONLY 'regeneration' aim that this scheme delivers is to 'reduce the proportion of social housing in Tottenham'. This is not acceptable - we demand affordable, safe and secure housing for local people.	

NHS Haringey Clinical Commission Group (CCG)	The application involves the redevelopment of five sites in Tottenham Hale, proposing 1,036 residential units. The application includes the former Welbourne Centre (site C) and proposes to redevelop the site for 137 residential units, 1,643m2 (GIA) of health centre space and 267m2 of retail/office floorspace. The health centre would incorporate two storeys of accommodation facing Monument Way. Of the 137 residential units proposed on Site C, 83 would be affordable shared ownership (61%) representing a significant concentration of affordable housing. The site lies within the Tottenham Area Action Plan (July 2017) and site allocation TH10 (Welbourne Centre and Monument Way). Site allocation TH10 promotes the comprehensive redevelopment of the Welbourne Centre for secondary town centre uses, which could include a health centre at ground floor level and residential uses above. The site falls within the proposed Tottenham Hale District Centre and the health centre would make an important contribution to the vitality and viability of the centre. There is a widely recognised need for a new health centre in Tottenham Hale. The provision of a new health centre on the former Welbourne Centre site would deliver three key objectives. Firstly, it will address both the site-specific impact from the development and the wider cumulative impact in the area. According to the Tottenham Area Action Plan, the Tottenham Hale neighbourhood has capacity for 5,600 new homes up to 2025/26, of which 2,200 have already been completed, predominately at Hale Village. Working closely with Council colleagues, the CCG has identified a need in Tottenham Hale and the surrounding wards over the next ten years for a site that can accommodate all these new residents into the area. Secondly it would provide a permanent, fit-for-purpose site for existing services. In 2016, the Tottenham Hale Medical Practice was opened on a temporary site at Hale Village, to accommodate the need for more primary care in the area, with the intention that the practice would move into the Welbourne Centre on completion of the building. That temporary site is a portakabin, only available for a limited period so it is vital that the Welbourne Centre is able to accommodate this practice. In addition, it is planned that the Dowsett Road Surgery will move into the new health centre. This Surgery is currently located in a converted terraced house, unsuitable for the delivery of modern healthcare and premises like this are unlikely to attract and retain staff in the future, calling into question the sustainability of primary care. The CCG considers that the Welbourne is an essential opportunity to move a successful, rapidly expanding practice into a fit for purpose site, able to serve the needs of local population.	Comments noted. Details of health centre provision are set out in Section 6.3. Social and Community Infrastructure issues are set out in Section 6.7.

	Thirdly, the new facility would enable the general practice to provide enhanced services to patients that would not be possible in their current premises. This supports better patient care and aligns with the CCG's Care Closer to Home Strategy. Therefore, the CCG supports the planning application which accords with the Tottenham Area Action Plan and enables the provision of new primary healthcare infrastructure to accommodate existing and future demand for services in the Tottenham Hale area. The NHS is likely to receive a substantial capital grant to support the delivery of the health centre, which is subject to planning permission being granted. Discussions are ongoing with the Council and Argent regarding the design, specification and delivery options.	

Haringey Health Watch	I am writing on behalf of Healthwatch Haringey to express our strong support for the proposed Health Centre on the Welbourne Road site. In our view the urgent need to address health inequalities in the borough makes it essential to progress this opportunity to ensure a new primary care facility for Tottenham. Time is of the essence in our opinion. The failure of GP services to meet the demands of a growing population in this part of the Borough was raised back in 2008 when the new development in Hale Village was underway and the developer failed to persuade the then Primary Care Trust to provide a new GP service in the area despite being offered a purpose built facility. The local GP service in Ferry Lane managed by the Charlton House GP Practice was closed which exacerbated the problem as it reduced the GP capacity in the local area at a time when more capacity was needed. In response to continuing complaints from local residents and some local Councillors Healthwatch undertook a four month research project to understand and quantify the availability of GP appointments in Tottenham Hale and the wider NE area of Haringey; the results were shocking. The Report published in 2014 showed how badly served the Tottenham Hale and NE Haringey area was for primary care services, see attached. In our view the situation had become so serious that it was an issue of patient safety rather than just service quality.	Comments noted. Details of health centre provision are set out in Section 6.3. Social and Community Infrastructure issues are set out in Section 6.7.

	The Healthwatch Report was discussed at the Haringey Health and Wellbeing Board and NHS England (NHSE) attended the meeting along with a number of local residents who had submitted a petition and had speaking rights. The H&WB Board was very concerned about the failures highlighted by the Report and the anecdotal stories from the local residents which raised serious issues of patient safety. NHS England received our Report and concerned about the findings they set up a steering group to examine the position further and report back to the next H&WB Board. After a number of months NHSE produced their own very detailed Report which showed the GP capacity in the area was even worse than we had suggested and the medium term projections, taking account of GP retirements made the position even worse. In response to their findings NHSE approved a temporary GP surgery in Tottenham Hale. This is almost unprecedented and reflected the seriousness of the situation. The temporary surgery, opened in 2016, in Hale Village and was anticipated to be open until 2019 when a much larger permanent Health Centre would be complete on the Welbourne site - this is now likely to be in early 2021. This is a temporary facility which is a refurbished and brick clad second hand portacabin and will have to service the local area for two years longer than anticipated; it already has nearly 2,500 registered patients. The NHSE GP capacity study extended to the whole of Haringey and formed the basis for a comprehensive Primary Health Care Strategy which has been adopted by Haringey CCG. In response to the serious issues relating to primary care capacity NHS England has made an allocation of capital funding avialable to Haringey, subject to business case approvals, for three new Health Centres one of these being the Welbourne Road Health Centre. The capital funding has to be spent by March 2021 and before being released NHSE will want an assurance that the building programme can meet this deadline. The process to release this funding involves outline business case approval followed by a more detailed business case approval and thererfore any delay to the planning decision will put this funding at serious risk. This matter also touches on the Council's commitment to fairness. A new Health Centre offering a wide range of clinical and wellbeing services in this part of the Borough has the potential to make the biggest impact on reducing health inequalities of any potential public health intervention. A brand new purpose built health facility will also make it easier to recruit and retain GPs and other primary care health staff at a time when all these skills are in short supply. In the context of "fairness" the ability to give those residents in the East and North of Haringey the quality of primary care services as good as those enjoyed by residents in the West of the Borough is an opportunity not to be missed if our commitment to reducing health inequalities is to be more than just a headline in our Borough Plan.	

Appendix x – External Consultation Responses

GREATER**LONDON**AUTHORITY
Development, Enterprise and Environment

James Hughes
Principal Planning Officer - Development Management
Haringey Council
River Park House
255 High Road
Wood Green
London N22 8HQ

Our ref: GLA/4442/01/MJ
Your ref: HGY/2018/2223
Date: 5 November 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
Tottenham Hale Centre
Local Planning Authority reference: HGY/2018/2223

I refer to the copy of the above planning application, which was received from you on 30 July 2018. On 5 November 2018, the Mayor considered a report on this proposal, reference GLA/4442/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not yet comply with the London Plan, for the reasons set out in paragraph 101 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. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Alex Lloyd, Tel: 020 3054 6706, Email: alexlloyd@tfl.gov.uk.

Yours sincerely,



John Finlayson
Head of Development Management

cc Joanna McCartney, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL
Matthew Sherwood, Quod, Ingeni Building, 17 Broadwick Street, London W1F 0DE

GREATER**LONDON**AUTHORITY

planning report GLA/4442/01

5 November 2018

Tottenham Hale Centre

in the London Borough of Haringey

planning application no. HGY/2018/2223

Strategic planning application stage 1 referral

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

The proposal

A full application for a mixed-use development in buildings of up to 37 storeys, with 1,030 residential units, up to 4,306 sq.m. of retail, up to 2,288 sq.m. of leisure, up to 5,137 sq.m. of office, a 1,643 sq.m. health centre, new public spaces, and highways works.

The applicant

The applicant is **TH DM Limited**, and the architects are **AHMM, Alison Brooks, Pollard Thomas Edwards, Ruff, Grant Associates,** and **Adams & Sutherland.**

Strategic issues

Principle of development: The principle of residential, town centre uses, and a health centre, as part of a high density mixed-use development on this under-utilised site is strongly supported in line with the London Plan, the Upper Lee Valley OAPF, and the draft London Plan. Further details on the relocation/retention strategy for existing occupiers should be provided.

Affordable housing: 25%, made up of 35% social rent and 65% intermediate (London Living Rent and shared ownership), (improved from 100% shared ownership at submission) together with a new health centre, public realm, and infrastructure relocation. This would contribute to 40% affordable housing as part of a portfolio approach for Tottenham Hale. Financial viability is undergoing robust assessment to ensure that the maximum contribution is secured in accordance with the London Plan, the Mayor's Affordable Housing and Viability SPG, and the draft London Plan. As the development will be built out over some years, updated early stage reviews and mid-term reviews are likely to be required. The applicant's position that no late stage review should be required due to the 25% 'betterment' offer requires further discussion.

Urban design: The proposals are of a high quality, with negligible impacts on strategic views, and no harm to designated heritage assets.

Transport: Further information is required, including trip generation; Blue Badge parking; and shared surfaces. Bus route mitigation may be required.

Climate change: Further information on the energy strategy and surface water drainage.

Recommendation

That Haringey Council be advised that the application does not yet comply with the London Plan and the draft London Plan, for the reasons set out in paragraph 101 of this report; but that the possible remedies set out in that paragraph could address these deficiencies.

Context

1 On 30 July 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. On 19 October 2018, the Mayor of London received further documents from Haringey Council proposing amendments to the submitted scheme. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 ("the 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 Order 2008:

- Category 1A "*Development which comprises or includes the provision of more than 150 houses, flats or houses and flats*;
- Category 1B(c) "*Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres*;
- Category 1C(c) "*Development which comprises or includes the erection of a building that is 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 2017 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 2.17 hectare site comprises land to the west of Tottenham Hale rail and underground station. In April 2017, the Council formed a Strategic Development Partnership (SDP) with the applicant to progress the development, which includes the following five plots:

- Welbourne. This plot is currently vacant and hoarded, having previously been occupied by the Welbourne Community Centre, which was demolished some years ago. It is located on the western side of Tottenham Hale, bounded by Chesnut Road to the north; Park View Road to the east, with Down Lane Park beyond; Monument Way to the south; and Fairbanks Road to the west. Two storey residential development is located to the west and four/five storey residential development to the north and south, including a public house to the north. A public green space lies to the west, across Fairbanks Road, with Down Lane Park to the east across Park View Road. The site to the west on Monument Way has planning consent (LPA Ref: HGY/2016/2184, not referable to the Mayor) for 54 affordable rent residential units in 4-5 storey blocks.
- Ferry Island. This plot comprises a single large building split into 3 retail units, surrounded by car parking and landscaping, with vehicular access from Station Road. The plot also incorporates part of the existing Tottenham Hale bus station. A planning application

(submitted by the applicant) for the reconfiguration of the bus station was approved in May 2018 (GLA ref: D&P/4533/02; LPA ref: HGY/2017/3649), which will reduce the footprint of the existing bus station, allowing this development to come forward. The plot is bounded by the 9 storey Premier Inn hotel, the consented 22 storey One Station Square development (GLA Ref: D&P/4063/02; LPA ref. HGY/2016/3932) and Hale Road to the north; The Hale and Ferry Lane to the west/south; and the remainder of the bus station to the east. Beyond Ferry Lane to the south is the existing Tottenham Hale Retail Park.

- North Island. This plot is occupied by a 3 storey former public house in office/residential use, and a small built structure and hardstanding in use as a car wash. This plot is bound by The Hale to the south and west, beyond which is four storey residential development; an existing retail use to the north; and the Premier Inn hotel to the east. Station Road forms the south-eastern side of the plot.
- Ashley Road West. A petrol station currently occupies the plot, with a row of 2 storey terraced houses to the west; Ashley House service yard to the north; the One Station Square site to the south, beyond Hale Road; and the Ashley Road East plot to the east, beyond Ashley Road.
- Ashley Road East. This plot is occupied by a private college in a 3 storey building; a warehouse with first floor office accommodation; former warehouses in use as Styx bar and music venue; and parking and open storage areas. To the north of the plot lies Berol House and its associated yard to the rear , which has consent for the National College of Digital Skills (NCDS) and commercial and residential uses in buildings of up to 14 storeys (GLA Ref: D&P/4336/02; LPA Ref: HGY/2017/2044); to the west is Ashley Road, beyond which is the Ashley Road West plot; and to the west and south is Watermead Way, beyond which is Tottenham Hale bus station.

7 The site lies within a potential District Centre, as identified in the Tottenham Area Action Plan (July 2017). The site is also within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area.

8 The nearest sections of Transport for London Road Network (TLRN) are Monument Way and The Hale, which are adjacent to the site. The nearest section of the Strategic Road Network (SRN) is the A1010 High Road, which is approximately 1 kilometre to the north-west of the site. The site is located to the west of Tottenham Hale interchange, which includes the bus station (7 routes) and the rail/underground station, providing access to services between London Liverpool Street and Essex/Hertfordshire, as well as the Lea Valley line to Stratford and the Victoria line. A taxi rank is also located to the north-west of the station entrance. Due to the aforementioned public transport connections, the site achieves an excellent public transport accessibility level (PTAL) of 6a, (where 1 represents the lowest accessibility level and 6b the highest).

Details of the proposal

9 In April 2017, Haringey Council formed a Strategic Development Partnership (SDP) with the applicant to progress the development of these five plots. Both parties hold key landholdings and the SDP facilitates a joined-up approach to the design and delivery of homes, town centre uses, and new public realm.

10 As described above, the existing Tottenham Hale bus station will be reconfigured as part of a separate planning permission, which will include a reduction in its footprint.

11 All existing buildings and structures will be demolished, and new buildings constructed comprising up to 104,053 sq.m. of floorspace. The application allows for the space within the

Ferry Island plot basement to be used as either ancillary residential/storage/plant floorspace (Option A), or a cinema/flexible retail floorspace (Option B), therefore two floorspace scenarios are proposed. In Option B, the overall basement area and therefore the total floorspace is larger. Two sets of application drawings are provided for Ferry Island to show the alternative options.

12 Within Options A and B, it is proposed that flexible uses of non-residential floorspace are applied for in order to give flexibility for future letting of the floorspace, as set out below:

Option A **Land Use**	**Min Area (sq.m. GIA)**	**Max Area (sq.m. GIA)**
Residential (Use Class C3)	97,645 (1,030 units)	
Retail (Use Class A1 – A4)	Up to 3,505	
Leisure (Use Class D2)	Up to 1,167	
Office (Use Class B1(a))	831	4,336
Health Centre (Use Class D1)	1,643	
Total	103,623	

Option B **Land Use**	**Min Area (sq.m. GIA)**	**Max Area (sq.m. GIA)**
Residential (Use Class C3)	97,274 (1,030 units)	
Retail (Use Class A1 – A4)	Up to 4,306	
Leisure (Use Class D2)	Up to 2,288	
Office (Use Class B1(a))	831	5,137
Health Centre (Use Class D1)	1,643	
Total	104,053	

13 The location and massing of the proposals is shown below. On the Welbourne plot (Pollard Thomas Edwards), a mixed-use building is proposed comprising 131 residential units (51 social rent and 80 London Living Rent) and 265 sq.m. of flexible retail (Use Class A1-A4)/office (Use Class B1(a)) accommodation, alongside a 1,643 sq.m. health centre. The building comprises of a 16 storey block on Park View Road, a 7 storey wing on Monument Way, a 6 storey wing on Chesnut Road, and a 4 storey element facing Fairbanks Road, set around a landscaped podium providing residents' shared amenity and play space.

14 On the Ferry Island plot (AHMM), Building 1 (37 and 19 storeys, with a 7 storey link) and Building 2 (13 and 7 storeys) are mixed-use, providing 482 residential units (market) and flexible retail (Use Class A1-A4), office (Use Class B1(a)) and leisure (Use Class D2) accommodation. As explained above, floorspace Option B for Ferry Island incorporates a cinema in the basement shared between both buildings, with associated facilities at ground and mezzanine level. In floorspace Option A, 615 sq.m. of flexible retail/office floorspace is proposed in Building 1; and 136 sq.m. of flexible retail/office floorspace and 332 sq.m. of flexible retail/office/ leisure in Building 2. In floorspace Option B, 295 sq.m. of flexible retail/office floorspace and 1,002 sq.m. of flexible retail/office/leisure floorspace is proposed in Building 1; and 136 sq.m. of flexible retail/office floorspace and 450 sq.m. of flexible retail/office/leisure in Building 2. Building 1 incorporates a double height link providing a

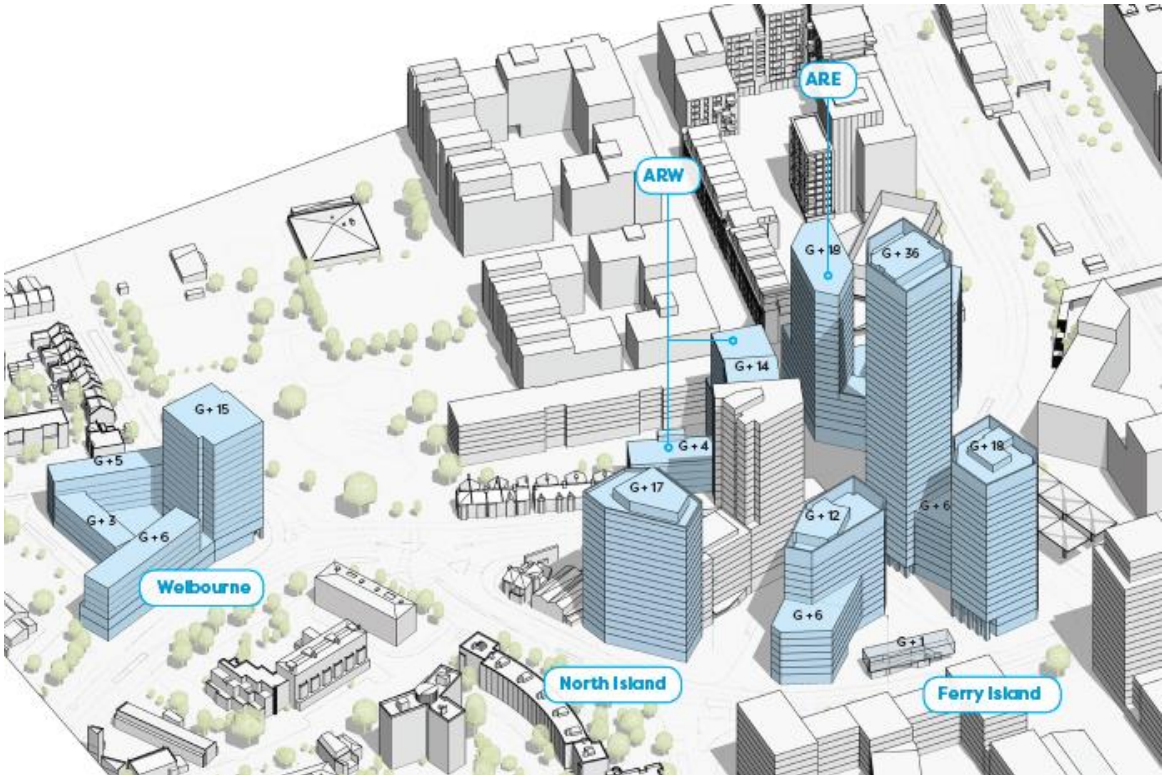
pedestrian connection between the bus station and the proposed Ferry Square; and Building 2 has a single storey route through the building to Station Road. A two storey pavilion building is proposed on the southern side of the proposed Ferry Square, comprising 249 sq.m. of flexible retail/office floorspace.

15 On the North Island plot (AHMM), Building 3 (18 storeys) is mixed-use, providing 136 residential units (80 shared ownership and 56 market) and 317 sq.m. of flexible retail (Use Class A1-A4), office (Use Class B1(a)) and leisure (Use Class D2) accommodation. A ground level external amenity space, incorporating children's playspace, is located to the north of the building.

16 The Ashley Road West plot (Pollard Thomas Edwards) comprises a mixed-use building (15, 7 and 5 storeys) providing 98 residential units (70 market and 28 shared ownership) and 522 sq.m. of flexible retail (Use Class A1-A4)/office (Use Class B1(a)) accommodation.

17 The Ashley Road East plot (Allison Brooks) comprises a mixed-use building (19 and 13 storeys, with a 5 storey link, around a landscaped podium providing residents' shared amenity space) providing 183 residential units (all market) and flexible retail (Use Class A1-A4)/office (Use Class B1(a))/ leisure (Use Class D2), with 551 sq.m. of flexible retail/office, 519 sq.m. of flexible retail/office/ leisure floorspace, and 831 sq.m. of dedicated office floorspace. The building fronts a new public open space on the corner of Watermead Way and Ashley Road (Watermead Place), with flexible use units on the northern side of the building fronting the NCDS site.

18 Within the site, Station Road will be realigned so that its intersection with The Hale is moved to the south-east. Works to the public highway will come forward via a Section 278 Agreement.



Case history

19 A number of pre-application meetings have been held with the applicant and Council officers to discuss the proposals. The proposals have generally been supported as of a high design quality, subject to confirmation of affordable housing.

Strategic planning issues and relevant policies and guidance

20 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2013, with alterations 2017), the Development Management DPD (2017), the Site Allocations DPD (2017), the Tottenham Area Action Plan (July 2017) and the 2016 London Plan (Consolidated with Alterations since 2011).

21 The following are also relevant material considerations:

- The National Planning Policy Framework 2018 and National Planning Practice Guidance.
- The draft London Plan 2017 and the Mayor's Minor Suggested Changes (August 2018), which should be taken into account on the basis explained in the NPPF.
- In August 2017, the Mayor published his Affordable Housing and Viability Supplementary Planning Guidance. This must now be read subject to the decision in R(McCarthy & Stone) v. Mayor of London.
- Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) (July 2013).
- Tottenham District Centre Framework (DCF, December 2015).

22 The relevant issues and corresponding policies are as follows:

• Opportunity Areas	*London Plan; draft London Plan*
• Employment	*London Plan; draft London Plan*
• Housing	*London Plan; draft London Plan; Housing SPG; Housing Strategy*
• Affordable housing	*London Plan; draft London Plan; Housing SPG; 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*
• Strategic views	*London Plan; draft London Plan; London View Management Framework 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; Land for Transport & Industry SPG*
• Climate change	*London Plan; draft London Plan; Sustainable Design and Construction SPG; Environment Strategy*

Principle of development

Residential

23 The site lies within the Upper Lee Valley Opportunity Area, as identified in London Plan Policy 2.13 and Table A1.1, and the Upper Lee Valley Opportunity Area Planning Framework

(OAPF), which states that the Opportunity Area is capable of accommodating at least 20,100 homes. The draft London Plan identifies the Opportunity Area for 21,000 new homes.

24 London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,502 new homes per year in Haringey between 2015 and 2025. Policy H1 'Increasing Housing Supply' and Table 4.1 of the draft London Plan sets Haringey an increased annualised average housing completion target of 1,958 units per year between 2019/20 and 2028/29. The site is also located within the Tottenham Housing Zone, which has a target for approximately 2,000 new homes.

25 The Tottenham Area Action Plan identifies the Ferry Island and North Island plots as part of site TH4 Station Square West, including 297 residential units; the Ashley Road West and Ashley Road East plots as part of TH5 Station Square North, including 213 residential units; and the Welbourne plot as part of TH10 Welbourne Centre and Monument Way, including 298 residential units.

26 The provision of 1,030 residential units as part of a mixed-use scheme is strongly supported in line with these policies.

Employment, town centre uses, and social infrastructure

27 London Plan Policy 2.13 and Table A1.1, and the Upper Lee Valley OAPF, identify that the Opportunity Area has an indicative employment capacity of 15,000 up to 2031. The draft London Plan identifies the Opportunity Area for 13,000 new jobs.

28 London Plan Policies 2.15 'Town Centres', 4.7 'Retail and town centres', 4.8 'Supporting a successful and diverse retail sector' and supplementary planning guidance 'Town Centres' support town centres as the main focus for commercial development and intensification, including residential development, which is reflected in draft London Plan Policies SD6, SD7, SD8, SD9 and E9. Policy HC6 of the draft London Plan also seeks to support the growth and diversification of the night-time economy. London Plan Policies 3.16 and 3.17, and draft London Plan Policies S1 and S2, support the provision of health infrastructure.

29 The Tottenham AAP identifies the site as within a potential District Centre, with new District Centre uses at ground/first floor, and residential and employment uses above. The Tottenham AAP also identifies the Ferry Island and North Island plots as part of site allocation TH4 Station Square West, including 5,200 sq.m. of town centre uses; the Ashley Road West and Ashley Road East plots as part of TH5 Station Square North, including 7,300 sq.m. of town centre uses; and the Welbourne plot as part of TH10 Welbourne Centre and Monument Way, including 2,300 sq.m. of 'other' uses.

30 The existing site is currently occupied by approximately 3,500 sq.m. of non-residential floorspace, with some yard and car parking space. Within this, retail space occupies 952 sq.m.; the private college 872 sq.m.; and 575 sq.m. as the Styx music venue, which is a meanwhile use with temporary permission granted for 2 years to November 2018. The applicant should provide detailed information on the business occupiers of all existing floorspace, and a relocation/retention strategy.

31 The application proposes 5,978-6,780 sq.m. of town centre uses, depending on whether Option A or B is implemented. As set out under 'details of proposal' above, much of the space proposed is flexible in response to a rapidly changing and challenging retail market, but also in recognition of the challenges of creating a new town centre. The proposals include up to 4,306

sq.m. of retail space; up to 2,288 sq.m. of leisure space (potentially including a cinema); up to 5,137 sq.m. of office space; and the 1,643 sq.m. health centre.

32 The application is accompanied by a Retail Strategy, which takes account of the Tottenham AAP and the Tottenham DCF objectives, as well as existing and proposed non-residential uses in the vicinity and more widely. The applicant's aspiration is for a range of uses, from national multiple convenience stores, local cafes, creative arts facilities, all-day restaurant operators, amenity uses, and has demonstrable experience of successfully achieving this elsewhere. Food and beverage and leisure users are targeted for the Ferry and North Island plots, focused around a new civic space (Ferry Square) at the centre of the new district town centre. The office space is targeted at creative/SME-type occupiers, and it is recognised that market rates in this location are relatively affordable.

33 The applicants' Environmental Statement identifies a need for additional GP services as a result of the proposals, with no surplus capacity currently existing locally. The proposal includes provision of a new 1,643 sq.m. health centre on the Welbourne plot with capacity to accommodate up to 10 GPs, and other additional healthcare services, which has been developed in consultation with Public Health England. The proposed health centre would therefore meet the demand generated by the development as well as providing significant additional capacity for the local area, which is supported. This health centre provision should be appropriately secured as part of any planning permission.

34 In terms of quantum, the AAP site allocations TH4, TH5, and TH10 give an indicative capacity of 14,800 sq.m. of town centre and non-residential uses. Taking account of the existing hotel of 3,730 sq.m. and 420 sq.m. of town centre uses consented on the One Station Square site, and noting that further areas of land in the site allocations fall outside of the application site, the proposals for 5,978-6,780 sq.m. of town centre uses are broadly in line.

35 The proposals potentially include a good spread of non-residential uses, which will provide good levels of active use to the public realm; and while the drivers for flexible uses in the application are recognised, the Council may wish to secure minimum and maximum requirements on each use class, in particular for retail and office uses.

Summary

36 The principle to include residential, town centre uses, and a health centre, as part of a high density mixed-use development on this under-utilised Opportunity Area site is strongly supported in line with the London Plan, the Upper Lee Valley OAPF, and the draft London Plan.

Housing

37 The table below shows the current proposed residential mix and tenures:

	Social Rent	London Living Rent	Shared ownership	Market	Total
Studio	0	0	16	60	76
1bed	10	26	34	350	420
2bed	20	53	50	330	453
3bed	21	1	8	51	81
Total	**51**	**80**	**108**	**791**	**1,030**
	25% (hab rm)				

Affordable housing

38 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) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, as well as investigating grant funding, can follow the 'fast track route' set out in the SPG. This states that applicants are not required to submit a viability assessment or be subject to a late stage viability review, but would be subject to an early stage viability review if an agreed level of progress on implementation has not been reached after two years of permission being granted. For phased developments that are likely to be built out over some years, the SPG and the draft London Plan indicate early, mid-term, and late stage review mechanisms are appropriate. In any event, the use of late stage review is consistent with the London Plan and is required under draft London Plan Policy H6.

39 The Mayor's Affordable Housing and Viability SPG and the draft London Plan identify a threshold for the fast track route of 50% affordable housing for schemes on public land, which is also included in the draft London Plan. This recognises the potential for development on surplus public sector land to make a higher contribution to affordable housing delivery than private land. This threshold applies to the Welbourne plot.

40 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.

41 The applicant states that the residential units on the Ferry Island plot could come forward as either market sale or market rent units. Policy H13 'Build to Rent' of the draft London Plan (and Policy 3.8 of the London Plan) recognises the contribution of Build to Rent in addressing housing needs and increasing delivery, as well as the distinct economics of this tenure. The draft London Plan and the Mayor's Affordable Housing and Viability SPG set out the requirements for this tenure, which would need to be secured in a section 106 agreement, including a robust covenant of 15 years (apart from any affordable units, which are secured in perpetuity), and a clawback mechanism. Incorporation of Build to Rent would offer an alternative tenure appropriate to this location and would be supported, subject to viability considerations.

42 The scheme proposes 25% affordable housing in the form of social rent, London Living Rent, and shared ownership units, which are spread across the site on the Welbourne, Ashley Road West, and North Island plots. The proposal does not therefore meet the requirements for the fast track route. It is noted that 100% of the Welbourne plot units will be affordable, reflecting that the plot is public land. Overall, this represents an affordable tenure split of 35% low cost rent, 65% intermediate (by habitable room), which meets the tenure requirements of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. It is also noted that the Tottenham AAP identifies intermediate tenure as the priority in this location, due to the existing concentration of social housing. At submission of the application, the affordable units were proposed to be shared ownership only; however, the applicant has subsequently submitted a revised mix to introduce a range of affordable tenures, including social rent units, which is welcomed. Under the amended proposals, the Council would retain ownership of all 131 homes

on the Welbourne site, 51 of which would be for social rent and 80 at London Living Rent levels. It is also noted the proposals also include a health centre, as well as new public spaces and routes, and the applicant is also delivering the amendments to the bus station, road infrastructure and services relocation.

43 The applicant's Financial Viability Assessment (FVA) is undergoing robust assessment working in partnership with the applicant, the Council and its independent assessors, to ensure that the maximum contribution is secured in accordance with Policies 3.11 and 3.12 of the London Plan, the Mayor's Affordable Housing and Viability SPG, and Policies H5 and H6 of the draft London Plan. The FVA concludes that no affordable housing could be viably supported; however, the applicant states that the 25% offer is premised on a reasonable level of value growth that it considers to be achievable, taking account of the target of 40% (by unit) across Tottenham Hale through a portfolio approach, which is proposed in the Tottenham AAP and is supported by the Council. This means that a group of sites can work together to meet the overall objectives of the AAP, with different sites delivering different mixes or tenures of units, community uses and other infrastructure, which together make a policy compliant outcome in the area, with 40% affordable housing across all sites. The sites included in the portfolio approach, and their contribution to the 40% affordable housing requirement, are set out below:

Site	Market	S/O	LLR	DMR	Afford' Rent	Total	Portfolio approach running total (% units)
Sites with planning permission							
Cannon Factory, Notting Hill Genesis (Ref: D&P/4177/02)	113	119	0	0	33	265	
One Station Square, Berkeley Square (Ref: D&P/4063/02)	11	117	0	0	0	128	
Hale Wharf, Muse (Ref: D&P/1239a/03)	328	143	0	0	34	505	
Ashley Gardens & Berol Yard, Berkeley Square (Ref: D&P/4335 & 4336/02)	419	101	0	8	33	561	
Hale Tower, Anthology (Ref: D&P/4180/02)	236	43	0	0	0	279	
Monument Way, Newlon (not referable)	0	0	0	0	54	54	38%
This application							
Tottenham Hale Centre	791	108	80	0	51(social)	1030	33%
Forthcoming applications							
Additional affordable housing on Ashley Gardens (GLA Ref: D&P/4335/02) arising from Argent Related receipts to the Council	-113	53	60	0	0	0	37%
Ashley Park, Notting Hill Genesis application	53	22	0	0	14	89	37%
Ashley Road North Depot site	90	90				180	40%

44 It is noted that the achievement of 40% across Tottenham Hale would rely on future undetermined applications. The Council states that Ashley Park is expected to be submitted in early 2019, and an early feasibility report for Ashley Road North Depot indicates 50% affordable housing is deliverable, with plans underway to relocate the current depot, with costs for depot relocation borne elsewhere, which significantly benefits the viability for this scheme.

45 The affordability of intermediate units must be 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, including a range of income thresholds. The applicant states that it is in early discussion with a Registered Provider (RP), which will identify affordability requirements, including a range of household incomes below the GLA maximum income cap. Affordability thresholds for all tenures must be secured in the section 106 agreement attached to any permission. A draft of the section 106 agreement should be agreed with GLA officers prior to any Stage II referral.

46 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. The applicant states that the 25% 'betterment' affordable housing offer, above that supported in the FVA, justifies its position that no late stage review should be required; however, this requires further discussion. As the development is likely to be built out over some years, updated early stage reviews and mid-term reviews are likely to be required.

Housing choice

47 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.

48 The Mayor's Housing SPG states that town centre housing at higher densities close to public transport facilities is especially suitable for one and two person households. The Tottenham AAP states that *"the delivery of one and two bed units will be prioritised within close proximity to the Station, to support the developing District Centre"* and *"higher levels of family housing will be concentrated on sites less proximate to the centre, in areas with good access to open space and social infrastructure provision."*

49 The proposed market units provide mainly one and two bed units; however, the post-submission changes to mix and tenure include a reconfiguration of the internal layouts to create more family-sized, three-bed units, and fewer one-bed units. Over 40% of the social rent units will be provided as family-sized units, and the smaller unit proportions in the social rent and intermediate tenures are aligned with the Council's Housing Strategy targets. The choice of units is supported, subject to the conclusion of viability discussions.

Children's play space

50 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 'Shaping Neighbourhoods: Play and Informal Recreation' SPG.

51 The GLA child yield calculator provides an estimate of 133 children, requiring 1,330 sq.m, of play space. Each plot provides all under-fives playspace on site within podium/terraced

levels, with some over-provision compared to the GLA calculator requirement for 700 sq.m. of under-fives space. Although Down Lane Park, with extensive facilities for younger and older children, is in close proximity, given the need to cross busy roads to reach these facilities, 100 sq.m. of the 380 sq.m. of 5–11 year old playspace required is proposed as part of the Ferry Island and North Island buildings, with incidental playspace in Ferry Square through playable landscape features. The remaining 280 sq.m. of 5-11 year olds playspace, plus 250 sq.m. of over-twelves child's playspace will be accommodated within existing play facilities in the area, with financial contributions proposed for improvements to existing provision. The application documents provide indicative designs and facilities for on-site provision. The play space strategy represents a reasonable offer given the location of the site and is supported, subject to confirmation of financial contributions.

Urban design

52 The applicant has engaged extensively on design matters in pre-application discussions, and has responded positively to officers' comments, which is welcomed. The post-submission amendments to the scheme are also positive in terms of urban design. The strategy of engaging a team of high quality architects, working together to deliver distinct buildings and spaces that relate well to each other as part of a coherent masterplan, is strongly supported.

Site layout

53 The proposals represent a radical improvement to the current site condition, which is dominated by road traffic and large retail sheds with surface-level car parking, a poor pedestrian and cycling environment, and difficult connections. Reflecting the aspirations of the Tottenham AAP and DCF, the proposals will create the heart of the new town centre. The proposals also respond to the challenging restrictions of underground services, including Victoria line tunnels, which have informed the location of open spaces, as well as building massing. A new well-defined north-south route will be established through the Ferry Island plot, linking to adjacent plots and providing a focus for commercial and retail uses, with a new civic space (Ferry Square) at the intersection with a new east-west route connecting to the bus station.

54 The east-west route passes through Buildings 1 and 2 on the Ferry Island site, linking to the bus station with areas to the west. The link through Building 1 is double height, with a mezzanine bridge link passing over it, and is of generous width, although it is proposed to be accessed by automatic glazed doors as a result of wind modelling that identified unacceptable impacts with an open route. While this is accepted, and the fully glazed route allows a clear visual connection to the bus station, public access will need to be appropriately secured, and detailed design will need to ensure the route has sufficient prominence.

55 Further public spaces will be created at the corner of Ashley Road and Watermead Way (Watermead Place), at the northern boundary of the site adjacent to the proposed College (College Square), and at the south end of Station Road (Station Place). The provision of landscaped public space, mostly south-facing, is important in responding to the heavily trafficked surrounding roads, helping to mitigate impacts. Ferry Square is protected to a certain degree from these impacts by the inclusion of a two storey pavilion on the south side, while allowing good levels of sunlight to reach the Square.

56 These public spaces and routes are well-activated (with improved levels of active use through post-submission amendments) with a variety of non-residential uses, a good spread of residential entrances, including maisonettes on the Welbourne plot, and with blank servicing frontages minimised. Considering the proposed flexible use of much of the non-residential use, it is recommended that the Council secures control over the extent of opaque glazing

treatments. While the inclusion of basements is challenging due to underground services, the introduction of a basement to the Ferry Island plot during pre-application discussions has much improved the level of active ground floor uses, and in particular the relationship with the bus station.

Residential quality

57 London Plan Policy 3.5, and Policy D4 of the draft London Plan set out housing quality, space, and amenity standards, with further detail provided in the Mayor's Housing SPG. The application documents include a schedule to audit the scheme against the quality and design standards as set out in the SPG, which is welcomed. The proposals generally comply with these requirements, which is welcomed, with some areas of partial compliance, as discussed below.

58 The environmental impacts of surrounding busy roads and the bus station raise some air quality and noise challenges; however, this is not unusual in a central urban location, and it is noted that the proposed changes to the bus station layout, and the removal of existing drive-through food retail outlets with significant car parking, will reduce traffic impacts on the local area. Furthermore, the most sensitive residential uses are located above ground floor level, apart from duplex units on the Welbourne plot that are away from these roads. The applicant's noise study finds that the specification of facade sound insulation, including double/triple glazing, would result in negligible effects for the proposed residences, which should be appropriately secured through detailed design. The air quality study finds that the development will be air quality neutral and suitable for residential use. The public realm and landscape strategy also seeks to mitigate against traffic impacts through planting.

59 The residents' private amenity strategy has been influenced by daylight/sunlight and wind studies; as well as air quality and noise impacts arising from roads and the bus station. Residential dwellings have been located above ground floor where adjacent to busy roads and above first floor level in some cases. The general approach is to use either recessed balconies due to proximity to roads or the bus station, or provide 'oversized' apartments for those units with no (or limited) external amenity space. This approach is supplemented through a balustrade strategy, including solid and perforated balustrades, and railings, in response to environmental impacts and privacy considerations. The use of oversized units is supported, in line with the Housing SPG, which states that in exceptional circumstances, where site constraints make it impossible to provide private open space for all dwellings, a proportion of dwellings may be provided with additional internal living space equivalent to the area of the private open space requirement. It is also recognised that all residents have access to shared external amenity spaces within their building.

60 Six floors of Building 2 on Ferry Island have 11 units per core and three floors of the eastern block of Ashley Road East have 9 units per core. The Mayor's Housing SPG states that each core should be accessible to generally no more than 8 units on each floor. However, Building 2 provides natural light to these corridors, which are also a generous 2 metres wide, and the core is placed centrally, with 5/6 units either side. It is noted that all other floors have less than 8 units per core, and as the proposals otherwise provide good residential quality, this is accepted in this case.

61 The number of single aspect units have been minimised to 35%, with none that are directly north-facing. Some units have an orientation slightly less than 45 degrees of north; however, these represent less than 5% of the total units, and all have two-beds or less, which is acceptable considering that overall this represent a marginal departure from the standard.

62 The applicant's daylight and sunlight analysis finds that the vast majority of the new units within the proposal will receive very good levels of daylight, achieving an overall average daylight factor (ADF) compliance of 88% in the baseline scenario, and 83% in a cumulative context.

63 Separation distances between habitable rooms in residential units generally achieve a minimum of 18 metres, as suggested by the Housing SPG. Some units facing into the podium courtyard of the Ashley Road East building have lesser distances; however, layouts and window openings are positioned to allow an acceptable level of privacy to be achieved.

64 Overall, the residential quality achieved by the scheme is good.

Density

65 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'.

66 The proposal would have a density of approximately 1,490 habitable rooms, or 590 units, per hectare. This is above the guidance ranges in Table 3.2 of the London Plan (up to 1,100 habitable rooms or 405 units per hectare, based on the site's PTAL of 6a in a 'central' setting) and above the thresholds set out within Policy D6 of the draft London Plan, and therefore requires a greater level of design scrutiny. This has taken place through the Council's Quality Review Panel, which has considered the scheme on a number of occasions during pre-application development, and a series of pre-application meetings with GLA design officers. Furthermore, the location in an emerging town centre adjacent to excellent transport connections, within an Opportunity Area and a Housing Zone, supports higher densities. The proposals are of a high design quality, with good residential quality, and provide an essential 'critical mass' in place-making terms for the new town centre. The proposed density is therefore supported in this case.

Height, massing and appearance

67 London Plan Policy 7.7, and draft London Plan D8 'Tall buildings' set out the Mayor's requirements for tall buildings. The Upper Lee Valley OAPF and the Tottenham AAP identify the site as a suitable location for tall buildings as part of an emerging town centre.

68 The proposals include 37, 19, and 13 storey blocks on the Ferry Island plot; 19 and 13 storey blocks on the Ashley Road East plot; a 19 storey block on the North Island plot; a 16 storey block on the Welbourne plot; and a 15 storey block on the Ashley Road West plot. The tall buildings are generally of a slender form, with appropriate separation distances, allowing sunlight to reach key spaces. The strategy to locate the three tallest buildings adjacent to the station, and stepping down towards the west and the north, is supported. The relocation of the tallest building further north during pre-application discussions relates better to the emerging context, and allows greater levels of sunlight to reach Ferry Square. The heights and massing relate well to recently permitted nearby schemes in Tottenham Hale, including the adjacent 22 storey One Station Square; buildings of up to 16 storeys as part of the Ashley Road South Masterplan site to the north; and the 33 storey Gateway Tower to the east.

69 More widely, the applicant has provided a robust Townscape and Visual Impact Assessment (TVIA), which demonstrates how the proposals will be visible from surrounding

areas. The buildings generally appear as slender and distinct elements, and sit well within the consented schemes in Tottenham Hale.

70 The Ashley Road West plot is adjacent to potential future development sites to the north and west, which results in blank elevations on these boundaries. The proposal to enhance these blank elevations with temporary artwork is strongly supported.

71 The applicant's wind testing indicates that during the windiest season, wind effects would range from negligible to moderate beneficial at all locations across the site due to the implementation of landscaping and wind mitigation measures designed into the scheme. In terms of pedestrian comfort, wind conditions are expected to be suitable for pedestrians walking through and around the site.

72 Considering the high design quality of the proposals, and the location of the site in an emerging town centre adjacent to excellent transport connections, within an Opportunity Area and a Housing Zone, the height and massing of the proposals is supported.

73 The use of brick as the main material provides a robust and contextual appearance, while different tones introduce a suitable degree of variation. The architectural appearance of the proposal is supported. The final appearance will be subject to the quality of the materials and detailing, which should be appropriately secured by the Council. The Council should consider architect retention clauses as supported by draft London Plan Policy D2.

Strategic views

74 London Plan Policy 7.12 and Policy HC4 of the draft London Plan state that development should not harm strategic views, with further detail provided in the Mayor's London View Management Framework (LVMF) SPG.

75 The applicant's Townscape and Visual Impact Assessment (TVIA) includes an accurate visual representation of the potential impact on view 'London Panorama: Alexandra Palace' from Assessment Point 1A.2. While visible in the view, the proposal sits some distance east of the 'Landmark Viewing Corridor' and 'Wider Setting Consultation Area', well away from the Protected Vista of St. Paul's Cathedral. The proposals will form part of the emerging cluster of tall buildings at Tottenham Hale, and the impact would be negligible, with no harm to the setting of St. Paul's Cathedral.

Historic environment

76 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* and in relation to conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area"*. London Plan Policy 7.8 'Heritage assets and archaeology' states that development should identify, value, conserve, restore, re-use and incorporate heritage assets where appropriate, which is reflected in Policy HC1 'Heritage conservation and growth' of the draft London Plan. These policies apply to both designated and non-designated heritage assets.

77 The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. 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.

78 The applicant's TVIA and Heritage Statement explore the potential impact of the development on designated and non-designated heritage assets, including listed buildings and conservation areas. There are no designated heritage assets within or near to the site; however, there are a number of non-designated assets within or adjacent to the plot boundaries. The majority of the designated heritage assets are associated with the historic route of Tottenham High Road, including the following conservation areas, which are more than 400 metres to the west of the Welbourne plot:

- Tottenham Green Conservation Area;
- Seven Sisters/Page Green Conservation Area;
- Clyde Circus Conservation Area;
- Bruce Grove Conservation Area;
- Scotland Green Conservation Area;
- Bruce Castle Conservation Area; and
- North Tottenham High Road Conservation Area.

79 The TVIA identifies Grade II* listed buildings at 583 and 585 High Road and a further 35 Grade II listed buildings, structures and monuments along the High Road, with the Grade II listed Ferry Boat Inn to the east and the Pumping Station Building to the south. These designated heritage assets have been considered with the representative views in the TVIA.

80 Given the scale of the proposed buildings, they will be visible in the settings of many of the heritage assets identified. However, distance and intervening built environment will provide a degree of layering and screening, and they are unlikely to be a dominant feature in the settings of heritage assets. Furthermore, consent has already been granted for a number of tall buildings in Tottenham Hale. As concluded by the applicant's Heritage Statement, GLA officers consider that no harm will be caused to designated heritage assets.

81 The proposals include the demolition of the former White Hart Public House, now in office and residential use. Although demolition will amount to a total loss of this non-designated asset, its low significance does not merit retention when weighed against the benefits of the scheme. The proposals will impact the setting of other non-designated heritage assets near to the site; however, this is not considered to cause any harm to these assets, which are also of low significance. The public benefits of the scheme are considerable, including new and affordable homes, commercial space, a new health centre, and public open space, as part of the creation of a new town centre; and bringing an under-used site in an Opportunity Area into more intensive and appropriate use.

82 Overall, the application is therefore consistent with London Plan Policy 7.8 and draft London Plan Policy HC1.

Inclusive design

83 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). 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'.

84 The application materials demonstrate that the proposals will meet these requirements, with 11% of units provided as wheelchair accessible, spread across all tenures and with at least 10% in each building. Plans of wheelchair accessible units are provided for a range of unit sizes. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

Transport

85 The applicant's trip generation forecast requires further work before the impact on the transport network can be confirmed. In particular, further justification is required for residential walking and cycling trip forecasts, and for employment trip generation. Clarification is also required with respect to the status of other schemes included in the cumulative assessment.

86 The development will be car free, save for Blue Badge provision, which is welcomed in view of the highly accessible location and in line with London Plan and draft London Plan standards. A total of 31 Blue Badge bays are proposed from the outset, which equates to one accessible bay for 3% of dwellings. However, the applicant should demonstrate how Blue Badge space could be provided for 10% of the units, if required, through a car parking management plan. The electric vehicle charging provision is also London Plan and draft London Plan compliant at 20% active, with the remainder passive.

87 A total of 1,817 long-stay cycle parking spaces are proposed for the residential element, with an additional 182 short-stay cycle parking spaces located within the public realm. The flexible commercial space is to be provided as shell and core, capable of accommodating draft London Plan compliant cycle parking quantities. The cycle parking quantity provision is London Plan and draft London Plan compliant. The cycle parking should be secure, well-located, and designed and laid out in accordance with London Cycling Design Standards (LCDS). At least 5% of the stands should be able to accommodate larger cycles, including adapted cycles used by people with mobility impairments.

88 TfL's Cycle Future Route 2 from Camden to Tottenham Hale is due to be constructed by 2020/21, with the route beginning on Ferry Lane at the junction with Mill Mead Road, proceeding to Broad Lane and the A10. The applicant should work with TfL to ensure that the proposals are coordinated with Cycle Future Route 2 in terms of construction and wayfinding.

89 The proposals include shared space with un-delineated level surfaces, which may not be suitable for visually impaired pedestrians. The applicant should consider the use of street furniture and other physical or tactile features to define a clear 'pedestrian only' space that cannot be entered by vehicles. Flush kerbs are proposed on Station Road and the inclusion of at least one controlled pedestrian crossing, rather than two uncontrolled crossing-points, is recommended. The use of 'corduroy' tactile paving on cycle routes through the development is not appropriate, and given the high cycle flows expected at the intersection of Station Road and Hale Road, the creation of a 'two-way cycle route' on this corner is not recommended. Alternatives should be discussed with TfL. Cycle facilities, with-flow and contraflow, should be provided on the carriageway of Station Road.

90 The development is forecast to generate 181 bus trips in the morning peak hour and 159 in the evening peak hour. Depending on distribution across the network, additional bus capacity may be required via a section 106 contribution. Currently, the assessment splits bus demand by frequency of buses only; however, the applicant should provide a more detailed bus demand assessment taking account of peak directions and popular destinations, rather than splitting demand evenly across buses. In the absence of a satisfactory forecast, it may be assumed that bus trips will increase demand on the busiest routes and mitigation may be requested accordingly.

91 The development site is adjacent to the 2015 Crossrail 2 Limits of Safeguarding and Area of Surface Interest required for the potential future delivery of Crossrail 2. Determination of the extent of the works that may be required at Tottenham Hale is ongoing; however, the flexible retail/office/leisure uses on the ground and mezzanine levels within the Ferry Island plot buildings are supported as they will assist in reducing the impacts on future residential occupants from potential Crossrail 2 works. Building materials and soundproofing measures should take account of this. Details of foundation design, ground condition and bore-hole information should also be shared with the TfL/Crossrail 2 Integrated Project Team. Further discussions are required to ensure that the proposals take account of increased pedestrian movement that may result from Crossrail 2.

92 A full delivery and servicing plan should be secured by condition, and a detailed construction logistics plan should be secured by pre-commencement condition. A full travel plan should be secured and monitored through the section 106 agreement.

Climate change

Energy

93 Based on the energy assessment submitted, compared to a 2013 Building Regulations compliant development, an on-site reduction equivalent to an overall saving of 51% of CO_2 per year in regulated emissions is expected for the domestic element; and 33% for the non-domestic element. Further information has been requested on fabric thermal performance, cooling/overheating, worksheet calculations, the district energy network (DEN), the site heat network, combined heat and power, air source heat pump, and photovoltaics, 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.

94 The applicant states that if the DEN is not installed within 10 years, boilers will continue to operate; however, this approach is not acceptable, as discussed during pre-application meetings, and the applicant is required to investigate and present an alternative on-site low carbon generation heat source. The number of plant rooms also requires further consideration.

Sustainable drainage and flood risk

95 The approach to flood risk management complies with London Plan Policy 5.12, and draft London Plan Policy SI.12. The Flood Risk Assessment proposes the use of a flood response plan and setting out flood warning and response procedures, which should be secured by appropriate condition.

96 The surface water drainage strategy does not yet comply with London Plan Policy 5.13 and draft London Plan Policy SI.13, as it does not give appropriate regard to the drainage

hierarchy and greenfield runoff rate. Further details should be provided on the sizing and capacity of proposed SuDS measures, how SuDS measures at the top of the drainage hierarchy will be included, and how greenfield runoff rate will be achieved. Additional attenuation storage volume calculations, and attenuation tank dimensions should also be provided.

97 The proposals generally meet the requirements of London Plan Policy 5.15 and draft London Plan Policy SI.5; however, the applicant should also consider water harvesting and reuse to reduce consumption of wholesome water. This can be integrated with the surface water drainage system to provide a dual benefit.

Local planning authority's position

98 Haringey Council officers have engaged in pre-application discussions with the applicant and are generally supportive. The application is expected to be considered by Committee in December 2018.

Legal considerations

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

Financial considerations

100 There are no financial considerations at this stage.

Conclusion

101 London Plan and draft London Plan policies on Opportunity Areas; employment; town centre uses; social infrastructure; housing; affordable housing; urban design; strategic views; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not yet comply with the London Plan and the draft London Plan, for the reasons set out below; however, the possible remedies stated could address these deficiencies:

- **Principle of development:** The principle of residential, town centre uses, and a health centre, as part of a high density mixed-use development on this under-utilised site is strongly supported in line with the London Plan, the Upper Lee Valley OAPF, and the draft London Plan. Further details on the relocation/retention strategy for existing occupiers should be provided.
- **Affordable housing:** 25%, made up of 35% social rent and 65% intermediate (London Living Rent and shared ownership), (improved from 100% shared ownership at submission) together with a new health centre, public realm and infrastructure relocation. This would contribute to 40% affordable housing as part of a portfolio approach for Tottenham Hale. Financial viability is undergoing robust assessment to

ensure that the maximum contribution is secured in accordance with the London Plan, the Mayor's Affordable Housing and Viability SPG, and the draft London Plan. As the development will be built out over some years, updated early stage reviews and mid-term reviews are likely to be required. The applicant's position that no late stage review should be required due to the 25% 'betterment' offer requires further discussion.

- **Urban design:** The proposals are of a high quality, with negligible impacts on strategic views, and no harm to designated heritage assets.
- **Transport:** Further information is required, including trip generation; Blue Badge parking; and shared surfaces. Bus route mitigation may be required.
- **Climate change:** Further information on the energy strategy and surface water drainage.

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COMMENTOR	COMMENT	OFFICER RESPONSE
Rt Hon. David Lammy, MP Tottemham	I am writing in regards to an application submitted by TH DM Limited on 30 July 2018 for a mixed-use development comprising of 1036 residential units. I was extremely concerned to hear that a high rise development was proposed for the Tottenham Hale area, which has no provision for social rent. A shared ownership scheme is not sufficient to make this development genuinely affordable for the people of Tottenham. I have received a number of complaints from local residents, expressing their objections to the project based on the lack of affordability, air quality issues and the development's effect on ethnic minorities. Overall, I am concerned about the sustainability of the project and the fact that it will not help local residents requiring social housing. I understand the project's proposals include tenures for studio and 1- 3 bedroom flats, which will no doubt attract an affluent demographic. At this time, however, genuinely affordable housing should be the priority. As you know there are currently 8,500 households on the housing list with an average waiting time in excess of 8 years. The reality is that Haringey residents on the list have limited prospects of being rehoused in the near future due to the short supply of decent affordable homes - particularly homes accommodating larger households. Over the years and to date, I continue to see too many families who are forced to wait for suitable accommodation - far beyond what is acceptable, and far beyond the average waiting time. Therefore, the Council's priority should be to deliver quality and truly affordable housing, which allows greater access to all tenures. In addition to this, I am concerned that regeneration projects such as Argent will further entrench social inequality. Tottenham is one of the most ethnically diverse constituencies with high levels of deprivation. As the population in the local community continues to rise, the level of housing need increases. In 2017, median weekly earnings for full-time employees who were resident in the constituency of Tottenham were £560 per week. Coupled with an unemployment rate of 4.0% for the population aged 16-64, this scheme will be unaffordable for the average resident – who has a low income, insufficient savings and often spiralling debts. Only 25% of the homes on this scheme would be deemed 'affordable' through shared ownership. If these plans are approved by the local authority, it will have failed to recognise the real needs of those living in Tottenham. At a minimum, the Council's own target of a 40% provision of affordable homes should be achieved. Many constituents will be priced out of the area they have lived in all of their lives. A project of this design will not be in line with the Council's manifesto which promises to shape the "*borough's future*" and "*listen to the many diverse voices within Haringey*". With regards to fire safety regulations, it was brought to my attention that the project will only	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. The number of family sized homes has been increased. Issues of Affordable Housing (including affordable housing size) are set out in Section 6.5 of the report. • Issues of equalities are set out in Section 6.20. • The London Fire Brigade is satisfied with the proposals in fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. • Issues of townscape impact are set out in Section 6.5 and daylight/sunlight in Section 6.10. • The applicant has undertaken non-statutory consultation prior to the submission of the application as set out at paragraph 4.6 of the report.

	include a single escape stairway. The London Fire Brigade has expressed its objection to the proposals and believes there is insufficient information on access and facilities for fire fighters. In the wake of Grenfell, I believe it is wholly inappropriate to ignore these warnings. Furthermore, under the Town and Country Planning Act 1990, the local authority must ensure buildings are fully compliant with fire safety requirements. Another concern is the height of the development and the impact this will have on natural light levels. I understand the design will be split across 6 buildings up to 38 storeys in height, heavily dominating the North London Skyline. I am therefore writing to express my objections. I am also disappointed at the failure of the property developer, Argent to properly consult the public over its plans, ensuring that the project is viable and will not have an unacceptable impact on the local community. I look forward to you placing my comments on record and providing me with substantive replies to each of my points.	
Cllr Zena Brabazon. Haringey Ward	The absence of any social housing within the build of 1,036 homes is unacceptable. The fact that £44m of taxpayers money is being invested in Tottenham Hale is not reflected in the housing mix. People/families on low incomes who have no prospect of buying a home, renting at full market cost, or entering into shared ownership, are taxpayers. Yet, they are singularly excluded in the housing mix. The tenure mix of market sale (76%) and shared ownership (24%) excludes the average resident from access to these homes it will only serve to increase inequality within Haringey and also within Tottenham. The Council's most recent Strategic Housing Market Assessment shows some 50% of households have incomes of below £30,000, with 65% having incomes of less than £40,000. The same survey shows that 48% of households have no savings or are in debt. This figure rises to 69% among black households and 74% of Asian households, compared with 37% of white households. Since this development has no social housing within it, and relatively few family homes of 3 bedrooms it is likely to increase inequality, contravening guidance on Equalities Impact. The proposal to provide up to 25% shared ownership tenures will not provide housing for the thousands of people on the housing waiting list. Quoted suggested prices in the viability assessment are simply unaffordable for the overwhelming	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. • The issue of Dwelling unit mix is set out in Section 6.3 • Issues of Affordable Housing are set out in Section 6.4 • The application is not a contravention of equalities legislation or guidance. Equalities issues are set out in Section 6.20. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. • The proposed tenure split is set out in Section 6.4 of the report. • Issues of land ownership are not

	number of Haringey residents. The only conclusion which can be drawn is that this development is part of a wider plan to draw in buyers from elsewhere and will not support – in any way - the housing needs of current residents and families. In this application, public land contributing to this development will not provide public housing. The viability assessment refers to the Development Management Development Plan Document (DM DPD). It states that in para 4.26 LBH will typically seek an affordable housing tenure spilt of 60% affordable rent (including social rent) and 40% intermediate housing. It goes on to state that this split has been reversed for Tottenham Hale by policy DM13A(c) in the Development Management Development Plan Document (the 'DM DPD') (adopted in July 2017) and the Tottenham Area Action Plan (see policy AAP3) which state that the split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. This is not a requirement, and the Council can choose whether or not to follow this approach. The next paragraph makes that clear quoting Policy DM13A(c) which states. The Council may seek to alter the tenure and/or mix of affordable provision to be secured on a case-by-case basis to avoid affordable housing of a certain tenure or size being over or under represented in an area, or to assist in improving development viability (e.g. through provision of a greater ratio of intermediate housing). In other words this is a choice and not a requirement. In deciding to follow this course of action, low income families are being excluded from the proposed new homes in Tottenham Hale through the proposed housing mix. I strongly object to this, especially since public land and large amounts of public money are involved. The massing of huge tower blocks rising to 38-storeys is out of keeping with surrounding housing and has no place in Tottenham Hale where current housing goes no higher than 9 storeys (Warren Court). The Committee may wish to look at, or visit, Lewisham Gateway to get some idea of what the massing of tower blocks in a traffic gyratory looks like! This development will change the character of	material to planning. • Issues of townscape impact are set out in Section 6.5 and daylight/sunlight issues are set out in Section 6.10. • The amenity impacts to adjoining occupiers, and issues of overshadowing impacts to Down Lane Park are set out in Section 6.10 • The applicant has submitted a full transportation assessment. Transportation issues are set out in Section 6.11. • Issues of Air Quality (including impacts to local schools) are set out in Section 6.10.

	Tottenham Hale which is a significantly residential area. The tower of 16 storeys on the Welbourne site will overshadow neighbouring homes on Fairbanks and Chesnut Roads and as such will be out of step with the character of the area. This tower will dwarf the surrounding housing. Down Lane Park will be surrounded by high rise developments and this local amenity will be severely affected. The impact of these developments on traffic, air quality, noise pollution and other environmental issues are material considerations. The development of the Spurs stadium is likely to lead to a huge increase in traffic in Watermead Way and Monument Way when the team play at home or when planned events take place. The traffic will be displaced from Tottenham High Road. Has any consideration been given to the impact this will have when it is compounded by these huge developments in Tottenham Hale. What arrangements will be in place for emergency vehicles. Two local schools - Welbourne and Holy Trinity - are named in the top 50 of schools most affected by air pollution. That is before these developments and all the associated disruption. It is inconceivable that there will be no impact on air quality which,as we know from the gyratory is already appalling.	
Cllr Daniel Stone. Stroud Green Ward	As a Haringey councillor I wish to object to the planning application on the following grounds. The number of 'affordable' homes amounts to just 24% of a proposed total of 1,036 homes across this multi-site portfolio. This is not at an acceptable level for affordable homes given the council's target of 50% affordable within residential developments delivering ten or more units. It is also unacceptable that the affordable component of these homes consists only of shared ownership, which will not be affordable for most Tottenham residents.	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing (including affordable housing size) are set out in Section 6.4 of the report. • The Council's target for affordable homes is 40%

	There are no social units within the proposed development. It is completely unacceptable that a development of this scale can go ahead without providing homes at social rents. The council's objective is that social housing should constitute 70% of the 50% affordable housing within developments of ten or more units. I also object to the height of the tallest tower within the proposals and am very worried this only has a single escape stairway. This is not adequate for a building of this height in the event of a fire. At 38 storeys this would be the tallest building in Haringey and would dwarf adjacent housing. Furthermore, I am concerned that the building programme will increase pollution in Tottenham Hale and that there are insufficient mitigation measures adopted to address this within the proposals.	borough-wide. • The London Fire Brigade is satisfied with the proposals in fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. • Issues of Townscape and an assessment of building height are set out in Section 6.5 • An assessment of impacts to adjoining occupiers (including pollution impacts) are set out in Section 6.10.
Cllr Ruth Gordon. Tottenham Hale Ward	I object to the Planning Application HGY/2018/2223 on the following grounds: 1. The absence of any social housing within the build of 1,036 homes is unacceptable. 2. The tenure mix of market sale (76%) and shared ownership (24%) excludes the average resident from access to these homes and will serve to increase inequality within Haringey. The current Council's Strategic Housing Market Assessment shows around 50% of households have incomes of below £30,000 and 65% have incomes of less than £40,000. The same survey shows that 48% of households have no savings or are in debt. This figure rises to 69% among black households and 74% of Asian households, compared with 37% of white households. In other words this large development is likely to increase inequality within the borough and thereby contravene guidance on Equalities Impact. 3. The plans have arrived at a level of affordability by means of shared ownership	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing (including affordable housing size) are set out in Section 6.4 of the report. • Issues of Townscape and an assessment of building height are set out in Section 6.5 • An assessment of master planning in relation to AAP site allocations (including on the Welbourne Site) is set out in Section 6.3 • Issues of Townscape and an

	tenures, an intermediate product that is not affordable for the overwhelming number of Haringey residents and is therefore aimed at attracting buyers from outside of the borough and therefore is not answering the housing need of residents. 4. The massing of huge tower blocks rising to 38-storeys is out of step with surrounding housing at threetimes the height of the tallest buildings at Hale Village. 5. The tower of 16 storeys on the Welbourne site will overshadow neighbouring homes on Fairbanks and Chesnut Roads and as such will be out of step with the character of the area. (Duplicate Objection received following receipt of intial objection) Updated Objection: 1. The affordability offered by the developer is only 25% and not 40%. The upper figure only being reached through the Council purchasing social rent homes and LLR homes on its own land using the land receipts, profits and overage anticipated to come from the Strategic Development Partnership with Argent. The developer Argent is offering well below its obligation of a 40% contribution to 'affordable' units. 2. On height and massing. The Tottenham Hale Development plan had in its original intent much lower heights for tower blocks and consultations with residents show that locals do not want to be surrounded by huge towers up to 38-storeys high. The height and massing of the proposed towers is out of context with the surrounding buildings. 3. In Haringey's Tottenham Area Action Plan it specifically calls for a green buffer to be provided on the Welbourne site to protect the local existing amenities and no such buffer is included in the plans. In fact existing mature trees will be felled under the plans.	assessment of building height are set out in Section 6.5 • A table of building heights is at Paragraph 6.5.13 • The amenity impacts to adjoining occupiers, and issues of overshadowing impacts to Down Lane Park are set out in Section 6.10 • Issues of Child Playspace are set out in Section 6.8. • Issues of Tree removal and replacement (including an assessment of the Green Buffer at the Welbourne Site) is set out in Section 6.14. • Issues of Air Quality (including impacts to local schools) and noise impacts are set out in Section 6.10.

	4. In Haringey's Tottenham Area Action Plan it specifically demands that noise and air quality issues are not to be increased for local residents and there are no mitigations in Argent's plans to prevent the noise and air quality from further deteriorating. 5. In Haringey's Tottenham Area Action Plan it specifically calls for "a development complementing the end properties on the Chesnuts estate. The height and design does not complement the homes on the Chesnut estate and the buildings proposed, lying to the south of the Chesnut estate homes, will overshadow and overlook them. The height and massing does not correspond to the existing context. 6. There are insufficient amenities for children designed into any part of the scheme. The sites are reliant for children's amenities on the existing park, which is already overused and which is separated off by an extremely busy road system. 7. The development over time from first inception of the Welbourne site has eradicated more and more space and destroys both mature and recently planted trees that have been strategically placed to mitigate against the toxic air quality on Monument Way.	
Cllr Mahir Demir. West Green Ward.	I object to the Planning Application HGY/2018/2223 on the following grounds: Of the 1,036 homes proposed to be built, there is no social housing within the plans. This is entirely unacceptable given that portion of the new development will be built on council land. Furthermore, it is also unacceptable that there are no social housing within the mix of new properties given the significant (£44m) of public money being invested in Tottenham Hale. From the proposals, it's clear that the majority of the residents in Tottenham will be unable to afford any of these properties.	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing are set out in Section 6.4 of the report. • The London Fire Brigade is satisfied with the proposals in

	I also object to this planning application due to the height of the tallest tower within the proposed development which only has a single escape stairway. A building of this size should have more adequate exits in case of a fire. With the number of affordable units at just 24%, I believe this to be too low given the number of homes that are to built on these sites.	fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. • Issues of townscape impact and building heights are set out in Section 6.5.
Cllr Matt White. Bruce Grove Ward.	My first and primary objection to this proposal is that it makes nothing like the kind of contribution that a development of this size should make to the provision of homes that local residents can afford to live in. Policy 3.8 of the London Plan, as quoted in paragraph 4.17 of this application¿s Affordable Housing Statement, states that 'Londoners should have a genuine choice of homes that they can afford'. This proposal will not provide the majority of local people with any homes they can afford. Council policy is to provide 40% affordable housing in developments, but the plans in this application provide only 25% affordable, all of which is shared ownership. The Council's current Strategic Housing Market Assessment shows that around half of the borough's households have incomes below £30,000, and 65% have incomes below £40,000, while 48% have no savings or are in debt. Such households would not qualify for the 'shared ownership' option, meaning that the so-called 'affordable' element of this plan is in fact unaffordable for the majority of Haringey residents. Additionally, the number of households in with no savings or in debt is far higher among BAME residents, with 69% of black households and 74% of Asian households in this category, compared with 37% of white households. A development of this size and type will therefore increase inequality in the borough and is thereby likely to contravene Equalities Impact guidance. My second objection is that this development will not contribute to the local	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing are set out in Section 6.4 of the report. • The application is not a contravention of equalities legislation or guidance. Equalities issues are set out in Section 6.20. • The proposal will add jobs and employment floorspace. The principle of the provision of non-residential floorspace in relation to adopted policy is set out in Section 6.3 of the report. • The applicant has met validation requirements and a single submission to cover all plots is supported by Officers. The definition of the red line area is a decision for the applicant.

	economy in the way that providing council homes on a large scale for people already living locally would. The majority of people living in the proposed development will not spend their money in Haringey, but will likely work and spend their leisure time in central London, using this development as a dormitory. In contrast, providing council homes at scale would boost the local economy in the long term by preventing people who are already rooted in the borough, and who thus spend a large part of their time and money here, being priced out of the borough. My third objection to this application is on the grounds of local democracy, as the documents that constitute this application are far too numerous and lengthy for local residents to scrutinise effectively. Each development should be submitted separately, rather than as a hybrid application, in order that local residents can contribute effectively to the planning process.	

Joanne McCartney London Assembly Member	I am writing to set out my concerns regarding the above planning application, which have also been conveyed to me by a number of local residents. The proposed development is for 1036 units, yet only 247 of these will be affordable on a shared ownership basis. Tottenham is an area where there is a real need for homes at genuinely affordable rents at social rent and London living rent levels, and where there are over 8,000 families currently waiting for a property on Haringey Council's list. The proposal is also not in keeping with Haringey Council's policy of 40% affordable housing on new developments. Tottenham is an ethnically diverse area with area high levels of deprivation and there are concerns that the scheme, will not benefit local residents, especially those from a BAME background. This development must address these concerns and create homes for local families that are genuinely affordable for rent. Concerns have also been expressed about the height of the proposed development. The tallest tower, at 38 stories it is not in keeping with the surrounding buildings and there is concern that these buildings will overshadow the area, especially those homes nearby, as well as spoiling the views from nearby parks. Concerns have also been raised about fire safety in the tower. In particular, there is only one staircase providing an escape route in the 38-story tower. If this scheme proceeds, there must be sufficient fire protection for such a tall building. Indeed, my colleague Navin Shah AM released a report in March 2018* calling for: "The Government [to] amend Building Regulations to make installing Automatic Fire Suppression Systems in all new-build residential developments above 18 metres in height mandatory." I hope the scheme will ensure that adequate fire protection is included, and I would ask the planning committee to make this a condition of any permission granted. I note that the submission from the London Fire Brigade dated 22nd August states that they are "not satisfied" with the proposals due to "Insufficient information provided in relation to access and facilities for firefighters". The environmental impact of the scheme is also concerning. Residents are worried about the local primary schools in the area and the effect that the construction pollution will have on them. Indeed, the proposal for 15 years of construction could have long term health implications on residents. If this scheme is approved I would ask the planning committee to place strict conditions to mitigate any potential environmental impact of the construction.	• Objection noted. • The applicant has added Council homes to the scheme to be occupied by nominated occupiers. Issues of Affordable Housing are set out in Section 6.4 of the report. • The proposal will add jobs and employment floorspace. The principle of the provision of non-residential floorspace in relation to adopted policy is set out in Section 6.3 of the report. • The issue of construction amenity impacts are set out in Section 6.10. The applicant will be subject to conditions and obligations to mitigate the impacts if permission is granted. • The London Fire Brigade is satisfied with the proposals in fire safety terms. Issues of Fire Safety are set out in Section 6.19 of the report. • Issues of townscape impact and building heights are set out in Section 6.5. • The applicant has committed to a Skill and Employment Plan by way of the S106 agreement. The S106 Heads of Terms of set out in at Paragraph 2.4 of the report.

	If this application is granted it must also lead to job creation and opportunities for local people, and targets around training and job creation should be required. There is a growing concern of public access to so-called public spaces, which are in fact privately owned. I would want to see a condition that any newly created public space is genuinely accessible and open to all local residents. I look forward to hearing your response on this important matter.	
London Borough of Hackney	Hackney Council have concerns about the height of the tallest element of the proposed development (38 storeys) which would have a harmful impact to the townscape when viewed from Springfield Park and various other locations within the London Borough of Hackney. A reduction in height of the tallest element so that it is in keeping with the other elements of the proposal (which are 19-20 storeys) would remove this harm although its appreciated that this could impact the scheme's viability. In this case the townscape harm should be balanced against the benefits of the whole scheme, including the need for housing, in particular affordable housing.	• Comments noted. The view from Springfield Park to the application site is not protected strategic or local view (in either Hackney or Haringey). • Historic England raises no objection to the proposal related to any view from Springfield Park. Springfield Parking is a Grade II listed park (List Entry Number: 1000839).
London Borough of Waltham Forest	I refer to your consultation under Article 16/17 of the Development Management Procedure (England) Order 2010. This Council has the following comments in respect of the application. Impact on views from LBWF LBWF offer their support to the application and consider that the level and height of built development proposed would be seen in the context of other approved tall buildings in this location and as such is considered acceptable. There would be no adverse impact on LBWF noting in particular our approved and built developments	• Support of level and height of development noted. • Cycle comments noted. Officers will continue to engage with LBWF Officers to ensure cycle connectivity. • Comments concerning obligations noted. Haringey Officers will continue to engage with LBWF Officers concerning

	and those coming forward shortly in the Blackhorse Lane Growth Area. Highways LBWF are investing in significant cycling and walking improvements through the Enjoy Waltham Forest scheme. This will include fully segregated cycle lanes along Forest Road. We are keen to work with Haringey to continue high quality cycling and walking provision beyond LBWF, and we were pleased to see high aspirations in the Haringey Transport Strategy. This development is a huge opportunity to deliver on this. We would like to work with you to ensure that that the highways plans accord with these aspirations and to support the provision of the 2000 cycle spaces proposed on-site. As such we would like to understand the wider improvements to the cycling and walking network that you are securing as part of this development and how we can work together to align our own proposals. The Wetlands and potential Section 106 Agreement contributions The site is in close proximity to the regionally-significant 200-ha urban nature reserve at Walthamstow Wetlands which opened to the public in October 2017. Waltham Forest worked closely with Haringey Council in the lead-up to the site's opening, including setting out the ambition for the Wetlands to remain free-to-access for visitors, most particularly the local communities in the surrounding boroughs, including existing and new communities at Tottenham Hale. To support this objective, Waltham Forest Council has secured contributions from planned and under-construction developments in Blackhorse Lane and Walthamstow towards the long-term management and maintenance of the Wetlands which is undertaken on a not-for-profit basis working with London Wildlife Trust. As the proposed development for up to 1,030 residential units at Tottenham Hale will result in an increase in the local population and residents and businesses will benefit from access to the Wetlands – and new development is likely to be marketed highlighting that local benefit. As such LBWF is seeking a contribution towards the continued funding of the reserve's management and maintenance of course	access to the wetlands.

	recognising that viability issues may affect the level of contribution that can be secured. The Council has developed both an upfront lump sum and a multi-year phased approach to securing contributions towards the Wetlands and can provide further detail on how these could be applied to your development. Please accept the above comments as the formal response from LBWF. We trust that you will take the above into account when determining this application and I look forward to receiving a copy of the decision notice.	
London Borough of Enfield	Thank you for your notification of the above development which was registered in this office on 6th August 2018. I have reviewed the information provided on your website and consider that the proposals would not have any strategic implications for this Borough. However, we do have concerns that the cumulative schemes do not take account of the impact of the proposed Meridian Water development, or the developments at Tottenham Hotspur or Northumberland Park, especially with regards to the future capacity at Tottenham Hale. We also have concerns that it does not appear that the calculations relating to the Victoria Line capacity allow for growth further along the line. It would be appreciated if you could advise if TfL have noted this.	• Comments noted. • Transportation issues, including Victoria line capacity and station capacity at Tottenham Hale, are set out in Section 6.11. • Transport for London raise no objection to the proposal in capacity terms.

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ISSUE	COMMENT	OFFICER RESPONSE
Affordable Housing	The scheme contains an absence of social housing	The applicant has amended the proposal to add Council Homes that will be owned by Haringey with rents subject to the National Rent Regime. The issue of Affordable Housing is set out in Section 6.4
	The scheme proposes a low proportion of affordable housing	The scheme proposed 25% affordable housing by habitable room. This is above the maximum reasonable amount given viability constraints. BNP Paribas and GLA Viability Officers consider 25% to be in excess of the maximum reasonable amount.
	The affordable rent element of the scheme will not be truly affordable for local residents	Depending on the decisions of Haringey's cabinet and available funding, the affordable element of the scheme will be more oriented to social housing. Whatever option is progressed, Officers consider the various scenarios to incorporate an acceptable balance of tenures.
	The affordable housing offer is too oriented toward shared ownership.	Depending on the decisions of Haringey's cabinet and available funding, the affordable element of the scheme will be more oriented to affordable housing. Whatever option is progressed, Officers consider the various scenarios to incorporate an acceptable balance of tenures.
	The development should be marketed exclusively to Haringey residents for a set period of time	The applicant has committed to Local Marketing by way of a S106 obligation.

	BAME residents on comparatively lower incomes will be unable to access shared ownership housing	While the details of shared ownership eligibility will be confirmed in the S106 process, the scheme is judged to provide a good mix of affordable units with a high proportion of social units that would be affordable to lower income Haringey residents.
Development Design	The buildings will be visually unattractive	The QRP supports the buildings and they are judged to be of a very high quality design. The issues of Development Design are set out in Section 6.5.
	The buildings are too tall for the local area	Tottenham Hale is a Growth Area and there is clear policy support for tall buildings.
	The buildings will loom over existing development and Down Lane Park	The taller elements of the scheme are oriented toward the Island sites more removed from Down Lane Park. The applicant has submitted a Daylight/Sunlight assessment which indicates that the overshadow impacts to Down Lane Park are acceptable.
	The Pavilion finishes may weather poorly	Officers and Haringey's independent Quality Review Panel judge the proposed Pavilion materials to be robust and high quality. Samples of materials will be required at condition stage. The developer will be required to provide a public space management plan that will ensure a high quality public realm in Ferry Square.
	More green space should be incorporated into the	Officers support the orientation of the public realm to

	design	hardscape given the vision to create a high quality commercial designation. Notwithstanding this, officers consider the applicant's proposal to plant 14 'signature' trees (larger sized and in key locations), 62 street trees and 3 planter trees, totaling 79 trees will provide urban greening and the public spaces will have high quality landscaping.
	The tall building are located too close to the Walthamstow wetlands	The townscape impacts to the Wetlands are judged acceptable given the high quality design and clustering, as well as and the intervening distance between Tottenham Hale and the Wetlands.
	The affordable and market units should have integrated access points Separate access points are unsuitable and stigmatising	The access to Building 3 is tenure blind. The accesses to both cores within Ashley Road West are judged to be high quality. Multiple cores are required to ensure that the number of units per core meet London Plan standards, and ensure that service charges can be delineated by tenure.
	The density of the scheme is too high given the context of the area	The density within an Opportunity Area is supported to optimize the potential of a site with excellent public transport links. The density is accompanied by a high quality design and good quality amenity spaces and good access to Down Lane Park and the amenities of the Lea Valley.

	The amount of child playspace in the scheme is insufficient.	The provision of Child Playspace meets with London Plan standards. The applicant will be required to submit a Child Playspace strategy that will set out details of the layouts and equipment of play space areas identified. The applicant is required to make a playspace contribution to improve off site provision in the vicinity of the site.
Housing Quality	Highrise development will yield unsuitable living conditions for future occupiers	As per Section 6.6, the residential quality of the development is judged to be high. The units will meet London Plan space standards and will provide a good standard of amenity and privacy.
	The highrise element of the scheme will have low levels of light and poor outlook in the lower floors	The applicant's daylight/sunlight assessment indicates the units created will receive high levels of daylight and sunlight. There are no ground floor units in close proximity to high volume roads and the applicant's amenity strategy seeks to mitigate the impacts of site constraints. Quality issues are set in section 6.6.
	The overall unit mix is too oriented toward 1-bedroom and 2-bedroom units at the expense of family housing. This is a policy contravention. This unit mix will promote population churn	The applicant has increased the number of family sized units within the scheme. The scheme is considered to deliver an acceptable balance of unit sizes and the scheme is in compliance with policy. The proposal is not judged to promote population churn. Unit mix issues are set out in Section 3.3.
Amenity of Adjoining Occupiers	The buildings will block light to adjoining occupiers	Daylight/Sunlight issues are set out in Section 6.10. The significant majority of windows tested will continue to receive good levels of daylight. There are minor non-compliances with BRE criteria that are acceptable

		given the urban context of the site.
Public Access	The development contains publically accessible areas as opposed to public rights of way	The applicant will be required to ensure access to public areas by way of a S106 obligation. Officers consider the material planning consideration is if the site offers high quality access by a range of a modes of travel, with priority for cyclists, pedestrians and public transport. The proposal delivers this.
Infrastructure	Additional numbers to the local population will put a strain on existing health and schooling facilities	There is sufficient local school capacity to support the increased population. The proposal will deliver increased GP capacity with a new health centre. Social and Community Infrastructure issures are set out in Section 6.7. The applicant will make a CIL contribution as per Section 6.21.
	The Council should ensure that improvements at Tottenham Hale station will handle the extra capacity as the station is already congested in the morning	There is sufficient public transport capacity to address the increased population. Transport for London raises no objection to the scheme. Transport capacity issues are set out in Section 6.11
	The loss of the petrol station and the cash machine with be detrimental for the night-time economy	The loss of the cash machine in the BP station is not judged detrimental to the night-time economy.

	The level of local CIL is not sufficient to address the impacts of the scheme	The CIL rate is not material to the planning decision as this is set at the plan making stage. However the benefits that may be provided by CIl may be considered by members. The CIL contribution made by the applicant will support infrastructure delivery in Tottenham Hale.
Public Transportation and Parking	The health centre should incorporated metered parking on Chestnut Road so local residents can drive to the health centre if unwell	Officers do not currently support metered parking in this location given its high PTAL however the applicant has committed to a S106 obligation to fund further study of Controlled Parking Zone expansion.
	The development will give rise to local highway safety concerns	The development will reduce traffic on local road and is not anticipated to give rise to highway safety issues.
	The health centre will give rise to localised overspill parking impacts in the area	The Health Centre will be subject to an operational management plan by way of a planning condition. Overspill parking impacts are not anticipated.
	The development will give rise to overspill parking impacts specifically to Hale Gardens	Each plot has servicing capacity and is served by a loading bay. The development will be car free except disabled parking. Overspill parking impacts in Hale Gardens are not anticipated.
Fire Safety	Buildings of the height proposed should not be permitted following the Grenfell Tower Fire.	The tall buildings will not contain any unsuitable cladding. The London Fire Bridge are satisfied with the proposals.

	Layout of Buildings should be reviewed following the Grenfell Tower Fire.	The applicant will be required to seek Building Control approvals. The applicant is using Local Authority Building Control. Planning Officers understand Haringey Building Control Team is satisfied with the design to date.
	The 38 storey building only has a single point of escape.	The applicant confirms that the use of residential blocks containing single stair core is in line with Building Regulations and associated design guidance. This design is supported by the fire safety measures. The London Fire Bridge are satisfied with the proposals.
	London Fire Brigade equipment is not suitable for a building of this height.	The London Fire Bridge are satisfied with the proposals. The fire safety design is set out in Section 6.19.
Flood Risk	Tottenham Hale is in a Flood Plain and the buildings would over sit London Underground Tunnels	Issues of Flood Risk were assessed at the plan making Stage. The sites allocations were found sound by a Planning Inspector. The Environment Agency and the Council's Local Lead Flood Authority (LLFA) raise no objection to the proposal.
Air Quality	The build out time (given the site size) will give rise to worsening air quality in Tottenham	The development will be Air Quality Neutral. Construction phase impacts will be mitigated by conditions and monitored by the Council. Issues of Air Quality are set out in Section 6.10 of the report.
	The applicant's submission understates the air quality impacts to the Welbourne School. The applicant is using out-of-date air quality data	The applicant's submission is robust and does not understate air quality impacts to local schools. The applicant is not using out-of-date air quality data. The applicant's air quality consultant has responded to comments concerning air quality methodology in Appendix 19.

	The removal of trees from the site will give rise to air quality concerns. The trees on the Welbourne Centre are a rousting habitat and should not be removed	The number of trees on the site will be increased. The Council's Tree Officer has assessed the proposal and supports the applicant's tree and landscape proposals. The Tree Officer supports the removal of the existing trees on the Welbourne site. The applicant has undertaken a full ecological survey and
	Residents on lower floors of the development will be impacted by higher levels of pollution than on higher floors	The development will be Air Quality Neutral. There are no ground floor units adjoining high volume roads. The Council's EHO raises no objection with respect to the scheme subject to the planning conditions contained in Appendix 1.
	The proposal will give rise to additional car travel and therefore more air pollution	The proposal will see a significant reduction in car journeys in peak times and will remove traffic from local roads. The proposal will be air quality neutral.

BNP PARIBAS REAL ESTATE

Real Estate for a changing world

Tottenham Hale Centre Development: Review of Addendum Financial Viability Assessment



Prepared for

London Borough of Haringey

November 2018

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Appendix 1 - BNPPRE Welbourne Land appraisal
Appendix 2 - BNPPRE development appraisal

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1 Introduction

The London Borough of Haringey ('the Council') has commissioned BNP Paribas Real Estate to review an 'Addendum to the Pre-Application[1] Financial Viability Assessment' dated 18 October 2018 prepared by DS2 on behalf of TH DM Limited (the 'Applicant') in relation to its proposed development of the Tottenham Hale Centre Site ('the Site').

The pre-application Development appraised by DS2 comprised 1,036 residential units; 831 square metres GIA of B1 office floorspace; up to 4,571 square metres of flexible commercial floorspace (use classes A1-A4, B1(a) and D2); and a 1,643 square metre GIA district health centre. DS2's report indicates that the Applicant intends to offer 25% affordable housing, provided as 100% shared ownership. Following pre-application discussions with the Council, the scheme has been amended to provide 1,030 residential units (25% of which will be affordable by habitable rooms), 831 square metres of office floorspace, up to 4,306 square metres of flexible commercial floorspace and a 1,643 square metre health centre. The Applicant proposes to amend the tenure mix of the affordable housing from 100% shared ownership to 51 social rented units (21% by units), 80 intermediate rent units (34% by units) to be let at London Living Rents and 108 shared ownership units (45% by units).

The DS2 report indicates that TH DM Limited is a wholly owned subsidiary of Argent Related ('AR'). AR own the Ferry Island Retail Park which is located at the centre of the Application Site and the remaining land is owned by the Council. AR and the Council have entered into a Strategic Development Partnership through which land ownerships will be merged to facilitate comprehensive development. The agreement requires that the Applicant pays for the Council-owned land when it is drawn down for development and these receipts are used to fund the development of affordable housing on other sites in the Tottenham Hale Housing Zone. While this removes a layer of complexity in the assessment (i.e. determining an appropriate benchmark land value), the Council will need to ensure that the funds are devoted to affordable housing provision through a planning obligation.

This report provides an objective assessment of DS2's viability submission in order to test the inputs to and results of the appraisal.

1.1 BNP Paribas Real Estate

BNP Paribas Real Estate is a leading firm of chartered surveyors, town planning and international property consultants. The practice offers an integrated service from nine offices in eight cities within the United Kingdom and 150 offices, across 30 countries in Europe, Middle East, India and the US, including 15 wholly owned and 15 alliances.

BNP Paribas Real Estate has a wide ranging client base, acting for international companies and individuals, banks and financial institutions, private companies, public sector corporations, government departments, local authorities and registered providers ('RPs').

The full range of property services includes:

- Planning and development consultancy;
- Affordable housing consultancy;
- Valuation and real estate appraisal;
- Property investment;
- Agency and Brokerage;
- Property management;
- Building and project consultancy; and
- Corporate real estate consultancy.

[1] Although DS2's document is titled 'Pre-Application Viability Assessment', it addresses the viability of a submitted application.

This report has been prepared by Anthony Lee MRICS MRTPI, RICS Registered Valuer.

The Affordable Housing and Development Viability Consultancy of BNP Paribas Real Estate advises landowners, developers, local authorities and RPs on the provision of affordable housing.

In 2007 we were appointed by the GLA to review its Development Control Toolkit Model (commonly referred to as the 'Three Dragons' model). This review included testing the validity of the Three Dragons' approach to appraising the value of residential and mixed use developments; reviewing the variables used in the model; and advising on areas that required amendment in the re-worked toolkit. We were appointed again in 2012 by the GLA to review the Three Dragons model and our recommendations were carried forward to the 2014 version of the Toolkit.

Anthony Lee was a member of the working group which drafted guidance for planning authorities on viability, which was published by the Local Housing Delivery Group in June 2012 as '*Viability Testing Local Plans: Advice to Planning Practitioners'*. He is a member of the *'Developer Contributions Technical Expert Panel'* established by the Ministry of Housing, Communities and Local Government to advise on the use of viability assessments in local plans and development management.

In addition, we were retained by Homes England to advise on better management of procurement of affordable housing through planning obligations.

The firm has extensive experience of advising landowners, developers, local authorities and RPs on the value of affordable housing and economically and socially sustainable residential developments.

1.2 Report structure

This report is structured as follows:

- Section two provides a brief description of the Development;
- Section three describes the methodology that has been adopted;
- Section four reviews the assumptions adopted by the Applicant, and where necessary, explains why alternative assumptions have been adopted in our appraisals;
- Section five sets out the results of the appraisals;
- Finally, in Section six, we draw conclusions from the analysis.

1.3 Disclaimer

In accordance with PS1 (5.2) of the RICS Valuation – Professional Standards – Global Standards 2017 (the 'Red Book'), the provision of VPS1 to VPS5 are not of mandatory application and accordingly this report should not be relied upon as a Red Book valuation.

2 Description of the Development

2.1 Site Description

The Site is located within the Tottenham Hale Housing Zone; the Upper Lee Valley Opportunity Area; Tottenham Area Action Plan; Tottenham Hale Growth Area; and the Tottenham Hale District Centre. The Site is also within an area of archaeological importance. Tottenham Hale is located to the east of the London Borough of Haringey and benefits from excellent transport links, with access to the London Underground Victoria Line (journey times of 11 minutes to Kings Cross St Pancras and 15 minutes to Oxford Circus) and National Rail services (journey times of 15 minutes to Liverpool Street). In addition, Tottenham Hale is one of only two stopping points on the Stansted Express service (journey times to Stansted Airport of 35 minutes). The Site has a Public Transport Accessibility Level ('PTAL') of 6a, meaning excellent.

DS2's report identifies five distinct parcels of land, as summarised in Table 2.1.1. Plans showing the land parcels are provided at figures 2.1.2 and 2.1.3.

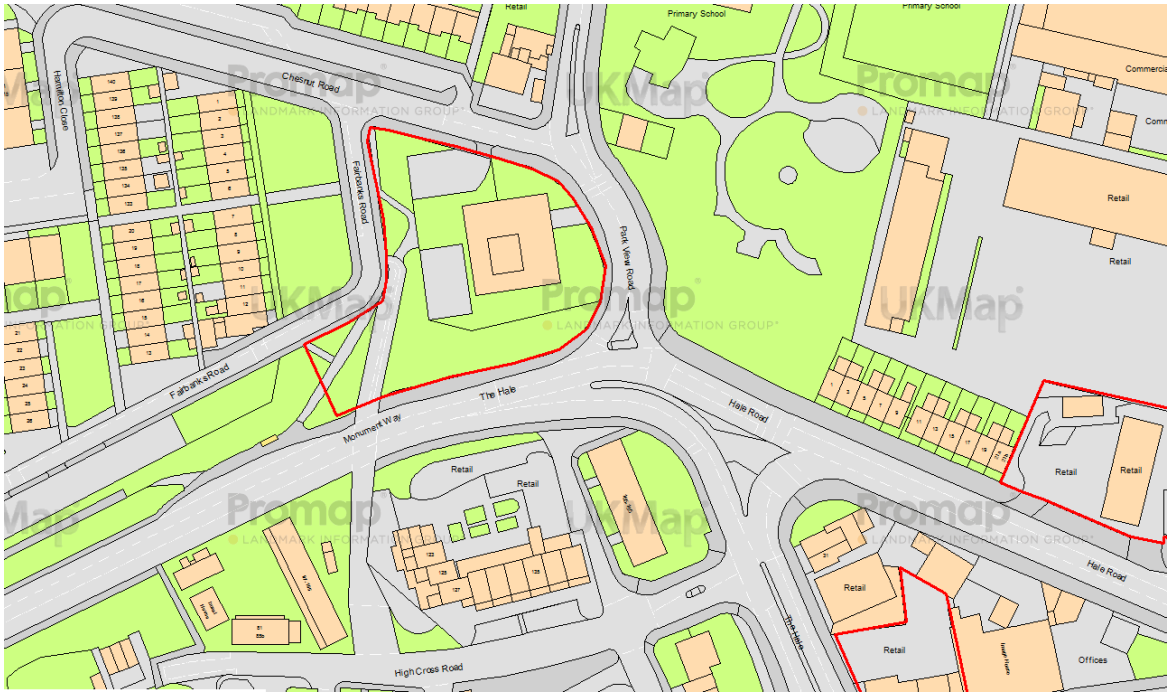
Table 2.1.1: Land parcels

Land parcel	Area (hectares)	Existing use(s)
Welbourne	0.38	Open land, amenity land, residential units and a public house. The open land previously accommodated a community centre.
North Island	0.10	Offices and residential units in converted public house, and Car Wash.
Ferry Island	0.46	Retail Park comprising single building split into 3 units (A1, A3 and A5), car parking and part of Tottenham Hale Bus Station.
Ashley Road West	0.32	Petrol Station
Ashley Road East	0.18	Educational facility, warehouses with ancillary offices, bar, car parking and open storage.

Figure 2.1.2: Site plan (Ashley Road, North Island and Ferry Island)



Figure 2.1.3: Site plan (Welbourne)



Source: Ordnance Survey/Promap

2.2 Planning

The Council's Area Action Plan for Tottenham Hale (adopted July 2017) sets out its vision and policies for development in the area, including creating a new District Centre adjacent to Tottenham Hale Station.

On 30 July 2018, the Applicant submitted an application (reference HGY/2018/2223) for:

'Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m² of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D1), office (Use Class B1), leisure (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works'. On 17 October 2018, the Applicant submitted an amended scheme, but the description of the development remains unchanged.

2.3 Scheme proposals

The DS2 report indicates that – if granted planning permission – the Development will provide will 1,030 residential units; 831 square metres GIA of B1 office floorspace; up to 4,306 square metres of flexible commercial floorspace (use classes A1-A4, B1(a) and D2); and a 1,643 square metre GIA district health centre. DS2's report indicates that the Applicant intends to offer 25% affordable housing, provided as 51 social rented units, 80 London Living Rent units and 108 shared ownership units.

The floor areas for each proposed use are summarised in Table 2.3.1.

Table 2.3.1: Floor areas

Plot	GIA (sq m) – pre-application	GIA (sq m) Application	NIA (sq m) – pre-application	NIA (sq m) - Application
Residential (C3)	97,368	97,645	67,897	67,923
Flexible Commercial	3,785	3,505	3,649	3,377
Office (B1)	831	831	766	766
Health Centre (D1)	1,643	1,643	1,623	1,623
Total	**103,627**	**103,624**	**73,935**	**73,689**

The overall net to gross ratio is 71%, which is relatively inefficient, with developments typically achieving 75% to 80%. The ratio of space from which value is generated to non-value generating space will be one of the key factors in the viability of the scheme. In this particular case, we understand that the relative inefficiency of the building relates to design factors which respond to the shape of the sites.

The proposed tenures and uses on each parcel of land in the pre-application are summarised in Table 2.3.2. The revised areas are summarised in Table 2.3.3.

Table 2.3.2: Floor areas and uses on each land parcel (pre-application submission)

Plot	GIA (sq m)	Private residential NIA square metres	Affordable residential NIA square metres	Retail NIA square metres	Office NIA square metres	Health Centre square metres
Ferry Island 1	37,896	24,831		614	-	-
Ferry Island 2	10,916	7,220		562	-	-
North Island	12,590	-	8,616	434	-	-
Ashley Road East	18,779	11,333	-	1,042	766	-
Ashley Road West	9,131	4,892	1,940	508	-	-
Welbourne	14,065	3,442	5,625	254	-	1,623
Pavilion*	249	-	-	235	-	-
Totals	**103,627**	**51,718**	**16,181**	**3,649**	**766**	**1,623**

Table 2.3.3: Floor areas and uses on each land parcel (Addendum submission)

Plot	GIA (sq m)	Private residential NIA square metres	Affordable residential NIA square metres	Retail NIA square metres	Office NIA square metres	Health Centre square metres
Ferry Island 1	37,904	24,831	-	582	-	-
Ferry Island 2	10,918	7,220	-	455	-	-
North Island	12,588	3,715	4,901	303	-	-
Ashley Road East	18,779	11,333	-	1,042	766	-
Ashley Road West	9,131	4,892	1,940	508	-	-
Welbourne	14,053		9,092	252	-	1,619
Pavilion*	249	-	-	235	-	-
Totals	**103,623**	**51,991**	**15,932**	**3,377**	**766**	**1,619**

Table 2.3.4 summarises the unit mix in the Addendum viability submission and identifies changes against the pre-application submission mix.

Table 2.3.4: Unit mix

Plot	Tenure	Unit Mix				Total
		Studio	1 bed	2 bed	3 bed	
Ferry Island 1	Private	36	181	131	27	375
Ferry Island 2	Private	13	37	46	11	107
North Island	Private	0	21 (+21)	35 (+35)	0	56 (+56)
	Affordable	16	22 (-21)	42 (-35)	-	80 (-56)
Ashley Road East	Private	11	97	64	11	183
Ashley Road West	Private	-	14	54	2	70
	Affordable	-	12	8	8	28
Welbourne	Private	-	0 (-18)	0 (-36)	-	0 (-54)
	Affordable	-	36 (+6)	73 (+36)	22 (+6)	131 (+48)
Totals		**76**	**432**	**453**	**75**	**1,030 (-6)**

3 Methodology

The appraisal submitted by DS2 has been undertaken using Argus Developer ('Argus'). We have also undertaken our appraisals using Argus. Argus is a commercially available development appraisal package in widespread use throughout the development industry. It has been accepted by a number of local planning authorities for the purpose of viability assessments and has also been accepted at planning appeals. Banks also consider Argus to be a reliable tool for secured lending valuations. Further details can be accessed at www.argussoftware.com.

Argus is a cashflow backed model which allows the finance charges to be accurately calculated over the development period. The difference between the total development value and total costs equates to either the profit (if the land cost has already been established) or the residual value. The model is normally set up to run over a development period from the date of the commencement of the project and is allowed to run until the project completion, when the development has been constructed and is occupied.

Essentially, such models all work on a similar basis:

- Firstly, the value of the completed development is assessed.
- Secondly, the development costs are calculated, using either the profit margin required or land costs (if, indeed, the land has already been purchased).

The difference between the total development value and total costs equates to either the profit (if the land cost has already been established and inputted as a cost) or the Residual Land Value ('RLV').

The output of the appraisal is a RLV, which is then compared to an appropriate benchmark, often considered to be the Current Use Value ('CUV') of the site plus, where appropriate, a landowner's premium.

Development convention and planning guidance suggests that where a development proposal generates a RLV that is higher than the benchmark, it can be assessed as financially viable and likely to proceed. If the RLV generated by a development is lower than the benchmark, clearly a landowner would sell the site for existing or alternative use or might delay development until the RLV improves.

4 Review of assumptions

In this section, we review the assumptions adopted by DS2 in their assessment of the proposed development.

4.1 Private residential values

DS2's appraisals apply values ranging from £637 to £700 per square foot, with an average value of £684 per square foot for the private residential units in the proposed development.

Plot	Maximum no of storeys	NIA square feet	Total GDV	Value per square foot[2]
Ferry Island 1	36	267,278	£186,520,250	£700
Ferry Island 2	12	77,713	£49,333,500	£637
Ashley Road West	14	52,653	£35,640,500	£677
Ashley Road East	18	121,987	£83,074,500	£681
North Island	15	39,990	£27,836,500	£696
Total/average		**556,676**	**£379,648,750**	**£684**

We note that DS2 have relied in part upon the viability assessments submitted by applicants in respect of Berol Yard and Ashley Gardens, both of which are located further up Ashley Road than the two sites included in the Applicant's proposals. Ashley Road is an industrial area located to the north of Watermead Way. Although these two sites are located close to the subject site, the immediate environment is less attractive, particularly following the completion of the public realm works planned by the Applicant. Furthermore, these developments incorporate buildings of between 8 and 14 storeys (Berol House) and 10 storeys (Ashley Gardens). We would therefore anticipate that these buildings would attract lower values than the subject site which is predominantly 12+ storeys and as high as 36 storeys. The pricing for the lower rise buildings is not unreasonable but we would anticipate higher values would be achieved on a 36 storey tower. Based on similar buildings elsewhere (with a similar price point), there tends to be a premium of 10% - 15%. This would indicate a value of £735 to £768 per square foot for the tower.

We note that Hale Village includes towers of up to 33 storeys and marketing commenced in September 2018 with an average asking price of £730 per square foot for units on floors 6 through to 27. It is unclear at this early stage of marketing whether these values are being achieved. We have therefore adopted the DS2's pricing. The review mechanism will identify if any uplift in value is achieved.

Although DS2's appraisal assumes that the private housing will be developed as build for sale, their report indicates that the units in the Ferry Island parcels might be developed as build for rent. Their report suggests that build to rent units would have a reduced capital value, equivalent to 90% of build for sale units and that "*the Applicant is now however seeking to benefit from the lower value attributable to BTR when assessing the amount of affordable housing that can be viably supported*". The provenance of this 10% reduction is unclear and we would draw the Council's attentions to other factors which offset this difference, including a reduced profit margin and forward funding.

4.2 Housing Zone funding

We note that the Proposed development will benefit from £12,315,000 of Housing Zone funding. DS2 indicate that they have assumed that this will be received over the infrastructure construction period.

[2] There are discrepancies in DS2's values per square foot for the two Ferry Island sites. Dividing the GDV by the NIA results in values of £697.85 per square foot for Ferry Island 1 and £634.82 per square foot for Ferry Island 2. In our appraisal, we have applied the correct rates per square foot to the NIA. The blended value for Ferry Island is £713 per square foot, based on £735 per square foot for Ferry Island 1 and ££637 for Ferry Island 2.

The Council should confirm that this reflects their expectation of the profile of receipts. If the grant is to be received earlier, this will have an impact on funding costs and the overall viability of the scheme.

4.3 Car parking

DS2's report indicates that there will be 31 car parking spaces, 3 of which will be used by a car club and the remainder will be made available to users of wheelchair units. DS2 have attached no value to these spaces and the units should be secured as such in the Section 106 agreement.

4.4 Ground rents

DS2's report refers to the "*Leasehold Reform Bill 2017-19*" ('LRB') which they incorrectly claim will bring into legislation new measures to set ground rents for flats and houses at a peppercorn. The LRB is in fact a private members bill relating to leasehold enfranchisement and has nothing to do with the government's recent consultation on ground rents.

Notwithstanding the incorrect claims, DS2 have included a ground rent of £250 per unit per annum capitalised at 10%, the latter due to "*the presence of draft legislation [which] increases risk and uncertainty that this income will be receivable by the time the Proposed Scheme is complete*". We note that the Anthology scheme is currently being marketed with the following ground rents:

- Studios: £300
- One bed: £400
- Two bed: £500
- Three bed: £600

DS2's ground rent assumptions are therefore not reflective of market evidence.

We have applied ground rents in our appraisal at a reduced rate to those being charged at the Anthology scheme, at an average of £300 per unit per annum, capitalised at an investment yield of 5%, which is a cautious approach. Any future changes resulting from the potential introduction of caps through legislation will be addressed through the end of scheme review mechanism.

4.5 Affordable Housing

DS2's appraisal applies a value of £440 per square foot for the affordable (shared ownership). Their report indicates the same value would apply to social and affordable rented units.

The household incomes assumed for shared ownership units in their appraisal are as follows:

- Studio: £50,000
- 1 bed: £60,000
- 2 bed: £70,000
- 3 bed: £80,000

We assume that these household incomes have been discussed and agreed with the Council. If the Council requires lower income thresholds, there may be an impact on the capital value.

To assess the affordable housing revenue, we have used a bespoke model, specifically created for this purpose. This model takes into account factors such as standard levels for management and maintenance costs; finance rates currently obtainable in the sector; and views on the amount of grant that may be obtainable. For the rented units, we have assumed the following rents:

Table 4.5.1: Rents assumed for rented affordable units

Rent type	1 bed	2 bed	3 bed	4 bed
Social Rent	£150.03	£158.84	£167.67	£176.49
London Living Rent	£171	£190	£209	£228

Our modelling confirms that the Applicant's appraisal does not understate the value attributed to the affordable housing.

To ensure that the shared ownership units are affordable to the households identified above, we have assumed an initial equity sale of between 30% and 35% and rent on the retained equity ranging from 2.10% and 2.75%. Our modelling indicates that the £440 per square foot value applied by DS2 for the shared ownership units is not unreasonable.

4.6 Retail floorspace

DS2's report indicates that they have applied a rent of £20 per square foot in their appraisals based on three comparables (Emily Bowes Court, Mannequin House and 270-274 West Green Road with rents of £23.80, £22.71 and £19.19 per square foot respectively).

Mannequin House is located some distance from the Application Site and is located in an area of that is unlikely to be subject to the same extent of regeneration as Tottenham Hale. Similarly, the West Green unit is located to the west of the High Road in an area that will not see the same extent of regeneration. Emily Bowes Court is clearly located adjacent to Tottenham Hale Station within close proximity of the Application Site. As the regeneration gathers pace, it is likely that rents for retail floorspace will increase. We have adopted a rent of £20 per square foot at this stage, but recommend that this should be reconsidered as part of any viability review. The investment yield of 5.5% is outside the range of evidence included in DS2's report and while we have adopted this rate in our appraisal, this should be reconsidered at the review stage.

4.7 Office floorspace

DS2's report indicates that they have applied rents of £20 per square foot with 6 months' rent free, capitalised at a 6% yield. This rent is consistent with the available comparable evidence and we have applied the same assumptions in our appraisal.

4.8 Health Centre

DS2's report indicates that the Development will provide a health centre (D1 use class) and that the Applicant will deliver this facility to shell and core at a peppercorn rent. The Council has confirmed that this reflects the commercial terms agreed with the Applicant.

4.9 Base construction costs

DS2's report indicates that the costs in their appraisal are based on separate cost plans provided by Faithfull & Gould and Mace. A summary of the costs is provided in Table 4.9.1.

We have compared the costs to the RICS 'Building Cost Information Service' ('BCIS') data which is based on tenders for live developments. This data is adjusted for the relative differences in costs between areas. In Haringey, the upper quartile BCIS cost for flatted developments of 6 or more storeys is £2,393 per square metre, excluding external works. After external works, the cost would increase to circa £2,600 per square metre. The Applicant's costs equate to an overall average of £2,773 per square metre, which is 6.7% higher than the BCIS benchmark costs. In the context of the high quality design, this is not unreasonable.

Table 4.9.1: Build costs

Plot	Total	Design fees	GIA square metres	Net of design fees	Cost per square metre
Ferry Island 1	£103,417,462	£4,698,000	37,904	£98,719,462	£2,479
Ferry Island 2	£30,512,538	£1,389,000	10,918	£29,123,538	£2,667
Building 3 (NI)	£31,220,000	£1,487,000	12,588	£29,733,000	£2,362
Ashley Road East	£55,294,379	£1,025,000	18,779	£54,269,379	£2,890

Plot	Total	Design fees	GIA square metres	Net of design fees	Cost per square metre
Ashley Road West	£28,018,268	£405,900	9,131	£27,612,368	£3,024
Welbourne	£40,866,140	£1,286,150	14,053	£39,579,990	£2,816
Pavilion	£1,716,000	£0	249	£1,716,000	£6,891
Totals	**£291,190,061**	**£9,805,050**	**101,486**	**£281,385,011**	**£2,709**

4.10 Infrastructure costs

DS2's appraisal includes a £19.05 million allowance for infrastructure works, as follows:

- Demolition and remediation: £2,536,060
- Utility diversions: £3,980,426
- New utilities – plot connections: £ 1,979,669
- New utilities – site wide upgrades: £776,687
- Bus station relocation: £ 1,925,001
- S278 highways works: £ 4,912,900
- Design and professional fees on the above: £ 2,942,332

The design and professional fees equate to 13.7% of costs but incorporate a 'soft cost contingency allowance' of £122,500, 'other' costs of £49,368 and 'PCSA VFL appointment' of £605,026.

4.11 Contingency

The cost plans incorporate contingency allowances amounting to 5% of construction costs, which is within the normal range. However, the contingency for the Pavilion is 9%. The Applicant has indicated that the higher contingency on the Pavilion is required due to the need to redesign the building as a result of feedback from the Design Review Panel. We have retained this assumption in our appraisal, pending receipt of clarification from the Applicant.

4.12 Professional Fees

DS2 have applied an allowance for fees of 12% which lies at the very top end of the range for a scheme of this scale. Furthermore, there are separate allowances in their appraisals for costs which are normally included within the overall fees budget (construction insurance, construction legals and NHBC fees). When combined with these separate allowances, the overall fees budget appears to be overstated.

In defence of their 12% fees assumption, DS2 state the following:

- High quality buildings
- Provision of infrastructure and public realm works
- Two architects, two cost consultants and two project managers.

These points are misconceived; the percentage fees rate is applied across all costs. The architectural practices are designing different parts of the development, accounting for a sub-set of the construction costs only. Architect A will charge a percentage fee on the construction cost of the buildings they are designing and likewise Architect B will charge a percentage fee on their buildings. The aggregate costs for design are not increased by virtue of there being different practices working on different elements of the scheme. The same applies to project managers. Furthermore, the infrastructure budget has its own separate allowance for fees. However, the Applicant has provided the results of their tender exercise for architects and the selected firms' percentage fee rates exceed normal levels for schemes at this price point. We understand that the Council shares the Applicant's ambition to create a very high quality design for the development and on this occasion an increased fee above normal levels is acceptable. We have therefore applied an exceptional scheme-specific uplift of 1% to reflect the additional architectural costs to take the total to 11%.

DS2 have applied 12% to the costs of delivering the public realm alone and it is unclear how this allowance would be spent (given that this is the same rate applied to the development as a whole, with more professionals involved than will be required to deliver public realm works). We have reduced this allowance to 6%.

4.13 Developer's return

DS2's report indicates target rates of return as follows:

- Private residential units: 20% of GDV;
- Affordable rent: 6% of GDV;
- Intermediate rent: 8% of GDV;
- Commercial floorspace: 16.67% of GDV.

The profit levels for private residential and affordable rent are within the normal ranges, albeit at the top end of the range for the former. We note the factors listed in DS2's Table 20 (headed 'Risk Profile Summary' with the scheme being assessed as 'medium risk'. However, there is no link between this assessment and the conclusion in terms of profit levels. It would be informative for DS2 to provide some quantitative analysis alongside their qualitative assessment. However, for the purposes of our appraisal, we have assessed the scheme targeting a 17% profit on the private housing, 6% on the affordable housing and 15% of the commercial GDV.

The appeal decisions that DS2 refer to provide no assessment as to the relative risk of the scheme compared to any market norms and are unhelpful in establishing the level of risk associated with the Proposed Development compared to others.

4.14 Finance costs

DS2's report indicates that they have applied a finance rate of 7% inclusive of arrangement and exit fees. This is within the normal range, albeit at the top end. Although developers will not typically fund all their development costs through bank finance, we have applied finance to 100% of the costs to reflect the opportunity cost or actual cost of equity.

Although we initially modelled the development using the same programme as DS2, there was a significant difference in the total amount of finance costs shown in our respective appraisals. DS2's appraisal showed total finance costs of £36.34 million, while the amount in our initial appraisal was £21.58 million. We have subsequently identified differences in timing of inputs which we have re-aligned. As a result, the total finance costs in our appraisal have increased to £33.06 million.

4.15 CIL and Section 106 obligations

DS2's report notes a combined Borough and Mayoral CIL liability of £5,278,264 (reduced from £5,383,598 in the pre-application submission) assuming Social Housing Relief on the units to be provided as affordable, which amounts to 1.1% of overall development costs. DS2's report indicates that this figure has been provided by Quod but is silent on how these liabilities have been calculated. The Council has confirmed that this amount has been correctly calculated. DS2's appraisal applies a lower allowance of £5,199,755 which we assume to be the intended figure.

DS2's report indicates that an additional £3,800 per unit has been applied for Section 106 based on discussions with officers but is subject to confirmation.

4.16 Carbon offset

DS2's appraisal includes a carbon offset payment amounting to £923,950. The underlying calculations for this payment are not provided but the Council's sustainability officer has confirmed that the figure is correct.

4.17 Marketing and Disposal Costs

DS2's report indicates that they have adopted the following allowances for marketing and disposal:

- Residential marketing: 1.5% of private housing GDV;
- Sales legal fee: £1,000 per private unit;
- Residential sales agent fee: 1.5% of private housing GDV;
- Commercial sales agent fee: 1% of commercial GDV
- Letting Agent fee: 10% of first year's rent; and
- Letting Legal fee: 5% of first year's rent.

The combined residential marketing allowance and sales agent fee of 3% is within the normal range. The commercial disposal and lettings costs are also within the normal range.

4.18 Development programme

DS2's report indicates that the development will notionally commence in January 2019 and complete in February 2024 as summarised in Table 4.18.1.

Table 4.18.1: DS2's assumed development programme

Plot/ component	Start	Finish	Duration (months)
Infrastructure	Jan 2019	May 2021	29
Ashley Road West	May 2019	Oct 2020	18
Welbourne	May 2019	May 2021	25
Ashley Road East	Oct 2019	Sep 2021	24
Ferry Island 1 & 2	Jan 2021	Feb 2024	38
North Island	Jun 2021	Aug 2023	27

DS2's report acknowledges that the programme they have assumed is inconsistent with the programme assumed in the Environmental Statement which is "marginally shorter" at 4 years (it is in fact 20 months longer or 42% longer). DS2 suggest their longer programme links construction to the expiry of existing leases "*in accordance with planning viability best practice*". It is unclear which guidance they are referring to and this should be clarified. We have seen any leases nor does DS2's report provide any details, so the length of programme cannot be verified based on the information provided by the Applicant. In any event, the overall programme is not unreasonable for a scheme of this scale.

DS2's report indicates that they have assumed marketing commences during the construction period with most units sold off plan. They indicate that sales revenue is received following practical completion with only 1 move in per core per day "*in line with market practice*". No evidence has been provided to support this assertion. We have reflected a more realistic sales period which assumes that marketing during the construction period achieves a sales programme ending 3 months after PC.

5 Analysis

5.1 Benchmark land value

DS2's report correctly notes that the Mayor of London's supplementary planning guidance on viability indicates that benchmark land values should be based on existing use value or alternative uses, where planning permission exists for the latter.

The existing uses on site are as follows:

- **North Island:** former converted public house with commercial and 1 residential unit on the ground floor and 10 residential units on the upper floors. In addition, there is an open storage yard.
- **Ferry Island:** three retail warehouse units let to Maplin (in administration), Pizza Hut and KFC.
- **Ashley Road East:** offices and industrial.
- **Ashley Road West:** Petrol filling station.
- **Welbourne Land:** cleared site.

CBRE have valued the existing uses on the Applicant's behalf on the basis of "*the Special Assumption that the Properties continue in their existing use*". We note that CBRE describe the purpose of the valuation as "*Planning Feasibility Assessment*" which clearly limits the weight which can be attached to their findings (in comparison to a valuation for the purposes of secured lending).

5.1.1 North Island

The existing buildings are acknowledged by CBRE to be of poor quality. Despite this, their rent of £10 per square foot is at the higher end of the range of their comparable evidence (£6.65 to £12.54 per square foot)[3]. All the comparables relate to purpose built accommodation, whereas the subject site is converted space. In the absence of any rationale for the rent adopted by CBRE, we have applied a rent at the lower end of the range (£6.65 per square foot).

Open storage land typically rents at £3 per square foot[4], which is lower than the £6.50 per square foot adopted by CBRE. We have applied a rent of £3 per square foot to the yard space.

The rateable values for the property which reflect the VOA's opinion of market rent also indicate that the CBRE assumptions over-value the existing floorspace and open land. The rateable value for the storage yard is £17,000 (£2.55 per square foot) and £19,733 for the offices (£5.03 per square foot blended across office and basement areas).

CBRE have assumed a rent of £10,000 per unit for the 10 studio flats, despite acknowledging that they were "unable to inspect internally and have no information regarding individual property size or configuration". The rent of £10,000 per unit per annum equates to £833 per unit which is likely to be high for a unit in this area and in poor condition. It is unclear whether the units are self-contained or share facilities, with the latter securing lower rents than the former. We have applied a rent of £650 per unit per annum, pending receipt of further information on condition and configuration.

After deductions for site acquisition, our assessment of the valuation of the property is £1.8 million.

[3] A lower rent of £2.50 per square foot is applied to basement space.

[4] A site for temporary occupation by Crossrail from land owned by DB Schenker in 2009 for £2psqft. Rent review in 2014 increasing to £2.50; and a more recent site in Acton equating to 0.67 acres was let to Network Rail, owned by DB Cargo and let for £91,000pa in July 2017 which equates to £3.08psqft.

5.1.2 Ferry Island

The three units at Ferry Island are occupied by Maplin (in administration), Pizza Hut and KFC with a contracted rent totalling £270,840 per annum and a weighted average unexpired lease term of 2.42 years. CBRE acknowledge that the units are over 20 years old and "appear a bit tired". They have applied a 5.76% yield to arrive at a capital value of £4.27 million. The rents equate to £22.72 per square foot for the Maplin store and circa £30-£31 per square foot for the Pizza Hut and KFC outlets. These leases expire in 2020 and it is not unreasonable to assume that similar rents could be achieved upon re-letting. CBRE's valuation of £4.27 million is therefore not unreasonable.

5.1.3 Ashley Road East

Ashley Road East comprises Sentinel House (a 9,387 square foot office), and two industrial units extending to 11,303 square feet. Although the properties are reported to be occupied, all the leases have expired. Credit scoring reports on two of the three tenants indicates that are 'maximum risk' indicating a high possibility of default. Current rents payable by the tenants are £9.10 per square foot for Sentinel House, £9.15 per square foot for 4 Ashley Road and £2.42 per square foot for 5 Ashley Road.

CBRE identify a range of industrial rents from £7.74 to £14.49 per square foot. They adopt a rent of £10 per square foot, although there is no rationale in the CBRE report for this assumption. In particular, it is unclear how CBRE have concluded that the industrial units are of superior quality or location in comparison to the two lettings at Rosebery Avenue (at £7.74 and £9.84 respectively). Other lettings at Rosebery Avenue point to a tone of £9 per square foot, which we have adopted in our assessment. CBRE apply an investment yield of 6% which is not unreasonable.

CBRE have adopted a rent for the office space of £20 per square foot, assuming the space is refurbished. This appears to be a little higher than recent lettings (including for example 4,750 square feet let to Migrant Resource Centre in Berol House on 21 December 2016 for £18.95 per square foot). We have adopted a rent of £19 per square foot. CBRE apply an investment yield of 8% which is not unreasonable. The refurbishment allowance of £35 per square foot appears very low to provide space of comparable quality to other space available. We have increased this allowance to £70 per square foot. After these changes, the capital value falls from £2.85 million to £2.28 million.

5.1.4 Ashley Road West

This site accommodates a petrol station which was let to BP Oil UK on a 2-year lease which expired on 7 July 2018. The passing rent was £150,00 per annum. CBRE assume that negotiations on a new lease would result in an increased rent of £165,000 per annum. They apply an investment yield of 4.83% to arrive at a capital value of £3.3 million (after acquisition costs).

The reasons accounting for the assumed increase in rent from £150,000 to £165,000 per annum are unclear. Although CBRE include a profits-method calculation in their report, they acknowledge that this is not based on actual trading figures (which have not been provided). There is no evidence to support the assumed petrol and non-petrol trading figures and assumed profit margins. We have therefore retained the rent at the current £150,000 per annum level.

CBRE's assumed investment yield is 4.27% NIY which is significantly keener than their comparable evidence (5.24%, 4.94%, 5.25% and 5.25%). The reasons for the lower yield are now explained. We have increased the yield from 4.27% to 5.25%. The capital value is £2.50 million.

5.1.5 Welbourne

CBRE's report acknowledges that the Welbourne site is vacant and has no current planning use. Although CBRE have been instructed to provide an opinion of value on the assumption of continuing existing use, they have assessed the value of the site based on a redevelopment. This is not necessarily incorrect, but it clearly results in circularity; with the scheme being used to establish the land value being very similar thanks to the application scheme. It is vital if this approach is to be adopted that the appraisal inputs are consistent. However, there are significant disparities between the inputs CBRE have adopted compared to those that DS2 rely upon, as summarised in Table 5.1.5.

Table 5.1.5: Disparities between CBRE residential appraisal assumptions and DS2 appraisal assumptions

Appraisal input	CBRE	DS2
Build costs	£210	£253 to £281
Commercial space	£25 per square foot	£17.50 - £20 per square foot
Finance	6%	7%
Profit	20% on cost (equivalent to 15% on GDV)	20% on GDV
Rent free periods	None	6 months
External works, infrastructure works and public realm	None	£18,408 per unit
Section 106	£2,032 per unit	£3,807 per unit
DS2 additional costs (construction insurance, construction legals, non-recoverable VAT, NHBC etc)	None	£4,592 per unit
Carbon levy	None	£892 per unit

In addition, the value applied to the affordable housing (assuming a 60% London Affordable Rent and 40% intermediate housing) of £309 per square foot exceeds the achievable value.

As a result of these disparities, the CBRE appraisal needs to be adjusted to bring it into line with DS2's inputs, or vice versa. Given that the CBRE appraisal is clearly of a very high level nature (without the support of a scheme and cost plans, for example), it should be adjusted to reflect DS2's inputs.

Making even small adjustments to some of the inputs to bring them into line with DS2's appraisal results in a significant reduction in residual value. Reducing the affordable housing revenue to a blended rate of £240 per square foot, adding an external works allowance of £15 per square foot (which remains significantly lower than DS2's allowance) and adjusting profit to reflect DS2's assumptions results in a residual value of £843,000. Our appraisal is attached as Appendix 1.

We have therefore adopted a value of £843,000 for this part of the Site. As the approach CBRE have adopted is an Alternative Use Value and not an Existing Use Value as suggested by DS2, no premium can be applied to this site.

5.1.6 Summary

CBRE have arrived at their benchmark land value using the values and premiums summarised in Table 5.1.6.1.

Table 5.1.6.1: CBRE valuations and premiums

Site	CBRE capital value	DS2 premium applied	DS2 benchmark land value
North Island	£2,790,000	10%	£3,069,000
Ferry Island	£4,270,000	25%	£5,337,500
Ashley Road East	£2,850,000	10%	£3,135,000
Ashley Road West	£3,300,000	30%	£4,290,000
Welbourne	£3,700,000	10%	£4,070,000
Totals	**£16,910,000**		**£19,901,500**

Following the adjustments outlined in the preceding section, our benchmark land values are summarised in Table 5.1.6.2.

Table 5.1.6.2: BPPRE benchmark land value

Site	BNPPRE capital value	Premium applied to EUV	Benchmark land value
North Island	£1,800,000	10%	£1,980,000
Ferry Island	£4,270,000	20%	£5,124,000
Ashley Road East	£2,280,000	10%	£2,508,000
Ashley Road West	£2,495,000	20%	£2,994,000
Welbourne	£843,000	n/a	£843,000
Totals	**£11,688,000**		**£13,449,000**

5.2 Appraisal results

5.2.1 DS2's appraisal results

DS2's appraisal of the proposed Development incorporating 25% affordable housing (51 social rented units, 80 London Living Rent units and 108 shared ownership units) generates a residual profit of profit of 11.11% on GDV against their blended benchmark profit of 17.66%. Consequently, they suggest that this level of affordable housing is not viable.

5.2.2 BNP Paribas Real Estate appraisal results

Our appraisal is attached at Appendix 2.

As noted in the previous section, we have amended some of DS2's appraisal where we do not agree that there is sufficient evidence to support their position, as follows:

- Reduce ground rent yield from 10% to 4% to reflect yields currently achieved at auction of ground rent portfolios and adopt annual rents averaging £300 per unit per annum.
- Reduce fees budget from 12% to 11% of costs.
- Adjust developer's return to show 17% on private housing GDV, 6% on affordable housing GDV and 15% on commercial GDV.
- Adjust benchmark land values and premiums with an overall reduction from £19.90 million to £13.45 million.

As a result of these adjustments, our appraisal generates a residual land value of £12.20 million, which results in a deficit of £1.25 million.

6 Conclusions

The proposed development is of some significance in terms of both scale of housing and the value that could be generated if planning permission is granted. DS2's appraisal assumes that 25% of the residential units will be provided as affordable (51 social rented units, 80 London Living Rent units and 108 shared ownership units).

Our appraisal indicates that the Proposed Development generates a deficit of £1.25 million below the benchmark land value.

DS2 acknowledge that the Applicant is planning to make a significant investment in public realm and infrastructure, both of which will bring placemaking benefits which are not currently reflected in the values applied in the appraisal. It is therefore essential that a late stage viability review is undertaken to establish the extent to which the outturn values and costs differ from the current estimates. We understand that the Applicant recognises and accepts the need for future reviews.

Appendix 1 - BNPPRE Welbourne Land appraisal

APPRAISAL SUMMARY — BNP PARIBAS REAL ESTATE

Welbourne Land
CBRE adjusted appraisal

Summary Appraisal for Phase 1

Currency in £

REVENUE						
Sales Valuation	**Units**	**ft²**	**Rate ft²**	**Unit Price**	**Gross Sales**	
Residential - private	62	46,500	650.00	487,500	30,225,000	
Affordable (60% SR, 40% SO)	61	45,750	240.00	180,000	10,980,000	
Totals	**123**	**92,250**			**41,205,000**	
Rental Area Summary				**Initial**	**Net Rent**	**Initial**
	Units	**ft²**	**Rate ft²**	**MRV/Unit**	**at Sale**	**MRV**
Health Centre	1	19,660	25.00	491,500	491,500	491,500
Investment Valuation						
Health Centre						
Current Rent	491,500	YP @	5.5000%	18.1818	8,936,364	
GROSS DEVELOPMENT VALUE				**50,141,364**		
Purchaser's Costs		6.80%	(607,673)			
				(607,673)		
NET DEVELOPMENT VALUE				**49,533,691**		
NET REALISATION				**49,533,691**		
OUTLAY						
ACQUISITION COSTS						
Residualised Price			843,643			
Stamp Duty		5.00%	42,182			
Agent Fee		1.20%	10,124			
Legal Fee		0.60%	5,062			
				901,011		
CONSTRUCTION COSTS						
Construction	**ft²**	**Rate ft²**	**Cost**			
Health Centre	24,575 ft²	210.00 pf²	5,160,750			
Residential - private	58,125 ft²	210.00 pf²	12,206,250			
Affordable (60% SR, 40% SO)	57,188 ft²	210.00 pf²	12,009,480			
Totals	**139,888 ft²**		**29,376,480**	**29,376,480**		
Developers Contingency		5.00%	1,468,824			
				1,468,824		
Other Construction						
External works	139,888 ft²	15.00 pf²	2,098,320			
				2,098,320		
Municipal Costs						
S106	123 un	3,807.00 /un	468,261			
Borough CIL			64,800			
Mayoral CIL			151,200			
				684,261		
PROFESSIONAL FEES						
Architect		12.00%	3,776,976			
				3,776,976		
MARKETING & LETTING						
Marketing		1.50%	453,375			
Letting Agent Fee		10.00%	49,150			
Letting Legal Fee		5.00%	24,575			
				527,100		
DISPOSAL FEES						
Private sales agent fee		1.50%	444,260			
Sales Agent Fee		1.00%	193,087			
Sales Legal Fee		0.50%	247,668			
				885,015		
MISCELLANEOUS FEES						
Profit on private		20.00%	6,045,000			
Profit on commercial		15.00%	1,340,455			
Profit on affordable		6.00%	658,800			

APPRAISAL SUMMARY **BNP PARIBAS REAL ESTATE**

Welbourne Land
CBRE adjusted appraisal

		8,044,255
FINANCE		
Debit Rate 6.000% Credit Rate 0.000% (Nominal)		
Land	193,195	
Construction	1,405,952	
Other	172,302	
Total Finance Cost		1,771,449
TOTAL COSTS		**49,533,690**
PROFIT		
		1

Performance Measures

Profit on Cost%	0.00%
Profit on GDV%	0.00%
Profit on NDV%	0.00%
Development Yield% (on Rent)	0.99%
Equivalent Yield% (Nominal)	5.50%
Equivalent Yield% (True)	5.69%
IRR	7.16%
Rent Cover	0 yrs 0 mths
Profit Erosion (finance rate 6.000%)	0 yrs 0 mths

Appendix 2 - BNPPRE development appraisal

APPRAISAL SUMMARY — BNP PARIBAS REAL ESTATE

Tottenham Hale sites (Application Scheme)
25% AH (51 Soc Rent, 80 LLR, 108 SO)

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	**Units**	**ft²**	**Rate ft²**	**Unit Price**	**Gross Sales**
ARE private residential	183	121,987	681.01	453,958	83,074,367
ARW affordable	28	20,882	440.00	328,146	9,188,080
ARW private residential	70	52,653	676.89	509,147	35,640,289
FI (1&2) private	482	344,991	683.65	489,322	235,853,097
NI affordable	80	52,745	440.00	290,098	23,207,800
NI private	56	39,990	696.09	497,083	27,836,639
Wellbourne LLR	80	59,765	440.00	328,707	26,296,550
Wellbourne social ret	51	38,100	440.00	328,707	16,764,050
Totals	**1,030**	**731,113**			**457,860,872**

Rental Area Summary	**Units**	**ft²**	**Rate ft²**	**Initial MRV/Unit**	**Net Rent at Sale**	**Initial MRV**
Welbourne retail	1	2,734	17.37	47,478	47,478	47,478
ARE retail	1	11,216	20.00	224,320	224,320	224,320
ARE office	1	8,245	20.00	164,900	164,900	164,900
ARW retail	1	5,468	20.00	109,360	109,360	109,360
FI 1&2 retail	1	11,162	20.00	223,240	223,240	223,240
Pavilion retail	1	2,530	22.50	56,925	56,925	56,925
NI retail	1	3,261	20.00	65,220	65,220	65,220
ARW ground rents	70			300	21,000	21,000
FI 1&2 ground rents	482			300	144,600	144,600
ARE ground rents	183			300	54,900	54,900
Totals	**742**	**44,616**			**1,111,943**	**1,111,943**

Investment Valuation

Welbourne retail					
Market Rent	47,478	YP @	5.5000%	18.1818	
(0yrs 6mths Rent Free)		PV 0yrs 6mths @	5.5000%	0.9736	840,434
ARE retail					
Current Rent	224,320	YP @	5.5000%	18.1818	4,078,545
ARE office					
Current Rent	164,900	YP @	6.0000%	16.6667	2,748,333
Rent Free	(164,900)	YP 0yrs 6mths @	6.0000%	0.4786	
		PV 4yrs 11mths @	6.0000%	0.7509	(59,258)
					2,689,076
ARW retail					
Current Rent	109,360	YP @	5.5000%	18.1818	1,988,364
Rent Free	(109,360)	YP 0yrs 6mths @	5.5000%	0.4803	
		PV 4yrs @	5.5000%	0.8072	(42,398)
					1,945,966
FI 1&2 retail					
Market Rent	223,240	YP @	5.5000%	18.1818	
(0yrs 6mths Rent Free)		PV 0yrs 6mths @	5.5000%	0.9736	3,951,692
Renewal Rent Free	(223,240)	YP 0yrs 6mths @	5.5000%	0.4803	
		PV 5yrs @	5.5000%	0.7651	(82,035)
					3,869,657
Pavilion retail					
Current Rent	56,925	YP @	5.2500%	19.0476	1,084,286
NI retail					
Current Rent	65,220	YP @	5.5000%	18.1818	1,185,818
ARW ground rents					
Current Rent	21,000	YP @	5.0000%	20.0000	420,000
FI 1&2 ground rents					
Current Rent	144,600	YP @	5.0000%	20.0000	2,892,000
ARE ground rents					
Current Rent	54,900	YP @	5.0000%	20.0000	1,098,000
					20,103,782

GROSS DEVELOPMENT VALUE			**477,964,654**
Purchaser's Costs	6.80%	(1,367,057)	
			(1,367,057)
NET DEVELOPMENT VALUE			**476,597,597**

APPRAISAL SUMMARY — BNP PARIBAS REAL ESTATE

Tottenham Hale sites (Application Scheme)
25% AH (51 Soc Rent, 80 LLR, 108 SO)

Income from Tenants				
ARE retail			112,160	
ARE office			13,742	
ARW retail			54,680	
Pavilion retail			94,875	
NI retail			32,610	
				308,067
Additional Revenue				
Housing Zone funding			12,131,500	
				12,131,500
NET REALISATION				**489,037,163**
OUTLAY				
ACQUISITION COSTS				
Residualised Price			12,197,619	
Stamp Duty		5.00%	609,881	
Agent Fee		1.00%	121,976	
Legal Fee		0.80%	97,581	
Town Planning			300,000	
				13,327,057
CONSTRUCTION COSTS				
Construction	**ft²**	**Rate ft²**	**Cost**	
ARE retail	16,028 ft²	268.48 pf²	4,303,197	
ARE office	11,782 ft²	268.48 pf²	3,163,231	
ARW retail	6,803 ft²	280.94 pf²	1,911,235	
FI 1&2 retail	18,595 ft²	254.94 pf²	4,740,609	
Pavilion retail	2,702 ft²	606.22 pf²	1,638,000	
NI retail	6,498 ft²	226.46 pf²	1,471,537	
ARE private residential	174,324 ft²	268.48 pf²	46,802,508	
ARW affordable	25,979 ft²	280.94 pf²	7,298,540	
ARW private residential	65,504 ft²	280.94 pf²	18,402,694	
FI (1&2) private	506,813 ft²	252.25 pf²	127,843,000	
NI affordable	77,068 ft²	230.41 pf²	17,757,124	
NI private	58,431 ft²	230.41 pf²	13,463,027	
Wellbourne LLR	92,376 ft²	264.70 pf²	24,451,814	
Wellbourne social ret	58,889 ft²	264.70 pf²	15,588,031	
Totals	**1,125,917 ft²**		**288,834,548**	**288,834,548**
Other Construction				
Infrastructure			19,053,075	
Public realm			3,344,000	
				22,397,075
Municipal Costs				
MCIL and LBH CIL			5,199,755	
WLB Section 106	80 un	3,807.00 /un	304,560	
ARE Section 106	183 un	3,807.00 /un	696,681	
ARW Section 106	98 un	3,807.00 /un	373,086	
FI (1&2) Section 106	482 un	3,807.00 /un	1,834,974	
NI Section 106	136 un	3,807.00 /un	517,752	
Carbon offset payment			923,950	
				9,850,758
PROFESSIONAL FEES				
Fees		11.00%	33,867,639	
Fees (public realm)		2.00%	66,880	
				33,934,519
MARKETING & LETTING				
Residential marketing		1.50%	5,318,516	
Letting Agent Fee		10.00%	89,144	
Letting Legal Fee		5.00%	55,597	
				5,463,258
DISPOSAL FEES				
Sales agent fee		1.50%	5,735,701	
Commercail sales agent fee		1.00%	147,772	
Residential sales legal fees	735 un	800.00 /un	588,000	
Commercial sales legal fees		0.50%	450,883	
				6,922,355
MISCELLANEOUS FEES				

APPRAISAL SUMMARY **BNP PARIBAS REAL ESTATE**

Tottenham Hale sites (Application Scheme)
25% AH (51 Soc Rent, 80 LLR, 108 SO)

Profit on private	17.00%	65,008,747	
Profit on affordable	6.00%	3,521,546	
Profit on commercial	15.00%	3,015,567	
			71,545,860
FINANCE			
Debit Rate 7.000% Credit Rate 0.000% (Nominal)			
Land		2,027,297	
Construction		4,225,031	
Other		30,509,405	
Total Finance Cost			36,761,733
TOTAL COSTS			**489,037,162**
PROFIT			
			1
Performance Measures			
Profit on Cost%	0.00%		
Profit on GDV%	0.00%		
Profit on NDV%	0.00%		
Development Yield% (on Rent)	0.23%		
Equivalent Yield% (Nominal)	5.45%		
Equivalent Yield% (True)	5.64%		
IRR	6.76%		
Rent Cover	0 yrs 0 mths		
Profit Erosion (finance rate 7.000%)	0 yrs 0 mths		

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Image 1.1 – Indicative Townscape Image (Lordship Lane – Looking southeast)



Image 1.2 – Indicative Townscape Image (Bruce Grove – Looking Southeast)



Image 1.3 – Indicative Townscape Image (Monument Way – Looking East)



Image 1.4 – Indicative Townscape Image (Springfield Park – Looking North)



Image 1.5 – Indicative Townscape Image (Walthamstow Wetlands – Looking Northwest)

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7th September 2018

Housing, Regeneration and Planning
Haringey Council
River Park House
225 High Road
London, N22 8HQ

Dear James,

Tottenham Hale Centre – Wind Microclimate Review

A detailed review of the wind microclimate assessment forming part of the ES, submitted in support of the planning application for the proposed Tottenham Hale Centre, has been carried out. The review is intended to advise on the suitability of the method of assessment, the criteria used for the study, the results obtained and the conclusions derived.

The review is based on the following reports:

- Chapter 13 of the Environmental Statement Volume 1 Tottenham Hale Centre, July 2018;
- Appendix 13.1: Detailed Policy Review
- Appendix 13.2: Pedestrian Level Wind Assessment, July 2018; and
- Design & Access Statement (DAS), July 2018.

In addition, a desk-based review of the Site and surrounding area has been carried out using internet-based aerial and street level photos.

The review does not extend to a detailed technical analysis, and we have not conducted our own assessments.

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Tel 0799 097 2510
Registered in England and Wales No. 9286534

Legislation, Planning Policy and Guidance

The ES provides a comprehensive review of national, regional and local policies relevant to wind microclimate. The National Planning Policy Framework was updated in July 2018, but this does not introduce any new guidance with regards to wind effects. The Draft London Plan was also updated in July 2018 and is now stated as a material consideration in planning decisions. However, policies directly relating to wind microclimate are unchanged from the unpublished draft referenced in the ES.

Ensuring that conditions are suitable for pedestrian activities, in accordance with the industry standard Lawson criteria, generally confirms compliance with the policies.

Assessment Methodology

Potential construction effects have been scoped out of the ES. Typically, a qualitative experience-based review is included (due to the ever-changing conditions and less-sensitive activities within the Site), unless a phased construction is proposed where initial plots are occupied in the absence of later plots. However, it is understood that a continuous construction programme is proposed. It is also expected that the completed, operational, development will represent the worst-case in terms of both wind effects and sensitivity of pedestrian activities. The scoping out of construction effects is not therefore considered a significant omission.

The baseline and operational effects assessments comprise a detailed quantitative analysis of wind conditions in and around the Site based on wind tunnel testing of a physical scale model, in conjunction with long-term wind climate statistics corrected to apply at the site and the Lawson Criteria for pedestrian safety and comfort. This represents best industry practice and provides a robust assessment.

For the wind tunnel tests, the model scale and extent are considered appropriate and the level of detail modelled appears adequate. The wind statistics applied, and the factors applied to correct the statistics to apply at the Site are also considered acceptable.

Six configurations have been assessed:

1. Existing Site with existing surrounding buildings (in absence of existing trees);
2. Completed Development with existing surrounding buildings;
3. Completed Development with cumulative surrounding buildings;
4. Completed Development with Mitigation and existing surrounding buildings;
5. Completed Development with Mitigation and One Station Square and existing surrounding buildings;
6. Completed Development with Mitigation and cumulative surrounding buildings.

It is understood that configurations 2 and 3 omit design features which were initially developed as wind mitigation but now form part of the design submitted for approval. This includes closing the passage though Building 1. As designed-in mitigation, it would have been more appropriate to include these features in the

assessment. However, these features are included for configurations 4 to 6 and this is not therefore considered a significant issue.

It is also understood that configurations 2 to 6 include existing mature trees along Monument Way, The Hale, Watermead Way, in Down Lane Park and on the site of the Tottenham Hale train and bus stations, as well as proposed landscaping within the Island Sites and the Ashley Road East Site. As no beneficial effects on surrounding conditions are reported, the omission of existing trees from the baseline scenario is not considered significant.

However, there are some discrepancies between model photos included in Appendix 13.2 and the assessment configurations as described. These include:

- the apparent inclusion of One Station Road for configuration 2;
- an earlier version of Building 3 for configurations 2 and 3,
- omission of the Pavilion and proposed landscaping for configurations 2 and 3.

In addition, the results presentations also suggest inclusion of One Station Road for configurations 2 and 4. **It is therefore recommended that the applicant clarify the configurations assessed**.

The pedestrian comfort criteria, and their seasonal application in generating target conditions, are considered appropriate. Extending suitable conditions for recreational uses from summer into spring and autumn would be considered beneficial, though this would generally represent an enhancement rather than a mitigation requirement.

The significance criteria applied is not uncommon but is considered to have deficiencies, as follows:

- It is agreed that achieving calmer conditions than required could be considered beneficial. However, this would be most keenly felt at a seating area where conditions are well within the target criteria rather than marginally within it. As the Lawson criteria only specifies maximum acceptable conditions for an activity, this occurrence would not be identified by the significance criteria. It is our opinion that claiming a moderate beneficial effect for sitting conditions in the middle of a thoroughfare, where no sitting activities occur, is disproportionate with the wider ES and that a beneficial effect should indicate an improvement in conditions from unsuitable for existing activities to suitable for activities carried out under proposed site conditions.
- It is appropriate for the strong wind (or safety) criteria to be considered separately, in accordance with the Lawson criteria. However, it is recommended that a significance be applied to the effects.

Notwithstanding the above concerns, the significance applied to effects on pedestrian comfort within the surrounding area in the assessment is considered appropriate. However, it is recommended that the reported beneficial effects within the Site are considered to be of negligible significance.

Amendments to the Proposed Development following the wind tunnel tests, as listed under Evidence Assumptions and Limitations, appear insignificant. However, comparison of the ES Figures with the Design and Access Statement suggest potential further amendments to entrance locations, particularly within the Island Sites. **It is therefore recommended that the applicant clarify the full extent of amendments applied subsequent to the tests**. This also leads to further requests for clarifications below.

Baseline Conditions

Existing conditions are assessed as being relatively benign. However, the actual suitability of conditions for existing activities are not clearly identified. As the results appear to suggest generally suitable conditions, and the further discussion of the Future Baseline does state that conditions are expected to be suitable for intended pedestrian uses, this is not considered a significant omission. However, for completeness, it is recommended that **the applicant clarify the suitability of existing conditions for existing activities.** In particular this should reference sensitive surrounding receptors, such as:

- The Volunteer pub spill-out seating;
- play spaces in Down Lane Park;
- further sensitive entrances facing the Site (on Chestnut Road, Fairbanks Road, The Hale, Ferry Lane and at the train station);
- main private gardens (though these appears substantially sheltered by boundary fences);
- the bus stop on Monument Way; and
- the public space on The Hale to the southwest of the Site (though this does not appear a particularly sensitive area, it may represent a meeting point).

Completed Development

Welbourne Site

Thoroughfares, entrances, roof-top terraces and balconies are assessed as suitable for intended uses. Effects are assessed as ranging from moderate beneficial to negligible. It is our opinion that these effects should be considered negligible.

The podium-top courtyard is assessed as a thoroughfare, but the DAS suggests a recreational courtyard with benches and play space. **The applicant should therefore clarify the intended uses and resulting suitability of conditions within the courtyard**.

Ashley Road West

Thoroughfares, entrances, roof-top terraces and balconies are assessed as suitable for intended uses. Effects are assessed as ranging from moderate beneficial to negligible. It is our opinion that these effects should be considered negligible.

Ashley Road East

Thoroughfares, entrances, the podium-top courtyard and balconies are assessed as suitable for intended uses. Effects are assessed as ranging from moderate beneficial to negligible. It is our opinion that these effects should be considered negligible.

The L05 communal terrace is suitable for a mix of sitting and standing conditions. We agree that this is acceptable for a large open space, but the seating should be located in calmer areas. The private terrace at L05 is too windy and requires mitigation. We agree this is a minor adverse effect.

College Square and Watermead Place appear to be assessed as thoroughfares. However, the DAS suggests potential for amenity uses, possibly including outdoor seating, in College Square and a potential meeting point in Watermead Place. **The applicant should therefore clarify the intended uses of these spaces and the resulting suitability of conditions**.

Island Sites

As discussed above, Building 1 has been assessed with an open passage through the building. The design submitted for approval has this passage closed at both ends. However, if the passage were to be re-opened the assessment shows that conditions would be unsuitable in terms of pedestrian safety and comfort. (No significance is assigned to the strong winds, but we would consider the reported extent of exceedance of the safety criteria to represent a major adverse effect).

The south corner of Building 3 is reported as experiencing strong winds for 4.2 hours per year, against a safety criteria threshold of 2.2 hours. No significance is assigned to this effect. These winds have the potential to destabilise the more vulnerable members of the public and, in our opinion, represents a localised major adverse effect.

Otherwise, thoroughfares within the Island Sites are assessed as suitable for strolling. These effects are assessed as ranging from moderate beneficial to negligible. It is our opinion that these effects should be considered negligible.

The remainder of the assessment of the Island Sites focuses on the entrances, roof-terraces and balconies within Buildings 1, 2 and 3. The Pavilion building is not discussed and Ferry Square is not assessed for recreational uses. The DAS suggests potential cafe outdoor seating around the perimeter of the square. Whilst much of the space appears suitable for recreational uses, **the applicant should clarify the intended uses and resulting suitability of conditions**.

<u>Building 1</u>

Three entrances are assessed as too windy for comfortable pedestrian ingress/egress. Two of these are associated with the open passage and the third is a service entrance. On this basis, it could be argued that conditions at all entrances are acceptable. However, the DAS suggests that Building 1 entrances may have been

amended subsequent to the assessment. In particular, an entrance appears to have been introduced at the southeast corner, where conditions are unsuitable. **The applicant should therefore clarify the suitability of conditions for pedestrian ingress / egress at proposed entrances**.

The ES Evidence Assumptions and Limitations states that the Building 1 L07 terrace is assessed as a thoroughfare but that the same target conditions would be applied for a play space. Whilst strolling conditions would be acceptable for active leisure, we would recommend standing conditions as a more appropriate target for a play space (these conditions are achieved in summer). However, the DAS suggests this terrace is a communal amenity space, including outdoor seating. In this case, reported conditions would be unsuitable. **The applicant should therefore clarify the intended uses and resulting suitability of conditions on the L07 terrace**.

The communal roof-top terrace on south tower is assessed as suitable for recreational uses. We agree that this represent a negligible effect.

Numerous balconies are assessed as too windy for intended recreational uses. It is understood that this is in the absence of full-height, solid, side-screens at the corner balconies (effectively creating recessed balconies). However, whilst the DAS does make mention of the requirement for side screens within the section on wind mitigation measures, it is not entirely clear that they have been implemented (see below for requested clarification). In the absence of these screens, we agree that effects range from moderate adverse to negligible.

Building 2

A single entrance at east corner of Building 2 is assessed as uncomfortable for pedestrian ingress / egress. Remaining entrances are assessed as suitable, but the DAS suggests that Building 2 entrances may also have been amended subsequent to the assessment. In particular, there is concern over the suitability of conditions for a possible entrance on the northeast elevation, fronting onto the narrow gap between buildings. **The applicant should therefore clarify the suitability of conditions for pedestrian ingress / egress at proposed entrances**.

The L07 terrace is assessed as having a mix of standing and sitting conditions. Whilst we agree that such a mix is generally acceptable for a large amenity space, in this case there is a concern that the standing conditions may cover too much of the space to make appropriate layout of seating areas viable. On this basis, we would consider the effect to be minor adverse and recommend that mitigation measures are considered.

All balconies are assessed as suitable for intended uses. We agree this represent a negligible effect.

Building 3

A single entrance is assessed as too windy for comfortable pedestrian ingress/egress. However, the DAS again suggests that the entrances may have been amended

subsequent to the assessment, including a slight relocation of the unsuitable entrance. **The applicant should therefore clarify the suitability of conditions for pedestrian ingress / egress at proposed entrances**.

All balconies are assessed as suitable for intended uses. We agree this represent a negligible effect.

Surrounding Area

Conditions at the corner of The Hale and Hale Road are assessed as comfortable only for walking. These conditions are normally associated with fast walking, with purpose (e.g. business uses). It is agreed that this represent a minor adverse effect. However, the corner is also reported as experiencing strong winds for 3.5 hours per year. Again, no significance is assigned to this effect. In our opinion, this represents a localised moderate adverse effect.

Otherwise, surrounding thoroughfares have suitable conditions for at least leisurely strolling, and thus remain suitable for associated uses. We agree that this represent a negligible effect.

Conditions in Down Lane Park vary slightly from baseline conditions but remain suitable for a mix of standing and sitting activities during summer. We agree that this represent a negligible effect.

The assessment of surrounding entrances appears limited to The Volunteer pub and dwellings on Hale Road. One of the dwellings on Hale Road is assessed as suitable only for strolling. This is assessed as a minor adverse effect. In our opinion this would be appropriate if the standing criteria is only marginally exceeded. Otherwise, this could potentially be considered a localised moderate adverse effect, though it should be noted that localised features such as boundary walls are (conservatively) omitted from the model.

The presented results suggest further potential impacts are unlikely. However, there are a number of potential sensitive receptors within the surrounding area not discussed directly (see list under Baseline Conditions). **It is therefore recommended that the likely effects are confirmed by applicant.**

Mitigation and Residual Effects

Proposed mitigation comprises key design features assumed to be implemented within the Island Site proposals submitted for approval and landscaping within the Ashley Road East and Islands Sites.

The enclosing of the internal street of Building 1 is clearly included in the DAS and drawings submitted for approval. However, as discussed above, the full-height, solid, side-screens on Building 1's corner balconies are not entirely clear in the DAS. In addition, we are not clear on the rationale for using enlarged L01 balconies on Building 3 to protect ground level spaces. If the L01 balconies are acting as canopies,

there would appear to be potential for conditions on the balconies themselves to be unsuitable for recreational uses.

It is understood that the landscaping scheme is illustrative only and is not submitted for approval. However, the landscaping illustrated in the DAS for Ashley Road East appears very different, whilst the Island Site is presented with less trees including omitting key wind mitigation measures listed.

On the basis of the above, **it is recommended that the applicant clarify the proposed approach with regards to the wind mitigation measures assumed for the residual effects assessment.**

Notwithstanding the above issues, residual conditions within Welbourne Site, Ashley Road West and Ashley Road East are assessed as suitable for intended uses. Residual effects are assessed as ranging from moderate beneficial to negligible. It is our opinion that these effects should be considered negligible. However, as noted above, the Welbourne podium-top courtyard, College Square and Watermead Place are not assessed for amenity uses.

For the Island Site, residual conditions on thoroughfares, at entrances, terraces and balconies are as assessed as suitable for intended uses. Residual effects are assessed as ranging from moderate beneficial to negligible. Within this, it is agreed that the reported windy conditions at the service entrance to Building 1 is not significant. We also agree that the mix of standing and sitting conditions on the Building 2 L07 terrace, with the majority of the space enjoying sitting conditions, is acceptable. It is our opinion that the reported residual effects should therefore be considered negligible. However, this is subject to the requested clarification on entrance locations and intended uses of open spaces and communal terraces.

Within the surrounding area, the adverse effects are mitigated such that the residual effects are assessed negligible. However, it is not clear how the unsuitable conditions at the residential entrance on Hale Road have been mitigated. It seems likely that this may be just due to very marginal conditions, within the accepted repeatability of the assessment methodology, but **it is recommended that this is clarified by the applicant**.

Cumulative Effects

With the introduction of future surrounding developments, there is no significant changes to the assessments for Welbourne, Ashley Road West and Ashley Road East. However, it is noted that College Square appears windier. This may be significant pending clarification on intended uses of this space.

For the Island Site, mitigation requirements around the south end of Building 1 and the south corner of Building 3 are apparently reduced. However, windier conditions around the northwest corner Building 1 (including strong winds in the absence of mitigation) may be significant pending clarification on entrance locations. In addition, whilst residual conditions are assessed as suitable for intended uses, the results presented in Figure 13.28 suggest that receptor location 66, assessed as an

entrance, would be too windy for comfortable pedestrian ingress / egress when only One Station Square is introduced. **This should be addressed in the requested clarification regarding entrance locations and suitability.**

Within the surrounding area, the entrance on Hale Road improves to be suitable for ingress/egress, without mitigation.

Reported conditions within bus station deteriorate. It is suggested that bus shelters will provide adequate protection. Whilst this is considered plausible, it is not clear if this accounts for the consented changes to the bus station. The proposed siteplan for the bus station appears to suggest very few bus shelters will be included for the consented scheme. There would therefore appear potential for an adverse residual cumulative effect and **the applicant should confirm that the assessment takes account of the changes**.

The suitability of conditions within the future surrounding developments is not discussed, and **potential effects on sensitive uses within these developments should be clarified by the applicant.**

Review Conclusions

The overall approach and conclusions of the wind microclimate assessment is generally considered acceptable, though it is recommended that reported beneficial effects of the Development are considered to be of negligible significance. On this basis the reported effects would range from negligible to moderate adverse, and residual effects would be negligible.

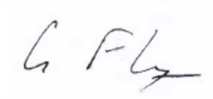
However, these significances appear to assume less sensitive uses of proposed amenity spaces and may not cover all sensitive receptors within the Site and the surrounding area.

It is therefore recommended that clarifications from the applicant are requested as follows:

1. clarify the configurations assessed;
2. clarify existing and proposed conditions at further existing and future sensitive surrounding receptors (as outlined above);
3. clarify the full extent of potentially significant amendments applied to the Proposed Development subsequent to the assessment;
4. clarify proposed entrance locations and the resulting suitability of conditions;
5. clarify intended uses of public open spaces, communal courtyards and communal terraces, and the resulting suitability of conditions;
6. clarify the likely suitability of conditions on the enlarged balconies at L01 of Building 3;
7. clarify the implementation of mitigation measures assumed for the residual effects assessments; and
8. clarify the improvement in residual conditions at the entrance to the existing dwelling on Hale Road.

On the understanding the landscaping is illustrative only, and does not form part of the proposal submitted for approval, it is strongly recommended that any approval be conditioned to require submission of landscaping details with appropriate verification of its effectiveness in mitigating unsuitable wind conditions.

Yours sincerely,



Dr Graeme Flynn
Director
Urban Microclimate Limited

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MEMORANDUM

DATE:	2018-10-03	**RWDI REFERENCE #:** 1801555
TO:	Calum Cockerill	**EMAIL:** calum.cockerill@quod.com
FROM:	Daniel Hackett	**Email:** daniel.hackett@rwdi.com
RE:	**Wind Microclimate Peer Review Response** **Tottenham Hale Masterplan** **London, UK**	

Dear Calum,

Please find below our responses to the peer review carried out by Urban Microclimate for the wind microclimate assessment of the Tottenham Hale Masterplan development.

Yours sincerely,



Daniel Hackett
Senior Engineer | Associate
RWDI

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Section	Peer Reviewer Comments	RWDI Response
Legislation, Planning Policy and Guidance	*No actionable comments*	*N/A*
Assessment Methodology	[comments regarding in-construction effects] (Page 2)	As outlined within section 13.3 of ES Chapter 13: Wind (July 2018), potential construction effects were considered during the scoping process. It was concluded that they would not be significant (the completed Development being the expected worst-case scenario). As a result, construction effects were scoped out of assessment within the ES as agreed with the LBH via the Scoping Opinion.
	[regarding "designed-in" mitigation] It would have been more appropriate to include these features in the assessment [of Configurations 2 and 3] (Page 2-3)	The ES presents the findings of the EIA process undertaken for the Development as described within ES Chapter 5: Description of Development. No open passage is included in the design of Building 1 that has been submitted for approval and this area is enclosed. Therefore, Config 2 and 3 do not omit this design feature. All additional mitigation measures outlined within the assessment form part of the design as submitted for approval, and it is therefore appropriate that these measures are included in Configurations 4 to 6 to demonstrate their effectiveness compared to the un-mitigated scenario (i.e. Config 2 and 3).
	Discrepancies between model photos included in Appendix 13.2 and the assessment configurations as described. (Page 3)	Noted. Incorrect photos were included in the Appendix 13.2: 180718 RWDI Project 1801555 Tottenham Hale Centre. This is not material to the assessment or its findings, and an updated technical report has been provided to the LBH as part of the ES Addendum (October 2018) which includes the correct photos.

Section	Peer Reviewer Comments	RWDI Response
	Clarify the configurations assessed [with regard to inclusion of One Station Road] (Page 3)	Only Configurations 3, 5 and 6 included One Station Road. Configurations 1, 2 and 4 did not. See paragraph 13.3.13 of ES Chapter 13: Wind (July 2018) for configurations that were assessed within the wind tunnel.
	Extending suitable conditions for recreational uses from summer into spring and autumn would be considered beneficial, though this would generally represent an enhancement rather than a mitigation requirement. (Page 3)	Noted. For the sake of not overly complicating the assessment, only material that is essential to the assessment has been included. However, the wind tunnel assessment has shown that many of the amenity spaces would indeed have appropriate conditions during the spring and autumn (in addition to summer).
	[comments regarding the classification of "beneficial" effects] (Page 3)	RWDI's view on how "beneficial" significance should be applied to the results for an EIA Assessment is different from the reviewer's, and we do not consider this to be a deficiency in the assessment. The assessment is concerned primarily with "adverse" effects and their necessary mitigation. Whether an effect is "negligible" or "beneficial" is not material to the assessment, as neither of these effects would require mitigation. We stand by our methodology that stipulates that conditions that are better than the minimum threshold for suitability (by one category or more) are a benefit to the users of the area, and that it is therefore appropriate to classify them as "beneficial" effects.
	It is recommended that a significance be applied to the effects [in relation to strong winds/safety] (Page 3)	This is not a deficiency, but again a difference in opinion between wind practitioners in respect of applying significance to strong winds. Material to the assessment is that strong winds are clearly identified and mitigated, which has been done.

Section	Peer Reviewer Comments	RWDI Response
	It is recommended that the applicant clarify the full extent of amendments applied subsequent to the tests (Page 4)	Following submission of the planning application, extensive consultation has been undertaken with LBH which has resulted in amendments to the scheme. These amendments focus primarily on internal reconfigurations of residential units and commercial areas, and residential tenure mix and building entrance locations on the Welbourne, North Island and Ferry Island plots. An ES Addendum (October 2018) has been prepared and submitted to LBH which details the full extent of amendments to the scheme and how they affect the assessment of wind microclimate.
Baseline conditions	Clarify the suitability of existing conditions for existing activities (Page 4)	Existing suitability is not relevant to the assessment (in which suitability in the proposed scenario is the primary concern). Nevertheless, with regard to the specific areas highlighted by the reviewer: 1) The Volunteer Pub spill-out area: mix of sitting and standing conditions during summer in the baseline (slightly windier than required); 2) Down Lane Park play areas: standing/strolling during the windiest season, sitting/standing during summer (suitable for a play area); 3) Entrances on Chestnut Rd, Fairbanks Rd, The Hale, Ferry Land and the Station: sitting/standing during the windiest season (suitable); 4) Private gardens (noting that these would be sheltered by boundary fences): sitting during summer (suitable); 5) Bus Stop on Monument Way: standing during windiest season (suitable); and, 6) Public space on the Hale: standing during windiest season, sitting during summer (suitable).

Section	Peer Reviewer Comments	RWDI Response
Completed Development	[comments regarding the classification of "beneficial" effects] (Page 4)	RWDI's view on how "beneficial" significance should be applied to the results for an EIA Assessment is different from the reviewer's, and we do not consider this to be a deficiency in the assessment. The assessment is concerned primarily with "adverse" effects and their necessary mitigation. Whether an effect is "negligible" or "beneficial" is not material to the assessment, as neither of these effects would require mitigation.
	[Welbourne Site; podium-top courtyard] Clarify the intended uses and resulting suitability of conditions within the courtyard (Page 4)	The courtyard will have mixed amenity use suitability during the winter season. During the summer season wind conditions are suitable for sitting use across the whole of the courtyard, besides location 205, which has strolling use conditions as outlined within Section 6 of the updated Pedestrian Level Wind Assessment (October 2018) submitted within the ES Addendum. The Applicant has confirmed that seating areas will be located specifically within the calmer areas of the courtyard, with no sitting at location 205. Conditions will be suitable for the intended usage.
	[Ashley Road East; College Square and Watermead] Clarify the intended uses of these spaces and resulting suitability of conditions (Page 5)	College Square is intended for outdoor seating (e.g. outdoor terrace space for a restaurant), as well as a congregational space for the college. The conditions in this area are predominantly suitable for sitting in the mitigated scenario, which would be suitable for the intended use. Watermead Place is intended more as a transitive/thoroughfare area. Conditions would be suitable for strolling during the windiest season and standing during the summer, which would be suitable for the intended use.

	[Island Sites: comments regarding enclosed passage through building 1] (Page 5)	The ES presents the findings of the EIA process undertaken for the Development as described within ES Chapter 5: Description of Development. No open passage is included in the design of Building 1 that has been submitted for approval and this area is enclosed. Should planning permission be granted, the design of the Development as submitted would be constructed. It is also noted that the design could only be changed if an amendment to the planning application was submitted to LBH and approved. Should this occur, the necessary supporting documentation would need to support the application to confirm that there are no issues with the new design.

Section	Peer Reviewer Comments	RWDI Response
	[Island Sites: regarding strong winds at the corner of Building 3] (Page 5)	RWDI and the reviewer have different views on how strong winds should be classified in terms of their significance. None the less, the strong winds at this location have been clearly identified in the ES together with measures proposed to mitigate them in both the completed Development and Cumulative assessments (see section 13.6 and 13.7 of ES Chapter 13: Wind).
	[Island Sites: Pavilion building on Ferry Square] Clarify the intended uses and resulting suitability of conditions (Page 5)	A flexible retail/office use has been applied for the Pavilion building. It is anticipated that some external seating would be included for these flexible uses, which would only be known once tenants are confirmed. However, it is noted that the area is suitable for amenity and outdoor seating use which would be suitable for the uses proposed by the planning application for the Pavilion building.
	[Building 1] Clarify the suitability of conditions for pedestrian ingress/egress at proposed entrances (Page 5-6)	Conditions for pedestrian ingress/egress at proposed entrances within Building 1 is provided within the ES Addendum (October 2018) which has been prepared and submitted to LBH. The ES Addendum details the full extent of amendments to the scheme and how they affect the assessment of wind microclimate.

	[Building 1, L07 terrace] Clarify the intended uses and resulting suitability of conditions on the L07 terrace (Page 5-6)	The L07 terrace will be used as a play space. Standing conditions identified in both the mitigated completed Development and Cumulative assessments (see section 13.6 and 13.7 of ES Chapter 13: Wind) are suitable for the intended use as a playspace.
	[Building 1, balconies: confirm that side screens have been implemented as specified in the wind mitigation] (Page 5-6)	See page 56 of the Tottenham Hale Centre Design and Access Statement (DAS) Addendum (October 2018) for confirmation that full height screens have been added to balconies.

Section	Peer Reviewer Comments	RWDI Response
	[Building 2] Clarify the suitability of conditions for pedestrian ingress/egress at proposed entrances (Page 6)	Conditions for pedestrian ingress/egress at proposed entrances within Building 2 is provided within the ES Addendum (October 2018) which has been prepared and submitted to LBH. The ES Addendum details the full extent of amendments to the scheme and how they affect the assessment of wind microclimate.
	[Building 2, L07 terrace] standing conditions may cover too much of the space to make appropriate layout of seating areas viable (Page 6)	In the mitigated scenarios (configurations 4 to 6) only one location out of four on this terrace has standing conditions during the summer season (see paragraph 13.6.108 of ES Chapter 13: Wind). The other locations have sitting conditions. There would be sufficient space within this area for seating areas to have suitable conditions.
	[Building 3] Clarify the suitability of conditions for pedestrian ingress/egress at proposed entrances (Page 6)	Conditions for pedestrian ingress/egress at proposed entrances within Building 3 is provided within the ES Addendum (October 2018) which has been prepared and submitted to LBH. The ES Addendum details the full extent of amendments to the scheme and how they affect the assessment of wind microclimate.
	[Surrounding Area; regarding strong winds at the corner of the Hale and Hale Rd] (Page 7)	RWDI and the reviewer have different views on how strong winds should be classified in terms of their significance. None the less, the strong winds at this location have been clearly identified in the ES together with measures proposed to mitigate them in both the completed Development and Cumulative assessments (see section 13.6 and 13.7 of ES Chapter 13: Wind).

Section	Peer Reviewer Comments	RWDI Response
	[Surrounding Area; regarding sensitive receptors not discussed directly in the chapter] It is recommended that the likely effects are confirmed by the applicant (Page 7)	Sensitive receptors in the surrounding areas are not made materially worse (i.e. such that they would become unsuitable for their intended use) unless specified in the ES. The effect on these receptors as a result of the Proposed Development can therefore be considered negligible.
Mitigation and Residual Effects	Full height solid side-screens on Building 1's corner balconies are not entirely clear in the DAS (Page 7)	See page 56 of the Tottenham Hale Centre DAS Addendum (October 2018) for confirmation that full height screens have been added to the balconies.
	In addition, we are not clear on the rationale for using enlarged L01 balconies on Building 3 to protect ground level spaces (Page 7-8)	The enlarged balconies at L01 do provide some additional shelter to ground level (in combination with the other mitigation measures in this area). As these balconies are partially sheltered by the balconies above, we anticipate that there would be sufficient area within each balcony with suitable conditions for their intended use (similar to the smaller balconies higher up on the building). Consequently, both ground and balcony spaces are anticipated to be suitable for their intended uses.
	It is understood that the landscaping plan is illustrative only and is not submitted for approval (Page 8)	This is not the case. The landscaping plan has been submitted for approval as part of the design.
	[regarding residential entrance on Hale Rd] It seems likely that this may be just due to very marginal conditions within the accepted repeatability of the assessment methodology, but it is recommended that this is clarified by the applicant. (Page 8)	Conditions were indeed marginal. We would also note that due to the direction of prevailing winds, the conditions on Hale Road are affected (positively) by the same mitigation measures that improve the conditions at the corner of The Hale and Hale Rd.

Section	Peer Reviewer Comments	RWDI Response
Cumulative effects	[regarding consented changes to the bus station] the applicant should confirm that the assessment takes account of the changes (Page 8)	Our understanding is that the proposed design of the bus station will continue to have bus shelters, albeit in a different arrangement from the current layout. The wind tunnel model did not include these shelters (worst case assessment); however, they would be expected to provide additional shelter against the wind for pedestrians waiting at the bus station. This would be the case in both the existing and consented configurations.
	[regarding future surrounding developments] potential effects on sensitive uses within these developments should be clarified by the applicant (Page 9)	Sensitive receptors in the surrounding areas are not made materially worse (i.e. such that they would become unsuitable for their intended use) unless specified in the ES. The effect on these receptors as a result of the Proposed Development can therefore be considered negligible.
Review Conclusion	[Regarding landscaping plan] on the understanding the landscaping is illustrative only, and does not form part of the proposal submitted for approval… (Page 9)	This is a detailed planning application. The landscaping plan (which includes wind mitigation measures) has been submitted in detail for approval as part of the application. See the Tottenham Hale Centre DAS (July 2018), DAS Addendum (October 2018) and ES Addendum (October 2018) for full further details.

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James Hughes
London Borough of Haringey
Civic Centre
High Road
Wood Green
N22 8LE

26th November 2018

Technical Note – Air Quality Data Response

Dear Mr Hughes,

It is understood that a number of objections have been raised which claim the results presented in the air quality chapter for the Tottenham Hale Centre application are based upon out of date air quality data. In addition, an objection has specifically cited details of air quality concentrations presented in The Mayor of London's School Air Quality Audit Programme for Welbourne Primary School, which has been published by the GLA, and has stated that the plans do not include sufficient mitigation for such concentrations.

The results of dispersion modelling presented within the Environmental Statement (ES) Chapter 9: Air Quality have been verified using measured 2016 annual mean concentrations of nitrogen dioxide from a number of monitoring sites in the local area. At the time the modelling work was completed, these represented the latest available fully ratified data. It is acknowledged that that since this time, monitoring data for 2017 has become available. However, the use of 2016 data to verify the modelling work is still considered to represent a robust approach, as locally measured concentrations of annual mean nitrogen dioxide (as presented in the Air Quality Annual Status Report for 2017 published by LBH) have remained fairly constant in recent years. Furthermore, the use of 2017 data to verify the modelling work would be likely to result in lower predicted concentrations, as the measured concentrations at the monitoring sites used for model verification have reduced between 2016 and 2017.

Figure 5 within the Welbourne Primary School report (as referred to by the objector) shows a nitrogen dioxide concentration map around Welbourne Primary School, which includes the western extent of the application site. The annual mean concentrations in Figure 5 have been taken from the maps of modelled pollutant concentrations in the London Atmospheric Emissions Inventory (LAEI), which are published by the GLA for the whole of Greater London. The objector states that Figure 5 shows that the highest

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nitrogen dioxide concentrations at the proposed development will be between 76 to 97 µg/m^3, which is above the national annual mean objective of 40 µg/m^3.

Whilst the data presented within the LAEI are useful for generalising concentration trends across a wider area, there are a number of features which make it difficult to derive detailed and specific information on local air quality conditions, and care should be taken in its interpretation. Concentrations in the LAEI are predicted at points on a coarse grid of receptors (20 m apart) and therefore may not accurately reflect the significant reduction in pollutant concentrations experienced over the first 5-10 m from the kerb of a road. In addition, these concentrations are predicted at a fixed ground floor level and it should be considered that pollutant concentrations reduce rapidly with height. The annual mean objective for nitrogen dioxide only applies at the residential units of the proposed development, which are located at higher floors (in general, the lowest residential units are on the second to third floors). Furthermore, the concentrations presented in Figure 5 are predictions for 2013; concentrations provided in the LAEI for later years (when the proposed development would be in operation), are significantly lower (concentrations in the LAEI decline approximately 25-30% between 2013 and 2020 in this area).

In summary, the dispersion modelling results presented within ES Chapter 9: Air Quality are significantly more robust than those in the LAEI concentration maps for 2013 and it is the results within ES Chapter 9: Air Quality that should be relied upon in assessing the air quality conditions for future residents of the proposed development. The model results have been verified using more recent and relevant air quality monitoring data than those used in the LAEI, and use a bespoke local dispersion model taking into account the specific locations of local sources and the locations of all the proposed residential units (including heights).

Yours Sincerely,

Dr Joshua Nunn

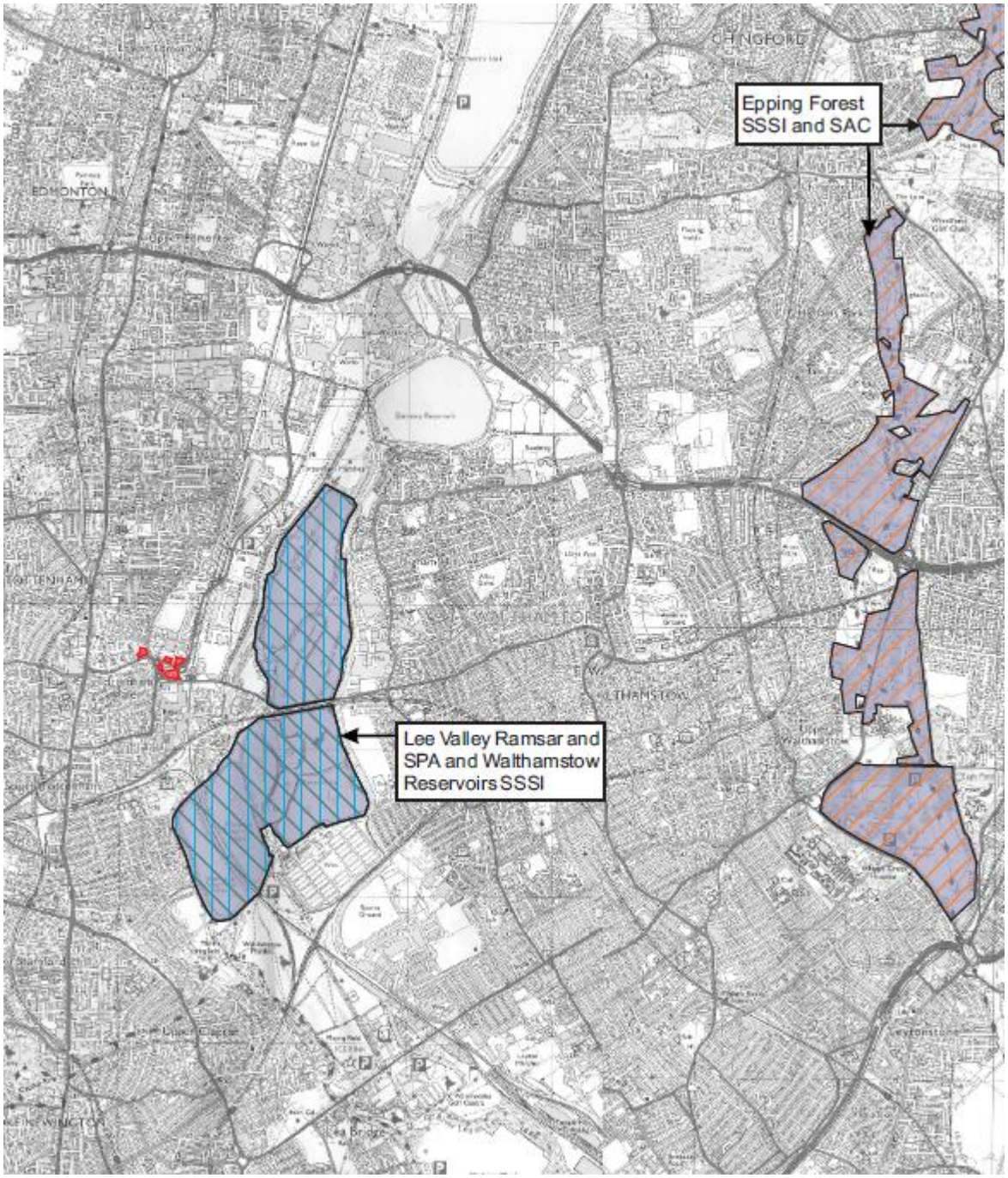


Image. x.x – Application site (outlined red) in relation to EU designated ecological areas (as marked).

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Agenda Item 9

Report for:	**Planning Sub Committee Date: 10 December 2018**	**Item Number:**	

Title:	**Update on major proposals**

Report Authorised by:	**Dean Hermitage**

Lead Officers:	**John McRory / Robbie McNaugher**

Ward(s) affected: **All**	**Report for Key/Non Key Decisions:**

1. Describe the issue under consideration

1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

2.1 That the report be noted.

3. Background information

3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information

on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Update on progress of proposals for Major Sites **December 2018**

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 but final draft is near completion. Updating information regarding medical centre, highways agreement and profit margin. Awaiting GLA Stage II submission (requires S106 being finalised) GLA satisfied with additional energy information.	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
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	Members resolved to grant planning permission subject to the signing of a section 106 legal	Tobias Finlayson	John McRory

	to an approved planning scheme (HGY/2015/3398) for part 2 and part 4 storey building to provide 12 residential units	agreement. Not yet signed.		
Kwik Fit' 163 Tottenham Lane HGY/2018/1874	Section 73 planning application - amendment to permitted scheme to allow gym use in place of MOT/Garage	Awaiting signing of s106 deed of variation	Tobias Finlayson	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Goods Yard Site 44-52 White Hart Lane HGY/2018/0187	330 residential units, 1,200m² of non-residential floorspace, refurbish the locally listed Station Master's House	Non-determination appeal received. Planning sub-committee endorsed putative reasons for refusal on 8th October. Public inquiry scheduled for May 2019.	James Hughes	Robbie McNaugher
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.	Draft 106 sent to applicant.	Laurence Ackrill	John McRory
Earlham Primary School HGY/2018/3112	EFA proposal for replacement 2-storey new school. Require use of adjoining playing fields (MOL) for temporary construction compound and access (although PD) as well as temporary school play area.	Awaiting consultation end (28/11/16). Principle acceptable Likely committee in January 2019	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. Affordable level to be increased to circa 30%. Improvements to supporting information and detailed design also required. Likely committee January 2019	Chris Smith	John McRory
Tottenham Chances 399-401 High Road N17 HGY/2018/1582	Refurbishment of existing premises and extensions to provide 24 flats	Principle acceptable. Amended plans have been submitted for review.	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.	Application scheduled for December 2018 committee	James Hughes	Robbie McNaugher
159 Tottenham Lane HGY/2018/2529	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 HGY/2016/3176)	Amended plans have been submitted for review	Valerie Okeiyi	John McRory

Former BHS, 22-42 High Road HGY/2018/3145	Demolition of the existing buildings and redevelopment to provide part 3-8 storey buildings providing mixed use development, comprising residential accommodation, flexible retail units, flexible workspaces, a hotel, and a public courtyard, with associated site access, car and cycle parking, and landscaping works.	197 Residential units (40% affordable (60% London Affordable Rent & 40% London Living Rent). 134 bed hotel. 525sqm commercial / retail space. Consults finished on 28/11/2018. Decision date 23/01/2019. Main issue is Crossrail Safeguarded area of the site Committee in 2019.	Samuel Uff	John McRory
Former Newstead's Nursing Home, Broadlands Road HGY/2018/3205	Demolition of existing building and erection of three buildings between two and three storeys in heights to provide ten residential dwellings, private and communal amenity space and other associated development.	Redevelopment and loss of vacant care home acceptable in principle. Concern over underdevelopment of the site. Consultation period ends on 05/12/2018 Viability assessment being independently assessed	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
45-63 and 67 Lawrence road	Proposed amendments to the approved scheme due to lack of agreement with the 3rd party owner	Pre-application meeting was held – application to be submitted soon	Valerie Okeiyi	John McRory

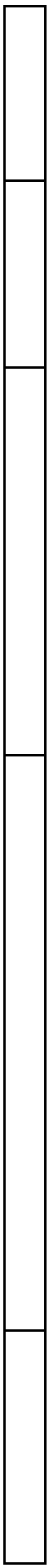
48-54 High Road N22	Redevelopment of the site to create a part 6 storey and part 8 storey mixed use development over the existing retail units at ground floor to provide 76 residential dwellings, 2,800sqm of ground floor retail, 868sqm of first floor retail and office space.	Principle acceptable – in pre-application discussion; Revised scheme to be submitted.	Chris Smith	John McRory
Industrial Estate at Crawley Road (Barber Wilson)	Residential development for 28 units including green pedestrian/cycle link through the site. Max four storeys. Includes masterplan demonstrating three options for wider development of site allocation ranging from 89, 84 and 77 residential units.	Principle acceptable subject to compliance with site allocation. Pre-app issued, DMF and QRP held. Pushing for PPA, another pre-app and Chairs QPR. Want to go in front of PAC.	Chris Smith	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 a concern.	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 Park	80 residential units as final part of Ashley Road South Masterplan.	Pre-application discussions taking place. QRP DMF held. Submission later in 2018	James Farrar	Robbie McNaugher
Car Park to rear of Kerswell Close	Re-development of the car-park area to provide new residential units.	Pre-application meetings have taken place. QRP and DMF held.	Chris Smith	Robbie McNaugher

	Pocket living development – 44 units, part three part six storey building on corner with St Anns and Seven Sisters Road.	Application now under consideration / consultation.		
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
Land to the east of Cross Lane	Proposed amendments to the scheme allowed on appeal including S106 discussions	Pre-application discussions taking place Deed of variation to S106 to be submitted shortly	Valerie Okeiyi	John McRory
Clarendon Gasworks (Eastern Quarter)	Reserved Matters application to be submitted early 2019 for blocks D1 and D2 only of the eastern quarters.	Pre-application discussions taking place on the eastern quarters QRP recently held	Valerie Okeiyi	John McRory
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
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
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. QRP was recently held	Valerie Okeiyi	John McRory
Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Omega Works sites, Haringey Warehouse District	Warehouse Living and other 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	James Hughes	Robbie McNaugher

		lack of comprehensive development.		
22, 22a & 24 Broadlands Road and 13 Denewood Road	Revised scheme for circa 35 over 55 'downsizing' apartments that now retains buildings based on previous advice as they positively contribute to the Highgate CA.	Further revisions required due to primarily conservation and design concerns as well as questioning demand for over 55s	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 have taken place. Concern remains with scale and design of proposal.	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.	Martin Cowie	Robbie McNaugher
High Road West	Comprehensive redevelopment of site for residential led mixed-use scheme	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

Garage adjacent to 555 White Hart Lane N17	Redevelopment of White Hart Lane Service Station and associated shop to mixed use scheme. Various options including 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	Pre-application meeting held – principle unacceptable due to being Locally Significant Industrial Site and also poor design and amenity	Tobias Finlayson	John McRory
The National Hotel 17- 19 Queens Avenue N10 3PE	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	Pre-application meeting held – principle acceptable although conservation, design and parking issues need to be resolved.	Tobias Finlayson	John McRory
3 Colney Hatch Lane	Demolition of existing house and erection of 24 flats	Pre-app meeting held Unacceptable in terms of principle (garden land), conservation and design and parking	Tobias Finlayson	John McRory
90 Fortis Green N2 9EY	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.	Pre-application meeting held – principle likely acceptable although conservation, design and parking issues need to be resolved.	Tobias Finlayson	John McRory



HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN

01/11/2018 AND 28/11/2018

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**

CLDE **Applications Decided:** **1**

Application No: **HGY/2018/3320** Officer: Laina Levassor
Decision: GTD Decision Date: 13/11/2018
Location: Land rear of 336 Alexandra Park Road N22 7BD
Proposal: Certificate of Lawfulness for the existing use of site to the rear of 336 Alexandra Park Road for storage within the B8 Use Class

CLUP **Applications Decided:** **1**

Application No: **HGY/2018/3259** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 09/11/2018
Location: 14 Rhodes Avenue N22 7UT
Proposal: Certificate of Lawfulness for proposed hip to gable extension and rear dormer to facilitate a loft conversion with rooflights

FUL **Applications Decided:** **5**

Application No: **HGY/2018/2866** Officer: Samuel Uff
Decision: GTD Decision Date: 07/11/2018
Location: 64 Grasmere Road N10 2DJ
Proposal: Single storey rear infill extension; rear dormer roof extension and front rooflights

Application No: **HGY/2018/2877** Officer: Roland Sheldon
Decision: GTD Decision Date: 02/11/2018
Location: 34 Clyde Road N22 7AE
Proposal: Erection of single storey ground floor rear extension.

Application No: **HGY/2018/2983** Officer: Sean McCawley
Decision: GTD Decision Date: 14/11/2018
Location: 45 The Avenue N10 2QE
Proposal: Erection of a rear dormer roof extension; the insertion of 1no. roof light to the rear roof slope and the insertion of 3no. roof lights to the front roof slope

Application No: **HGY/2018/3098** Officer: Laurence Ackrill
Decision: GTD Decision Date: 15/11/2018
Location: 157 Albert Road N22 7AQ
Proposal: Creation of a rear dormer roof extension and associated roof works

Application No: **HGY/2018/3204** Officer: Laurence Ackrill
Decision: REF Decision Date: 28/11/2018
Location: 157 Albert Road N22 7AQ
Proposal: Creation of a rear dormer roof extension and associated roof works

NON **Applications Decided:** **2**

Application No: **HGY/2018/3130** Officer: Samuel Uff
Decision: GTD Decision Date: 01/11/2018
Location: 201 Alexandra Park Road N22 7BJ
Proposal: Non-material amendment to planning permission HGY/2018/1484 to amend the materials

Application No: **HGY/2018/3247** Officer: Shay Bugler
Decision: GTD Decision Date: 21/11/2018
Location: 141 Victoria Road N22 7XH
Proposal: Non-material amendment following a grant of planning permission HGY/2018/2163 to relocate the skylight from dormer flat roof to front elevation of existing main roof and introduce a new fixed skylight and upstand beam to roof over the approved bathroom area.

TPO **Applications Decided: 1**

Application No: **HGY/2018/2945** Officer: Samuel Uff
Decision: GTD Decision Date: 15/11/2018
Location: 33 Cecil Road N10 2BU
Proposal: Works to TPO trees - 3 x Lombardy Poplars to reduce back to previous reduction points.

Total Applications Decided for Ward: 10

WARD: **Bounds Green**

ADV **Applications Decided: 3**

Application No: **HGY/2018/2942** Officer: Samuel Uff
Decision: GTD Decision Date: 13/11/2018
Location: Corner of Brownlow Road and Bounds Green Road N11 2QH
Proposal: Installation of a free standing unit with internally illuminated, static, double sided digital advertising (replacing existing advertisement)

Application No: **HGY/2018/2943** Officer: Samuel Uff
Decision: GTD Decision Date: 13/11/2018
Location: Before Bounds Green Station and just after 40 Bounds Green Road N11 2EU
Proposal: Installation of a free standing unit with internally illuminated, static, double sided digital advertising (replacing existing advertisement)

Application No: **HGY/2018/2944** Officer: Samuel Uff
Decision: GTD Decision Date: 21/11/2018
Location: Free Standing advertising Unit 387 High Road N22 8JA
Proposal: Installation of a free standing unit with internally illuminated, static, double sided digital advertising (replacing existing advertisement)

CLUP **Applications Decided: 1**

Application No: **HGY/2018/3184** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 13/11/2018
Location: 6 Queens Road N11 2QU
Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 2 front rooflights and a raised rear rooflight- proposed use

FUL **Applications Decided: 5**

Application No: **HGY/2018/2719** Officer: Samuel Uff
Decision: GTD Decision Date: 01/11/2018
Location: 4 Northbrook Road N22 8YQ
Proposal: Change of use from dwellinghouse (C3 use) to 7 person HMO (sui-generis)

Application No: **HGY/2018/2868** Officer: Samuel Uff
Decision: GTD Decision Date: 05/11/2018
Location: 30 Eleanor Road N11 2QS
Proposal: Single storey rear infill to rear wrap around extension and installation of rooflight to the rear outrigger

Application No: **HGY/2018/2926** Officer: Samuel Uff
Decision: GTD Decision Date: 28/11/2018
Location: Flat 2 16 Clarence Road N22 8PL
Proposal: Ground floor rear extension

Application No: **HGY/2018/2975** Officer: Sean McCawley
Decision: GTD Decision Date: 19/11/2018
Location: 100 Palmerston Road N22 8RE
Proposal: Erection of a single storey rear and side extension to projecting outrigger on rear elevation and enlargement of 2no. ground floor rear elevation windows.

Application No: **HGY/2018/3243** Officer: Laurence Ackrill
Decision: GTD Decision Date: 28/11/2018
Location: Land rear of 40 Durnsford Road N11 2EH
Proposal: Construction of a new residential two bedroom chalet bungalow.

PNE **Applications Decided: 1**

Application No: **HGY/2018/2957** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 19/11/2018
Location: 48 Braemar Avenue N22 7BY
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.75m, for which the maximum height would be 3.95m and for which the height of the eaves would be 2.95m

RES **Applications Decided: 3**

Application No: **HGY/2018/2941** Officer: Samuel Uff
Decision: GTD Decision Date: 02/11/2018
Location: 2A Truro Road N22 8EL
Proposal: Approval of details pursuant to condition 8 (Method of Construction Statement) attached to planning permission HGY/2017/3670

Application No: **HGY/2018/2992** Officer: Sean McCawley
Decision: GTD Decision Date: 23/11/2018
Location: 35 Maidstone Road N11 2TR
Proposal: Approval of details pursuant to condition 3 (samples of all external facing materials) attached to planning permission HGY/2017/0035

Application No: **HGY/2018/3465** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: Porters and Walters Almshouses Nightingale Road N22 8PZ
Proposal: Approval of details pursuant to condition 3 (method statement) attached to Listed Building Consent HGY/2018/2447

Total Applications Decided for Ward: 13

WARD: **Bruce Grove**

CLUP **Applications Decided: 3**

Application No: **HGY/2018/3115** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 28/11/2018
Location: 37 Dunloe Avenue N17 6LB
Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate loft conversion with rooflights and single storey rear infill extension

Application No: **HGY/2018/3196** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 13/11/2018
Location: 28 Elsden Road N17 6RY
Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate a loft conversion

Application No: **HGY/2018/3426** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 21/11/2018
Location: 96 Ranelagh Road N17 6XT
Proposal: Certificate of Lawfulness for proposed single storey rear extension

FUL **Applications Decided: 3**

Application No: **HGY/2018/2391** Officer: Sarah Madondo
Decision: GTD Decision Date: 16/11/2018
Location: 479-481 High Road N17 6QA
Proposal: Erection of second floor rear extension, and conversion of first and second floors to provide 6 self contained one bedroom flats, and 2 self contained studio flats. Form new street access. Remove existing cladding to front elevation to reveal existing box and sash windows.

Application No: **HGY/2018/2869** Officer: Jake Atkins
Decision: REF Decision Date: 02/11/2018
Location: 54 St Margarets Road N17 6TY
Proposal: Infill rear elevation indent

Application No: **HGY/2018/2891** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 15/11/2018
Location: First Floor Flat 194 Mount Pleasant Road N17 6JQ
Proposal: Formation of a rear dormer window to a first floor flat

PNE **Applications Decided: 1**

Application No: **HGY/2018/3199** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 28/11/2018
Location: 37 Dunloe Avenue N17 6LB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.6m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 7

WARD: **Crouch End**

COND **Applications Decided: 1**

Application No: **HGY/2018/2703** Officer: Laurence Ackrill
Decision: GTD Decision Date: 01/11/2018
Location: 19 Hurst Avenue N6 5TX
Proposal: Variation of condition 2 (accordance with the approved plans) attached to planning permission HGY/2017/3007 to incorporate the addition of a basement and revised rooflight layout on the front pitched roof

FUL **Applications Decided: 5**

Application No: **HGY/2018/2598** Officer: Sean McCawley
Decision: GTD Decision Date: 06/11/2018
Location: Dental Surgery 8 Weston Park N8 9TJ
Proposal: Erection of a two-storey, three double bedroom mews house with basement and associated private garden; the removal of an existing single-storey rear extension to No. 8 Weston Park and replacement with a new single-storey rear extension and associated private garden for the use of the dental practice

Application No: **HGY/2018/2826** Officer: Laurence Ackrill
Decision: GTD Decision Date: 05/11/2018
Location: Coolhurst Lawn Tennis and Squash Racquets Club Courtside N8 8EY
Proposal: Construction of three outdoor porous asphalt tennis courts with associated fencing

Application No: **HGY/2018/2830** Officer: Laurence Ackrill
Decision: GTD Decision Date: 05/11/2018
Location: 64 Coolhurst Road N8 8EU
Proposal: Construction of a raised rear garden terrace

Application No: **HGY/2018/3102** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 28/11/2018
Location: Flat 1 5 Christchurch Road N8 9QL
Proposal: Erection of full-width single storey rear extension.

Application No: **HGY/2018/3213** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 23/11/2018
Location: Redleaf Christchurch Road N8 9QL
Proposal: Extension to rear at ground and first floor level with dormer. Replacement of existing garage building and extension along side of property at ground floor level. Internal reconfiguration to ground, first and second floor. Hip roof extension to rear and new rooflights.

NON **Applications Decided: 1**

Application No: **HGY/2018/3138** Officer: Sean McCawley
Decision: GTD Decision Date: 09/11/2018
Location: 5 Dickenson Road N8 9EN
Proposal: Non Material Amendment:
Partial change of materials to external brickwork to Ibstock White Engobe 5145 with white mortar

TPO **Applications Decided:** **4**

Application No: **HGY/2018/2883** Officer: Laurence Ackrill
Decision: GTD Decision Date: 06/11/2018
Location: 8 Crescent Road N8 8AT
Proposal: Works to tree protected by a TPO:
T5 Yew Crown reduce lateral spread to south over public highway in lower- mid crown by branch lengths of up to 1.8m to give balanced shape Crown thin 15% and remove any major deadwood Crown lift any remaining low growth over public highway to 4m
All other tree works specified on application form will be dealt with under a Section 211 Notice.

Application No: **HGY/2018/2884** Officer: Laurence Ackrill
Decision: GTD Decision Date: 06/11/2018
Location: 24 Elm Grove N8 9AJ
Proposal: Works to tree protected by a TPO:
T3: Mulberry: Crown reduce by 1.5m to keep at a size suitable for its location

Application No: **HGY/2018/3041** Officer: Matthew Gunning
Decision: GTD Decision Date: 23/11/2018
Location: 20 Haringey Park N8 9HY
Proposal: Works to tree protected by a TPO: Front Garden: Lime: Remove epicormic growth on the main stem from hedge height to main crown break and general maintenance and to tidy.

Application No: **HGY/2018/3042** Officer: Matthew Gunning
Decision: GTD Decision Date: 23/11/2018
Location: 118 Crouch Hill N8 9DY
Proposal: Works to tree protected by a TPO: T3: Ash: Reduce back to previous reduction points, approximately 1.50m, ensuring a clearance of 1.50-2.00m from building adjacent. Thin crown density by 25% and remove dead wood (other tree works specified on application form will be considered under a Section 211 [6 Week] Notice)

Total Applications Decided for Ward: **11**

WARD: **Fortis Green**

CLUP **Applications Decided:** **2**

Application No: **HGY/2018/3183** Officer: Jon Skapoullis
Decision: PERM DEV Decision Date: 01/11/2018
Location: 65 Hill Road N10 1JE
Proposal: Certificate of lawfulness proposed single storey rear extension.

Application No: **HGY/2018/3404** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 19/11/2018
Location: 7 Sussex Gardens N6 4LY
Proposal: Certificate of Lawfulness for proposed single storey side extension and conversion of garage into habitable room

COND **Applications Decided:** **2**

Application No: **HGY/2018/2962** Officer: Laurence Ackrill

Decision: GTD Decision Date: 12/11/2018

Location: 185 Creighton Avenue N2 9BN

Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2016/3669 involving the addition of a front boundary fence and gate.

Application No: **HGY/2018/3150** Officer: Laurence Ackrill

Decision: GTD Decision Date: 28/11/2018

Location: 494 Archway Road N6 4NA

Proposal: Variation of condition 2 (accordance with approved plans) attached to planning permission HGY/2018/1059 to include a side dormer roof extension and alteration to the roof of the approved first floor rear extension

CONM **Applications Decided:** **1**

Application No: **HGY/2018/1643** Officer: Christopher Smith

Decision: GTD Decision Date: 21/11/2018

Location: Coppetts Wood Hospital Coppetts Road N10 1JN

Proposal: Variation of Condition 2 (plans and specifications) attached to planning permission HGY/2016/3482 including omission of basement parking area and overall reduction in parking provision, reduction in total number of dwellings from 80 to 77 (51% affordable housing by habitable room) and change to housing mix, amendments to the internal layout and slight reduction in landscaped areas.

FUL **Applications Decided:** **4**

Application No: **HGY/2018/2829** Officer: Laurence Ackrill

Decision: GTD Decision Date: 08/11/2018

Location: Flat A 11 Kings Avenue N10 1PA

Proposal: Construction of a lower ground and ground floor rear extension and alterations to side elevation fenestration

Application No: **HGY/2018/2872** Officer: Samuel Uff

Decision: GTD Decision Date: 14/11/2018

Location: 13 Birchwood Avenue N10 3BE

Proposal: Single storey rear extensions and replacement rear windows

Application No: **HGY/2018/2960** Officer: Laurence Ackrill

Decision: GTD Decision Date: 02/11/2018

Location: 23 Fordington Road N6 4TD

Proposal: Replacement of aluminium framed glazed pool enclosure with new timber framed canopy with sedum roof, PV and solar thermal panels. Extension of existing rear garden patio, new pergola, new window to rear elevation, alteration to side opening on ground floor, and single storey extension to existing garage

Application No: **HGY/2018/2964** Officer: Roland Sheldon

Decision: GTD Decision Date: 23/11/2018

Location: 45A Kings Avenue N10 1PA

Proposal: Demolition of existing and erection of replacement outbuilding.

PNE **Applications Decided:** **1**

Application No: **HGY/2018/3149** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 22/11/2018
Location: 7 Sussex Gardens N6 4LY
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/2018/3180** Officer: Kwaku Bossman-Gyamera
Decision: RNO Decision Date: 09/11/2018
Location: Telecommunications Station outside 64 Aylmer Road N2 0PL
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for the proposed upgrade consists of the replacement of 1no cabinet with 3no cabinets and Ancillary works thereto.

TPO **Applications Decided: 1**

Application No: **HGY/2018/2887** Officer: Laurence Ackrill
Decision: GTD Decision Date: 13/11/2018
Location: The Meadow Meadow Drive N10 1PL
Proposal: Works to tree protected under Area TPO No.A.4 within the Hornsey Tree Preservation Order No 1 1954: T1 - Horse Chestnut - cut back leaning trunk back to main stem overhanging rear garden of 35 Kings Avenue. Reduce canopy by 3m so that no branches are overhanging rear garden

Total Applications Decided for Ward: 12

WARD: **Harringay**

ADV **Applications Decided: 2**

Application No: **HGY/2018/2931** Officer: Roland Sheldon
Decision: GTD Decision Date: 16/11/2018
Location: 365-367 Green Lanes N4 1DY
Proposal: The retention of signage surrounding Automated Teller Machine.

Application No: **HGY/2018/2935** Officer: Roland Sheldon
Decision: GTD Decision Date: 22/11/2018
Location: Freestanding Unit 2 Turnpike Lane N8 0EP
Proposal: Replacement of existing free standing unit with upgraded double digital unit.

CLDE **Applications Decided: 1**

Application No: **HGY/2018/3253** Officer: Laina Levassor
Decision: GTD Decision Date: 09/11/2018
Location: 239 Wightman Road N8 0BA
Proposal: Certificate of Lawfulness for existing use of 239 Wightman Road as four self-contained flats

CLUP **Applications Decided: 2**

Application No: **HGY/2018/3200** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 08/11/2018
Location: 18 Lothair Road South N4 1EL
Proposal: Certificate of lawfulness for the formation of a rear dormer including the insertion of 3 front rooflights - proposed use

Application No: **HGY/2018/3421** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 21/11/2018
Location: 47 Pemberton Road N4 1AX
Proposal: Certificate of Lawfulness for proposed single storey garden room to replace existing conservatory

FUL **Applications Decided: 10**

Application No: **HGY/2018/2759** Officer: Roland Sheldon
Decision: GTD Decision Date: 12/11/2018
Location: 31 Seymour Road N8 0BJ
Proposal: Erection of single storey ground floor rear side infill extension, in association with conversion of property into two self-contained flats.

Application No: **HGY/2018/2768** Officer: Roland Sheldon
Decision: GTD Decision Date: 01/11/2018
Location: 68 Beresford Road N8 0AJ
Proposal: Erection of single storey ground floor side infill extension.

Application No: **HGY/2018/2851** Officer: Roland Sheldon
Decision: GTD Decision Date: 19/11/2018
Location: 371 Green Lanes N4 1DY
Proposal: Proposed loft conversion including raising gable wall, installation of 2 x dormer windows to front and 1 to the rear elevations, to create additional bedroom and improved living space to second floor flat.

Application No: **HGY/2018/2873** Officer: Roland Sheldon
Decision: GTD Decision Date: 26/11/2018
Location: Shop 547 Green Lanes N8 0RL
Proposal: Proposed new shopfront, erection of single storey ground floor side infill extension, installation of rear extract ventilation duct, in association with use as restaurant.

Application No: **HGY/2018/2930** Officer: Roland Sheldon
Decision: GTD Decision Date: 15/11/2018
Location: 365-367 Green Lanes N4 1DY
Proposal: The Retention of an Automated Teller Machine.

Application No: **HGY/2018/2934** Officer: Roland Sheldon
Decision: GTD Decision Date: 15/11/2018
Location: Harringay United Church Green Lanes N8 0RG
Proposal: Addition of double glazed windows to the rear north elevation.

Application No: **HGY/2018/2998** Officer: Roland Sheldon
Decision: GTD Decision Date: 16/11/2018
Location: Ground Floor Flat 36 Endymion Road N4 1EQ
Proposal: Erection of single storey outbuilding for use as private Garden Office/Studio.

Application No: **HGY/2018/3013** Officer: Roland Sheldon
Decision: GTD Decision Date: 22/11/2018
Location: 83 Effingham Road N8 0AE
Proposal: Proposed single storey ground floor side and rear extension.

Application No: **HGY/2018/3097** Officer: Laurence Ackrill
Decision: GTD Decision Date: 15/11/2018
Location: Flat A 13 Lausanne Road N8 0HJ
Proposal: Construction of two single storey rear extensions

Application No: **HGY/2018/3099** Officer: Laurence Ackrill
Decision: GTD Decision Date: 15/11/2018
Location: Basement Flat A 19 Endymion Road N4 1EE
Proposal: The erection of a single storey rear extension to the lower ground floor flat

PNE **Applications Decided: 1**

Application No: **HGY/2018/3053** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 13/11/2018
Location: 31 Lothair Road South N4 1EN
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 16

WARD: **Highgate**

COND **Applications Decided: 2**

Application No: **HGY/2018/2813** Officer: Conor Guilfoyle
Decision: REF Decision Date: 16/11/2018
Location: 31 Sheldon Avenue N6 4JP
Proposal: Variation of condition 2 (approved plans) of planning permission reference HGY/2017/2776 to amend the approved front elevation and north-east facing side elevation

Application No: **HGY/2018/2987** Officer: Laurence Ackrill
Decision: GTD Decision Date: 13/11/2018
Location: 6A Church Road N6 4QT
Proposal: Removal of condition 4 (Obscure glazed window) attached to planning permission HGY/2017/1875

FUL **Applications Decided: 7**

Application No: **HGY/2018/1551** Officer: Laurence Ackrill
Decision: GTD Decision Date: 13/11/2018
Location: Highgate School Dining Hall Bishopswood Road N6 4PH
Proposal: Construction of a single-storey extension to Highgate School dining hall involving the realignment of the residential curtilage to No. 11 and No. 13 Bishopswood Road

Application No: **HGY/2018/2392** Officer: Roland Sheldon
Decision: GTD Decision Date: 14/11/2018
Location: Whistlers Cottage Townsend Yard N6 5JF
Proposal: Construction of a new detached single-family dwelling house to replace an existing house on the site.

Application No: **HGY/2018/2400** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 23/11/2018
Location: Shop 50 Highgate High Street N6 5HX
Proposal: Erection of single storey rear extension with alterations to first floor rear elevation windows; associated excavation to create rear garden patio and landscaping; deepening of existing basement.

Application No: **HGY/2018/2828** Officer: Laurence Ackrill
Decision: GTD Decision Date: 05/11/2018
Location: 23 Denewood Road N6 4AQ
Proposal: Construction of a proposed swimming pool, jacuzzi, pergola and provision of hard surfacing and soft landscaping works

Application No: **HGY/2018/2864** Officer: Laurence Ackrill
Decision: GTD Decision Date: 06/11/2018
Location: Flat A 419 Archway Road N6 4HT
Proposal: Construction of a single storey side and rear extension and alterations to front bay window

Application No: **HGY/2018/3005** Officer: Shay Bugler
Decision: GTD Decision Date: 19/11/2018
Location: 60 North Road N6 4AA
Proposal: Install 5 solar panels on the rear pitched roof

Application No: **HGY/2018/3087** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 22/11/2018
Location: Flat 2 39 Talbot Road N6 4QS
Proposal: Erection of timber-clad outbuilding in rear garden for use in connection with Flat 2

RES **Applications Decided: 3**

Application No: **HGY/2018/3331** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: 191-201 Archway Road N6 5BN
Proposal: Approval of details pursuant to conditions 11 (Considerate Constructors' Scheme) attached to planning permission HGY/2015/2517

Application No: **HGY/2018/3332** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: 191-201 Archway Road N6 5BN
Proposal: Partial discharge of details pursuant to condition 12 (plant and machinery) attached to planning permission HGY/2015/2517

Application No: **HGY/2018/3333** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: 191-201 Archway Road N6 5BN
Proposal: Approval of details pursuant to condition 17 (detailed design and method statements) attached to planning permission HGY/2015/2517

TPO **Applications Decided: 5**

Application No: **HGY/2018/2893** Officer: Matthew Gunning
Decision: GTD Decision Date: 26/11/2018
Location: 106 Highgate Hill N6 5HE
Proposal: Works to tree protected by a TPO T1 Oak in rear garden: crown thin by 20% and reduce by 2m

Application No: **HGY/2018/2968** Officer: Sean McCawley
Decision: REF Decision Date: 20/11/2018
Location: 24 Oldfield Mews N6 5XA
Proposal: Works to trees protected by a TPO:
T1 + T2 Limes - fell

Application No: **HGY/2018/3043** Officer: Matthew Gunning
Decision: GTD Decision Date: 26/11/2018
Location: Kempton House 52 Cholmeley Park N6 5AD
Proposal: Works to trees protected by a TPO: T1: Sycamore: Reduce height by 4m and shape as part of regular maintenance T2: Sycamore: Reduce to previous points as part of regular maintenance T3: Sycamore: Reduce to previous points as part of regular maintenance T4: Lime: Reduce to previous points as part of regular maintenance

Application No: **HGY/2018/3044** Officer: Matthew Gunning
Decision: REF Decision Date: 28/11/2018
Location: 15 Denewood Road N6 4AQ
Proposal: Works to tree protected by a TPO:T1: Pine: Reduce by up to 1.5m over house and road to prevent overextending branches from snapping and to give sufficient clearance from the house

Application No: **HGY/2018/3045** Officer: Matthew Gunning
Decision: GTD Decision Date: 28/11/2018
Location: 35 Stormont Road N6 4NR
Proposal: Works to tree protected by a TPO: T1 - Weeping Ash. This tree has fungal fruiting bodies of Inonotus Hispidus showing at the point of the historical pollard point. The tree is cable braced with dynamic bracing but requires a crown thin by 25% - 30% to relieve weight and sail force from the limbs. As this is one of the main feature trees within the rear garden the work to be carried out is to enhance the trees life expectancy, safety and aesthetic appearance. The tree is situated directly adjacent to and behind the dwelling.

Total Applications Decided for Ward: 17

WARD: **Hornsey**

CLUP **Applications Decided: 1**

Application No: **HGY/2018/2520** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 09/11/2018
Location: 4 Greig Close N8 8PB
Proposal: Certificate of Lawfulness for proposed hip to gable extension and rear dormer to facilitate a loft conversion with rooflights and single storey rear extension

FUL **Applications Decided: 4**

Application No: **HGY/2018/2577** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: Land adjacent to Great Northern Railway Tavern 67 High Street N8 7QB
Proposal: Change of use of land to the rear of the existing public house garden, involving the partial demolition of existing garden wall and raising of level of site to match adjacent garden using decking and relocation of existing seating booths and festoon lighting.

Application No: **HGY/2018/2881** Officer: Roland Sheldon
Decision: GTD Decision Date: 09/11/2018
Location: 48 Church Lane N8 7BU
Proposal: Replacement of front and rear windows and doors, partial demolition and rebuild of ground and first floor rear projections, with first floor glazed balustrade.

Application No: **HGY/2018/2958** Officer: Laurence Ackrill
Decision: GTD Decision Date: 13/11/2018
Location: Flat 2 22 Hillfield Avenue N8 7DT
Proposal: Construction of roof terrace over rear outrigger

Application No: **HGY/2018/2961** Officer: Laurence Ackrill
Decision: GTD Decision Date: 05/11/2018
Location: Flat A 29 Harvey Road N8 9PD
Proposal: Construction of a single storey rear extension to ground floor flat

LBC **Applications Decided: 1**

Application No: **HGY/2018/2578** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: Land adjacent to Great Northern Railway Tavern 67 High Street N8 7QB
Proposal: Listed building consent for the change of use of land to the rear of the existing public house garden, involving the partial demolition of existing garden wall and raising of level of site to match adjacent garden using decking and relocation of existing seating booths and festoon lighting

PNE **Applications Decided: 3**

Application No: **HGY/2018/2780** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 09/11/2018
Location: 4 Greig Close N8 8PB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/2913** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 09/11/2018
Location: 49 Rectory Gardens N8 7PJ
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.15m, for which the maximum height would be 3m and for which the height of the eaves would be 2.7m

Application No: **HGY/2018/3167** Officer: Laina Levassor
Decision: PN GRANT Decision Date: 28/11/2018
Location: 4 Chestnut Avenue N8 8NY
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m

RES **Applications Decided: 2**

Application No: **HGY/2018/1949** Officer: Samuel Uff
Decision: GTD Decision Date: 23/11/2018
Location: Gisburn Mansions Tottenham Lane N8 7EB
Proposal: Approval of details pursuant to conditions 5 (Construction Method Plan) and 8 (Energy Statement) attached to Appeal reference APP/Y5420/W/17/3179754 (original Haringey planning reference HGY/2017/0698)

Application No: **HGY/2018/2649** Officer: Samuel Uff
Decision: GTD Decision Date: 23/11/2018
Location: Gisburn Mansions Tottenham Lane N8 7EB
Proposal: Approval of details pursuant to condition 6 (provision of refuse and waste storage and recycling facilities) attached to Appeal reference APP/Y5420/W/17/3179754 (Haringey planning reference HGY/2017/0698)

Total Applications Decided for Ward: 11

WARD: **Muswell Hill**

CLUP Applications Decided: 2

Application No: **HGY/2018/3270** Officer: Laina Levassor
Decision: PERM REQ Decision Date: 14/11/2018
Location: 108 Muswell Hill Road N10 3JD
Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate a loft conversion

Application No: **HGY/2018/3357** Officer: Laina Levassor
Decision: PERM REQ Decision Date: 15/11/2018
Location: 19 Lynton Road N8 8SR
Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate a loft conversion and rooflights

FUL Applications Decided: 11

Application No: **HGY/2018/2717** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 14/11/2018
Location: 78 Onslow Gardens N10 3JX
Proposal: Erection of outbuilding in rear garden

Application No: **HGY/2018/2735** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 08/11/2018
Location: 22 Park Avenue North N8 7RT
Proposal: Erection of outbuilding in rear garden

Application No: **HGY/2018/2756** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 12/11/2018
Location: 126 Cranley Gardens N10 3AH
Proposal: Erection of greenhouse in rear garden.

Application No: **HGY/2018/2858** Officer: Roland Sheldon
Decision: GTD Decision Date: 06/11/2018
Location: 39 Redston Road N8 7HL
Proposal: Erection of single storey ground floor side infill extension.

Application No: **HGY/2018/2904** Officer: Roland Sheldon
Decision: GTD Decision Date: 05/11/2018
Location: 84 Etheldene Avenue N10 3QB
Proposal: Proposed single storey rear extension and raised timber decking.

Application No: **HGY/2018/2959** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: 16 Wavel Mews N8 8LQ
Proposal: Construction of second floor extension and side porch.

Application No: **HGY/2018/2994** Officer: Matthew Gunning
Decision: GTD Decision Date: 27/11/2018
Location: 10 Priory Avenue N8 7RN
Proposal: Removal of an existing rear conservatory and the erection of a single storey side/rear wraparound extension; the insertion of a new basement level window to the front elevation and the formation of a bay window projection to the first floor rear elevation

Application No: **HGY/2018/2995** Officer: Matthew Gunning
Decision: GTD Decision Date: 27/11/2018
Location: 10 Priory Avenue N8 7RN
Proposal: The insertion of a new basement level window to the front elevation.

Application No: **HGY/2018/3090** Officer: Laurence Ackrill
Decision: GTD Decision Date: 26/11/2018
Location: 204 Muswell Hill Road N10 3NH
Proposal: Construction of single storey rear extension following demolition of existing single storey rear projection

Application No: **HGY/2018/3092** Officer: Roland Sheldon
Decision: GTD Decision Date: 23/11/2018
Location: 40 Park Avenue South N8 8LT
Proposal: Erection of replacement single storey ground floor side infill extension, alterations to ground floor rear fenestration, replacement boundary walls in front garden.

Application No: **HGY/2018/3146** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 22/11/2018
Location: 18 Ellington Road N10 3DG
Proposal: Erection of single storey rear extension and formation of rear roof dormer extension

Total Applications Decided for Ward: 13

WARD: **Noel Park**

ADV **Applications Decided: 9**

Application No: **HGY/2018/2917** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 12/11/2018
Location: Freestanding Unit 659 Lordship Lane N22 5LA
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2918** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 12/11/2018
Location: Freestanding Unit Junction with Buller Road High Road N22
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2919** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 12/11/2018
Location: Freestanding Unit Junction with Brampton Park Road High Road N22 6BB
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2922** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 13/11/2018
Location: Outside 32 High Road N22 6BW
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2923** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 13/11/2018
Location: Opposite 29-31 Station Road N22 6UX
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2924** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 14/11/2018
Location: Adjacent to Library Opposite 136 High Road N22 6EB
Proposal: Installation of a Free Standing Unit with Double Sided Digital advertising

Application No: **HGY/2018/2925** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 13/11/2018
Location: Freestanding Unit Entrance to Shopping City High Road N22 6BQ
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

Application No: **HGY/2018/2927** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 14/11/2018
Location: Argos 88-96 High Road N22 6HE
Proposal: Internally illuminated sides fascia sign and projection sign.

Application No: **HGY/2018/3006** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 13/11/2018
Location: Outside Argos 122-124 High Road N22 6HE
Proposal: Replacement of an existing free standing advertisement unit with a new double sided digital advertisement unit.

CLUP **Applications Decided: 1**

Application No: **HGY/2018/3425** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 21/11/2018
Location: 77 Westbeech Road N22 6HU
Proposal: Certificate of Lawfulness for proposed single storey rear extension

FUL **Applications Decided: 6**

Application No: **HGY/2018/2619** Officer: Samuel Uff
Decision: GTD Decision Date: 09/11/2018
Location: Western Road Depot Western Road N22 6UG
Proposal: Replacement of single modular staff welfare building with two double stacked modular staff welfare buildings

Application No: **HGY/2018/3004** Officer: Roland Sheldon
Decision: GTD Decision Date: 15/11/2018
Location: 96 Alexandra Road N8 0LJ
Proposal: Erection of single storey ground floor rear extension.

Application No: **HGY/2018/3007** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 19/11/2018
Location: 15 Waldegrave Road N8 0QA
Proposal: Change of use from a residential dwelling house into a HMO for up to 6 persons.

Application No: **HGY/2018/3017** Officer: Shay Bugler
Decision: GTD Decision Date: 28/11/2018
Location: Duke of Edinburgh 83 Mayes Road N22 6TN
Proposal: Removal of existing staircase and replace with new fire escape staircase to the rear and side of the building.

Application No: **HGY/2018/3134** Officer: Gareth Prosser
Decision: GTD Decision Date: 26/11/2018
Location: 79 Farrant Avenue N22 6PD
Proposal: Rear roof lights to facilitate loft conversion.

Application No: **HGY/2018/3193** Officer: Gareth Prosser
Decision: REF Decision Date: 22/11/2018
Location: 19A Coombe Road N22 5LB
Proposal: Two Storey Side Extension, part side/rear single storey with Loft conversion and rear dormer (RETROSPECTIVE)

LCD **Applications Decided: 5**

Application No: **HGY/2018/3016** Officer: Jake Atkins
Decision: GTD Decision Date: 22/11/2018
Location: 68 Pelham Road N22 6LP
Proposal: Replacement windows and doors

Application No: **HGY/2018/3030** Officer: Jake Atkins
Decision: GTD Decision Date: 22/11/2018
Location: 224 Moselle Avenue N22 6EX
Proposal: Replacement windows and doors

Application No: **HGY/2018/3031** Officer: Jake Atkins
Decision: GTD Decision Date: 22/11/2018
Location: 35C Gladstone Avenue N22 6JX
Proposal: Replacement windows and doors

Application No: **HGY/2018/3057** Officer: Jake Atkins
Decision: GTD Decision Date: 23/11/2018
Location: 46 Salisbury Road N22 6NX
Proposal: Replacement windows

Application No: **HGY/2018/3058** Officer: Jake Atkins
Decision: GTD Decision Date: 22/11/2018
Location: 29 Salisbury Road N22 6NN
Proposal: Replacement windows

NON **Applications Decided: 2**

Application No: **HGY/2018/3124** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 21/11/2018
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: To amend approved plans and elevations in relation to ground and first floor of the approved Block C 1 attached to planning permision reference HGY/2017/3117. This change is sought for a ten year period until 2028 in order to allow the operation of a sales and marketing suite. Once no longer required the layout and elevations of Block C1 will revert back to the approved design and elevations.

Application No: **HGY/2018/3125** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 09/11/2018
Location: Land adjoining Former Clarendon Gas Works and 123 Hornsey Park Road N8
Proposal: Amendment to Condition 4 (Hours of operation) attached to planning permision HGY/2018/2255 to include following new wording: 'The use hereby permitted shall not be operated before 09:00 hours or after 18:00 hours Monday to Wednesday, 09:00 hours or after 20:00 hours Thursday, 09:00 hours or after 18:00 hours Friday, before 09:00 hours or after 18:00 hours Saturdays and before 09:00 hours or after 18:00 hours Sundays and Bank Holidays

Total Applications Decided for Ward: 23

WARD: **Northumberland Park**

ADV **Applications Decided: 1**

Application No: **HGY/2018/2940** Officer: Samuel Uff
Decision: GTD Decision Date: 02/11/2018
Location: 791 High Road N17 8AH
Proposal: Display of 3 x facia signs and 1 x projecting sign and replacement of window stencils

CLUP **Applications Decided: 1**

Application No: **HGY/2018/2860** Officer: Fortune Gumbo
Decision: PERM REQ Decision Date: 21/11/2018
Location: 8 Lordship Lane N17 8NA
Proposal: Certificate of lawfulness for works to a Listed Building

FUL **Applications Decided: 2**

Application No: **HGY/2018/3025** Officer: Jake Atkins
Decision: GTD Decision Date: 12/11/2018
Location: 57 St Pauls Road N17 0ND
Proposal: Erection of part two storey / part single storey rear extension

Application No: **HGY/2018/3131** Officer: Gareth Prosser
Decision: GTD Decision Date: 23/11/2018
Location: First Floor Flat B 67 Brantwood Road N17 0DT
Proposal: Conversion and dormer extension of existing roof space above first floor flat for use as additional residential accommodation.

NON **Applications Decided:** **1**

Application No: **HGY/2018/3114** Officer: Laurence Ackrill
Decision: GTD Decision Date: 08/11/2018
Location: Mowlem Trading Estate Leeside Road N17 0QJ
Proposal: Non-Material Amendment following a grant of planning permission HGY/2016/3489 for the insertion of a fire door

TEL **Applications Decided:** **1**

Application No: **HGY/2018/3177** Officer: Kwaku Bossman-Gyamera
Decision: RNO Decision Date: 09/11/2018
Location: 1 Garman Road N17 0UR
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
the proposed development comprises the addition of 3No. antennas, 1No. 600mm dish and 1No 300mm dish, new equipment will be placed within the existing equipment room and development ancillary thereto.

Total Applications Decided for Ward: **6**

WARD: **St Anns**

ADV **Applications Decided:** **1**

Application No: **HGY/2018/2824** Officer: Sean McCawley
Decision: GTD Decision Date: 16/11/2018
Location: Outside 545 Seven Sisters Road N15 5NE
Proposal: Installation of a free standing unit with double sided digital advertising

CLUP **Applications Decided:** **3**

Application No: **HGY/2018/3195** Officer: Marco Zanelli
Decision: PERM DEV Decision Date: 01/11/2018
Location: 102 Roseberry Gardens N4 1JL
Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger.

Application No: **HGY/2018/3427** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 21/11/2018
Location: 19 Roseberry Gardens N4 1JQ
Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate a loft conversion and rooflights.

Application No: **HGY/2018/3472** Officer: Jon Skapoullis
Decision: PERM DEV Decision Date: 23/11/2018
Location: 8 Cleveland Gardens N4 1LN
Proposal: Certificate of lawfulness for proposed rear dormer and insertion of 3 x rooflights to the front roofslope.

COND **Applications Decided:** **1**

Application No: **HGY/2018/2720** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/11/2018
Location: 2 Cleveland Gardens N4 1LN
Proposal: Removal of conditions 10 (Air Quality Neutral Assessment) 14 (Non-Road Mobile Machinery) 15 (Inventory of Non-Road Mobile Machinery) & 16 (Considerate Constructor Scheme) attached to planning permission HGY/2018/0652.

FLEX **Applications Decided:** **1**

Application No: **HGY/2018/3455** Officer: Neil McClellan
Decision: FLEXGTD Decision Date: 28/11/2018
Location: 51 Grand Parade N4 1AG
Proposal: Flexible Change of use under Class D of Part 4 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 starting from 03/12/2018: Existing Use Class A1 (retail) - Proposed Use Class A3 (cafe/restaurant)

FUL **Applications Decided:** **3**

Application No: **HGY/2018/2845** Officer: Sean McCawley
Decision: GTD Decision Date: 09/11/2018
Location: 53 Stanhope Gardens N4 1HY
Proposal: Erection of a single storey side/rear extension

Application No: **HGY/2018/2847** Officer: Sean McCawley
Decision: GTD Decision Date: 13/11/2018
Location: 22 Chesterfield Gardens N4 1LP
Proposal: Erection of a side/rear infill extension

Application No: **HGY/2018/3036** Officer: Sarah Madondo
Decision: GTD Decision Date: 16/11/2018
Location: 13 Gorleston Road N15 5QR
Proposal: To part demolish and rebuild an existing full width rear extension .

PNE **Applications Decided:** **1**

Application No: **HGY/2018/3080** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 16/11/2018
Location: 14 Portland Gardens N4 1HU
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 3.2m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: **10**

WARD: **Seven Sisters**

ADV **Applications Decided:** **1**

Application No: **HGY/2018/2825** Officer: Sean McCawley
Decision: GTD Decision Date: 16/11/2018
Location: Outside 383-411 Seven Sisters Road N15 6RD
Proposal: Installation of a free standing unit with double sided digital advertising

FUL **Applications Decided:** **12**

Application No: **HGY/2018/2819** Officer: Conor Guilfoyle
Decision: REF Decision Date: 01/11/2018
Location: 30 Plevna Crescent N15 6DN
Proposal: Erection of three storey side extension and single storey rear extension

Application No: **HGY/2018/2875** Officer: Sarah Madondo
Decision: GTD Decision Date: 08/11/2018
Location: 29 Rostrevor Avenue N15 6LA
Proposal: Erection of a type 3 loft extension (amended proposal).

Application No: **HGY/2018/2876** Officer: Sarah Madondo
Decision: GTD Decision Date: 06/11/2018
Location: 41 Elm Park Avenue N15 6AR
Proposal: Erection of 'Type 3' loft extension

Application No: **HGY/2018/2879** Officer: Sarah Madondo
Decision: GTD Decision Date: 15/11/2018
Location: 37 Lealand Road N15 6JS
Proposal: Erection of a Type 3 extension 9 (amended shceme)

Application No: **HGY/2018/2880** Officer: Sarah Madondo
Decision: REF Decision Date: 15/11/2018
Location: 38 + 40 Clifton Gardens N15 6AP
Proposal: Erection of first floor rear extensions to 38 and 40 Clifton Gardens.

Application No: **HGY/2018/2882** Officer: Sarah Madondo
Decision: GTD Decision Date: 13/11/2018
Location: 127 Craven Park Road N15 6BP
Proposal: Erection of addition storey (Type 3) roof extension

Application No: **HGY/2018/2980** Officer: Neil McClellan
Decision: GTD Decision Date: 21/11/2018
Location: Woodview Close N4 1DG
Proposal: Supply and installation of metal security fencing and gates to front boundary.

Application No: **HGY/2018/3039** Officer: Sarah Madondo
Decision: GTD Decision Date: 22/11/2018
Location: Ground Floor Flat 80 Hermitage Road N4 1LY
Proposal: Erection rear ground floor and side extension with flat roof and 3 No. roof lights

Application No: **HGY/2018/3085** Officer: Mercy Oruwari
Decision: GTD Decision Date: 19/11/2018
Location: 66 Plevna Crescent N15 6DW
Proposal: Erection of single story rear extension and alteration / insertions of windows

Application No: **HGY/2018/3176** Officer: Sarah Madondo
Decision: GTD Decision Date: 28/11/2018
Location: 12 Cadoxton Avenue N15 6LB
Proposal: Erection of an additional storey ('Type 3' extension)

Application No: **HGY/2018/3181** Officer: Sarah Madondo
Decision: GTD Decision Date: 28/11/2018
Location: 147 Castlewood Road N15 6BD
Proposal: Erection of additional storey ('Type 3' extension)

Application No: **HGY/2018/3182** Officer: Sarah Madondo
Decision: REF Decision Date: 28/11/2018
Location: 67 Gladesmore Road N15 6TL
Proposal: Construction of a first floor rear extension extending beyond the rear flank wall to a depth of 1.48m.

PNE **Applications Decided: 6**

Application No: **HGY/2018/2963** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 14/11/2018
Location: 12 Cadoxton Avenue N15 6LB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/2970** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 12/11/2018
Location: 8 Barry Avenue N15 6AD
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/2999** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 14/11/2018
Location: 94 Ferndale Road N15 6UQ
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m

Application No: **HGY/2018/3050** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 13/11/2018
Location: 60 Elm Park Avenue N15 6UY
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/2018/3056** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 14/11/2018
Location: 81 Crowland Road N15 6UL
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.88m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/3171** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 28/11/2018
Location: 123 Craven Park Road N15 6BP
Proposal: Erection of single storey extension which extends beyond the rear wall of the orginal wall by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: **19**

WARD: **Stroud Green**

FUL **Applications Decided:** **10**

Application No: **HGY/2018/2685** Officer: Sean McCawley
Decision: GTD Decision Date: 01/11/2018
Location: Flat A 5 Quernmore Road N4 4QU
Proposal: Erection of a rear garden outbuilding

Application No: **HGY/2018/2747** Officer: Samuel Uff
Decision: GTD Decision Date: 12/11/2018
Location: Flat A 50 Ferme Park Road N4 4ED
Proposal: Replacement of windows and doors and replacement roof materials of rear extension

Application No: **HGY/2018/2816** Officer: Roland Sheldon
Decision: GTD Decision Date: 20/11/2018
Location: 79B Weston Park N8 9PS
Proposal: Insertion of second floor rear door, erection of screen panels and roof decking and raised planters in association with creation of roof terrace to upper floor flat.

Application No: **HGY/2018/2846** Officer: Sean McCawley
Decision: GTD Decision Date: 14/11/2018
Location: Flat C 33 Cornwall Road N4 4PH
Proposal: Replacement of existing single glazed timber sash windows with matching double glazed timber sash windows to front elevation

Application No: **HGY/2018/2947** Officer: Samuel Uff
Decision: REF Decision Date: 16/11/2018
Location: The Heights Mount View Road N4 4JU
Proposal: Proposed roof extension to create an additional 2 bed residential unit with associated roof terrace, in conjunction with alterations to the existing building frontage; erection of front boundary treatment; installation of front gate and main entrance canopy; and erection of refuse enclosure

Application No: **HGY/2018/2972** Officer: Roland Sheldon
Decision: GTD Decision Date: 19/11/2018
Location: 117 Mayfield Road N8 9LN
Proposal: Erection of single storey ground floor side infill extension and replacement/alterations to size and first floor rear infill windows.

Application No: **HGY/2018/2989** Officer: Roland Sheldon
Decision: GTD Decision Date: 19/11/2018
Location: Flat C 72 Florence Road N4 4DP
Proposal: Insertion of linked rear velux rooflights and removal of section of rear closet wing roof to facilitate creation of a roof terrace to upper floor flat.

Application No: **HGY/2018/3019** Officer: Shay Bugler
Decision: GTD Decision Date: 20/11/2018
Location: Flat B 9 Oxford Road N4 3HA
Proposal: Replace all existing timber double vertical hung windows with timber sash double glazed windows and all other existing single glazed timber windows to be replaced with double glazed timber framed windows.

Application No: **HGY/2018/3020** Officer: Shay Bugler
Decision: GTD Decision Date: 20/11/2018
Location: Flats A B & C 53 Florence Road N4 4DJ
Proposal: Replace all timber framed sash single glazed windows with double glazed timber sash windows; Other existing single glazed timber windows to be replaced with double glazed timber framed windows

Application No: **HGY/2018/3029** Officer: Conor Guilfoyle
Decision: REF Decision Date: 28/11/2018
Location: 40C Inderwick Road N8 9LD
Proposal: Erection of rear roof dormer extension and installation of roof light on front roof slope

NON **Applications Decided:** **2**

Application No: **HGY/2018/3203** Officer: Laurence Ackrill
Decision: GTD Decision Date: 02/11/2018
Location: 17 Lancaster Road N4 4PJ
Proposal: Non-material amendment following a grant of planning permission HGY/2018/1292 involving the replacement of the two roof-lights on the proposed extension with a single roof-light

Application No: **HGY/2018/3442** Officer: Matthew Gunning
Decision: GTD Decision Date: 26/11/2018
Location: 86 Victoria Road N4 3SW
Proposal: Non-material amendment: The proposal comprises the following: relocation of glass blocks, windows and 1no. door on the ground floor and first floor of the north east elevation; and relocation of the glass blocks and windows on the ground floor and first floor of the south west elevation.

PNC **Applications Decided:** **1**

Application No: **HGY/2018/2986** Officer: Sean McCawley
Decision: PN REFUSED Decision Date: 16/11/2018
Location: 49A Oxford Road N4 3EY
Proposal: Prior approval for change of use from B1 (a) (offices) to C3 (residential)

TPO **Applications Decided:** **1**

Application No: **HGY/2018/2821** Officer: Sean McCawley
Decision: GTD Decision Date: 07/11/2018
Location: 107 Mount View Road N4 4JH
Proposal: Works to trees protected by a TPO:
Removal of T1 & T2 (London Planes) of MWA Arboricultural report

Total Applications Decided for Ward: **14**

WARD: **Tottenham Green**

ADV **Applications Decided:** **1**

Application No: **HGY/2018/2996** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 12/11/2018
Location: Freestanding Unit 625 Seven Sisters Road N15 5LE
Proposal: Advertisement consent for free-standing, double-sided advertisement unit with digital display of sequenced advertisements, to replace similar unit in existing location

CLDE **Applications Decided:** **1**

Application No: **HGY/2018/3525** Officer: Mercy Oruwari
Decision: GTD Decision Date: 28/11/2018
Location: 75 Elmar Road N15 5DH
Proposal: Certificate of lawfulness: existing use. 2 self-contained units

COND **Applications Decided:** **2**

Application No: **HGY/2018/2886** Officer: Sarah Madondo
Decision: GTD Decision Date: 21/11/2018
Location: 2 Lawrence Yard N15 4EG
Proposal: Retrospective planning permission for a variation of condition 2 (Approved Plans) and removal of condition 4 (Method of Construction) attached to planning permission HGY/2014/2366.

Application No: **HGY/2018/2903** Officer: Roland Sheldon
Decision: REF Decision Date: 23/11/2018
Location: Vehicle Repair Workshop rear 196 West Green Road N15 5AG
Proposal: Variation of condition 1 (approved plans) of planning application HGY/2015/2902 to make the following amendments: - Addition of rear windows to Flats 6 & 7.

FUL **Applications Decided:** **4**

Application No: **HGY/2018/2890** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 14/11/2018
Location: 24 Pembroke Road N15 4NW
Proposal: Erection of a domestic outbuilding

Application No: **HGY/2018/2984** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 09/11/2018
Location: 10 Greenfield Road N15 5EP
Proposal: Erection of single storey 'wraparound' rear extension, replacing existing single storey rear extension

Application No: **HGY/2018/3014** Officer: Jake Atkins
Decision: GTD Decision Date: 19/11/2018
Location: 35 Tynemouth Road N15 4AU
Proposal: Replacement of existing windows and rear door with uPVC double glazed windows and rear door.

Application No: **HGY/2018/3072** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 19/11/2018
Location: The West Green Tavern 68 West Green Road N15 5NR
Proposal: Installation of external security shutters at the front of the public house. (Retrospective)

NON **Applications Decided:** **1**

Application No: **HGY/2018/2909** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 15/11/2018
Location: Mono House 50-56 Lawrence Road N15 4EG
Proposal: Non-material amendment following a grant of planning permission HGY/2018/0120 to vary the current consent in terms of Block A and B: alterations to elevations; Block C: reduction in height and elevational changes; removal of sub-station; and alterations to public realm.

PNE **Applications Decided:** **2**

Application No: **HGY/2018/2971** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 07/11/2018
Location: 131 Seaford Road N15 5DX
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by part 6m / part 3.10m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2018/3158** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 22/11/2018
Location: 39 Suffield Road N15 5JX
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by part 5.12m / part 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES **Applications Decided: 6**

Application No: **HGY/2018/2700** Officer: Christopher Smith
Decision: GTD Decision Date: 01/11/2018
Location: 52-68 Stamford Road N15 4PZ
Proposal: Approval of details pursuant to condition 24 parts a and b only (site investigation) attached to planning permission HGY/2017/0426.

Application No: **HGY/2018/2726** Officer: Christopher Smith
Decision: GTD Decision Date: 20/11/2018
Location: 52-68 Stamford Road N15 4PZ
Proposal: Approval of details pursuant to condition 22 (living roof) attached to planning permission HGY/2017/0426.

Application No: **HGY/2018/2738** Officer: Christopher Smith
Decision: GTD Decision Date: 01/11/2018
Location: 52-68 Stamford Road N15 4PZ
Proposal: Approval of details pursuant to condition 18 (Design details of the Air Source Heat Pump (ASHP) facility) attached to planning permission HGY/2017/0426

Application No: **HGY/2018/3261** Officer: Christopher Smith
Decision: GTD Decision Date: 26/11/2018
Location: Apex House 820 Seven Sisters Road N15 5PQ
Proposal: Approval of details pursuant to condition 13 (ultra-low NOx boilers) attached to planning permission HGY/2017/0967

Application No: **HGY/2018/3262** Officer: Christopher Smith
Decision: GTD Decision Date: 26/11/2018
Location: Apex House 820 Seven Sisters Road N15 5PQ
Proposal: Approval of details pursuant to condition 14 (CHP boilers) attached to planning permission HGY/2017/0967

Application No: **HGY/2018/3264** Officer: Christopher Smith
Decision: GTD Decision Date: 23/11/2018
Location: 52-68 Stamford Road N15 4PZ
Proposal: Approval of details pursuant to condition 5 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP)) attached to planning permission HGY/2017/0426.

TEL **Applications Decided: 1**

Application No: **HGY/2018/3091** Officer: Kwaku Bossman-Gyamera
Decision: RNO Decision Date: 09/11/2018
Location: 28 Lawrence Road N15 4EG
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
the swap out and replace existing cabinets/equipment contained within the existing demised area. To undertake ancillary works/replacement of 3 no. existing antenna in the same locations as existing.

Total Applications Decided for Ward: 18

WARD: **Tottenham Hale**

COND Applications Decided: 1

Application No: **HGY/2018/2889** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 07/11/2018
Location: 12 Reform Row N17 9SZ
Proposal: Variation of condition 2 (in accordance with plans) attached to planning permission HGY/2018/0873 to enlarge the first floor rear extension.

FUL Applications Decided: 2

Application No: **HGY/2018/2591** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 15/11/2018
Location: 116 Shelbourne Road N17 9XY
Proposal: Loft conversion with a rear dormer window

Application No: **HGY/2018/2905** Officer: Sarah Madondo
Decision: REF Decision Date: 01/11/2018
Location: 132 Rosebery Avenue N17 9SD
Proposal: Coversion of property into an HMO

NON Applications Decided: 2

Application No: **HGY/2018/3441** Officer: Shay Bugler
Decision: GTD Decision Date: 28/11/2018
Location: Palm Tree Court Factory Lane N17 9FL
Proposal: Non-material amendment following a grant of planning permission HGY/2015/1343 for the addition of freestanding and safety guardrails at roof level.

Application No: **HGY/2018/3529** Officer: Shay Bugler
Decision: GTD Decision Date: 28/11/2018
Location: Palm Tree Court Factory Lane N17 9FL
Proposal: Non-material amendment following a grant of planning permission HGY/2015/1169 for the addition of freestanding and safety guardrails at roof level.

RES Applications Decided: 4

Application No: **HGY/2018/1353** Officer: Martin Cowie
Decision: GTD Decision Date: 28/11/2018
Location: Hale Wharf Ferry Lane N17 9NF
Proposal: Approval of details pursuant to condition A19 (noise and vibration - internal residential environment) attached to the Hybrid Planning Permission Reference: HGY/2016/1719.

Application No: **HGY/2018/2731** Officer: James Farrar
Decision: GTD Decision Date: 01/11/2018
Location: Berol Yard Ashley Road N17 9LJ
Proposal: Approval of details pursuant to condition 30 (Details of AQDMP (Dust) - Phase 1 and 2) attached to planning permission HGY/2017/2044

Application No: **HGY/2018/2950** Officer: Robbie McNaugher
Decision: GTD Decision Date: 21/11/2018
Location: Harris Academy Tottenham Ashley Road N17 9DP
Proposal: Approval of details pursuant to condition 3 (details of the external materials to be used in connection with Block 5) attached to planning permission HGY/2018/0745

Application No: **HGY/2018/2951** Officer: Robbie McNaugher
Decision: GTD Decision Date: 07/11/2018
Location: Harris Academy Tottenham Ashley Road N17 9DP
Proposal: Approval of details pursuant to condition 7 (details of the Ultra Low NOx boilers for space heating and domestic hot water) attached to planning permission HGY/2018/0745

Total Applications Decided for Ward: 9

WARD: **West Green**

CLDE **Applications Decided: 1**

Application No: **HGY/2018/3198** Officer: Laina Levassor
Decision: REF Decision Date: 01/11/2018
Location: 5 Belmont Road N15 3LS
Proposal: Certificate of Lawfulness for rear dormer and use of additional self-contained unit to form four flats.

FUL **Applications Decided: 6**

Application No: **HGY/2018/1076** Officer: Robbie McNaugher
Decision: GTD Decision Date: 06/11/2018
Location: 189 Carlingford Road N15 3ET
Proposal: Change of use from house (Use Class C3) to HMO for up to 8 persons (Use Class Sui Generis).

Application No: **HGY/2018/2678** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 02/11/2018
Location: 39 Kirkstall Avenue N17 6PH
Proposal: Conversion and extension of existing dwelling to form two self-contained residential units

Application No: **HGY/2018/2724** Officer: Sarah Madondo
Decision: GTD Decision Date: 06/11/2018
Location: Surgery 326 Philip Lane N15 4AB
Proposal: Dropped Kerb for access to parking space

Application No: **HGY/2018/3003** Officer: Gareth Prosser
Decision: GTD Decision Date: 14/11/2018
Location: 19C Crossfield Road N17 6AY
Proposal: Erection of a roof/ loft conversion extension incorporating rear facing dormers (combined rear dormers under 40m3) and front facing roof-lights.

Application No: **HGY/2018/3015** Officer: Jake Atkins
Decision: GTD Decision Date: 15/11/2018
Location: 101 Higham Road N17 6NU
Proposal: Proposed loft conversion with rear dormer (and hip to gable)

Application No: **HGY/2018/3071** Officer: Gareth Prosser
Decision: REF Decision Date: 16/11/2018
Location: 26 Carlingford Road N15 3EH
Proposal: Erection of single storey rear extension.

RES **Applications Decided:** **3**

Application No: **HGY/2018/2822** Officer: Sean McCawley
Decision: GTD Decision Date: 16/11/2018
Location: Westbury Court Lordship Lane N22 5DG
Proposal: Approval of details pursuant to conditions 3 (precise details of the external materials), 4 (detailed drawings at a scale of 1:10 of specified features) and 6 (provision of refuse and waste storage and recycling facilities) attached to planning permission HGY/2015/0629

Application No: **HGY/2018/2823** Officer: Sean McCawley
Decision: GTD Decision Date: 16/11/2018
Location: Westbury Court Lordship Lane N22 5DG
Proposal: Partial approval of details pursuant to condition 5 (detailed CCTV survey) attached to planning permission HGY/2015/0629.

Application No: **HGY/2018/3334** Officer: Laurence Ackrill
Decision: GTD Decision Date: 21/11/2018
Location: Keston Centre Keston Road N17 6PW
Proposal: Approval of details pursuant to condition 6 (enclosures around the site boundary) attached to planning permission HGY/2016/3309

TEL **Applications Decided:** **2**

Application No: **HGY/2018/3081** Officer: Kwaku Bossman-Gyamera
Decision: RNO Decision Date: 09/11/2018
Location: Westbury Court Lordship Lane N22 5DG
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
the installation of 3No. antennas 1No 600mm dish antenna and 1No 300mm dish antenna, at ground level 1No cabinet will be replaced with 1No new cabinet and development ancillary thereto.

Application No: **HGY/2018/3179** Officer: Kwaku Bossman-Gyamera
Decision: RNO Decision Date: 09/11/2018
Location: Langham Road, Outside Turnpike Lane Station Green Lanes N15 3NX
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
the proposed upgrade will include the replacement of the existing 540mm antenna shroud with a 580mm antenna shroud, the addition of 2no new cabinets and 1no new meter cabinet, and ancillary works thereto.

Total Applications Decided for Ward: **12**

WARD: **White Hart Lane**

CLUP **Applications Decided:** **2**

Application No: **HGY/2018/3191** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 23/11/2018
Location: 212 The Roundway N17 7DE
Proposal: Certificate of lawfulness for the formation of a rear dormer, a hip to gable extension including the insertion of 4 front rooflights and 1 side elevation window and a Juliet balcony - Proposed use

Application No: **HGY/2018/3520** Officer: Marco Zanelli
Decision: PERM DEV Decision Date: 28/11/2018
Location: 3 Norfolk Close N13 6AN
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/2018/2795** Officer: Jake Atkins
Decision: GTD Decision Date: 23/11/2018
Location: 36 Rowland Hill Avenue N17 7LU
Proposal: Ground floor side and rear extension.

RES **Applications Decided: 1**

Application No: **HGY/2018/1300** Officer: Tobias Finlayson
Decision: GTD Decision Date: 08/11/2018
Location: 500 White Hart Lane N17 7NA
Proposal: Approval of details pursuant to condition 10c (Contamination) attached to planning permission HGY/2016/0828

Total Applications Decided for Ward: 4

WARD: **Woodside**

ADV **Applications Decided: 4**

Application No: **HGY/2018/3010** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 13/11/2018
Location: Opposite 204 High Road N22 8HH
Proposal: Advertisement consent for free-standing, double-sided advertisement unit with digital display of sequenced advertisements, to replace similar unit in existing location

Application No: **HGY/2018/3022** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 14/11/2018
Location: In Front Of Civic Centre High Road N22 8ZW
Proposal: Advertisement consent for free-standing, double-sided advertisement unit with digital display of sequenced advertisements, to replace similar unit in existing location

Application No: **HGY/2018/3024** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 14/11/2018
Location: Freestanding Unit After Junction with High Road Bounds Green Road N22 8HE
Proposal: Advertisement consent for free-standing, double-sided advertisement unit with digital display of sequenced advertisements, to replace similar unit in existing location

Application No: **HGY/2018/3026** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 15/11/2018
Location: Free Standing Advertising Unit 228 High Road N22 8HH
Proposal: Advertisement consent for free-standing, double-sided advertisement unit with digital display of sequenced advertisements, to replace similar unit in existing location

CLDE Applications Decided: 1

Application No: **HGY/2018/3168** Officer: Mercy Oruwari
Decision: GTD Decision Date: 07/11/2018
Location: 44 Eldon Road N22 5DX
Proposal: Certificate of lawfulness: existing use for 6 self-contained units.

CLUP Applications Decided: 1

Application No: **HGY/2018/2929** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 21/11/2018
Location: 30 New Road N22 5ET
Proposal: Certificate of lawfulness for the formation of a full width rear dormer including the insertion of a set of 3 windows and a single window - proposed use

FUL Applications Decided: 5

Application No: **HGY/2017/3631** Officer: Gareth Prosser
Decision: GTD Decision Date: 09/11/2018
Location: 266-272 High Road N22 8JX
Proposal: Partial Demolition of first floor, comprising one residential unit (38sq m). Development of new rear extension at ground, first and second floor levels to provide additional floorspace to existing A class units at ground floor and 4no. additional residential units at first and second floors (2x2 bed units and 2x3 bed units). Remodelling of 2no. existing residential units (1 x 1bed and 1 x 2 bed) to create 2no. studios. Creation of cycle and bin stores and enhancement of existing residential access from Canning Crescent

Application No: **HGY/2018/2854** Officer: Jake Atkins
Decision: GTD Decision Date: 01/11/2018
Location: 21 Eldon Road N22 5DX
Proposal: Replacement of existing windows with new uPVC windows and existing rear door to new uPVC doors.

Application No: **HGY/2018/3008** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 23/11/2018
Location: 306 High Road N22 8JR
Proposal: Change of Use to Retrospective (B2 Use) wheel alignment of motor vehicles.

Application No: **HGY/2018/3032** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 13/11/2018
Location: 14 Perth Road N22 5RB
Proposal: Erection of single storey rear extension

Application No: **HGY/2018/3048** Officer: Sarah Madondo
Decision: GTD Decision Date: 19/11/2018
Location: 3 + 5 Granville Road N22 5LP
Proposal: Erection of rear loft dormer to No. 3, and erection of single storey rear extension to No. 5

LCD **Applications Decided:** **2**

Application No: **HGY/2018/2373** Officer: Neil McClellan

Decision: GTD Decision Date: 09/11/2018

Location: Greenwood House Pellatt Grove N22 5PJ

Proposal: Replacement of existing windows on the front elevation with new steel windows; and replacement of existing windows and doors on the rear elevation with new uPVC windows and doors.

Application No: **HGY/2018/3049** Officer: Sarah Madondo

Decision: GTD Decision Date: 20/11/2018

Location: 7, 43, & 45 White Hart Lane N22 5SL

Proposal: Replacement of the existing windows & doors on the front elevation of these properties with new timber framed windows and doors and the replacement of the existing windows and doors on the rear elevations with new UPVC windows and doors.

NON **Applications Decided:** **2**

Application No: **HGY/2018/3055** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 01/11/2018

Location: 72A Perth Road N22 5QY

Proposal: Non-material amendment following a grant of planning permission HGY/2018/2342. Proposal seeks to amend the external material of the development to a facing brick finish on the new extensions and matching brick slips on the existing walls.

Application No: **HGY/2018/3141** Officer: Sean McCawley

Decision: GTD Decision Date: 15/11/2018

Location: Land to rear of 678-680 Lordship Lane N22 5JN

Proposal: Non-material amendment:

Minor modification to orientation of front & rear retaining walls at lower ground floor level; modification to internal layout to revise location of lower ground floor bathroom; addition of small window to lightwell at the front of the site to ventilate bathroom

RES **Applications Decided:** **1**

Application No: **HGY/2018/3212** Officer: Sean McCawley

Decision: GTD Decision Date: 23/11/2018

Location: Elco House 22-24 Homecroft Road N22 5EL

Proposal: Approval of details pursuant to condition 1 (type and location of secure and covered cycle parking facilities) attached to Prior Approval HGY/2018/2218

Total Applications Decided for Ward: **16**

WARD: **Not Applicable - Outside Borough**

OBS **Applications Decided:** **3**

Application No: **HGY/2018/3123** Officer: Robbie McNaugher

Decision: RNO Decision Date: 01/11/2018

Location: Former Webbs Industrial Estate 108 Blackhorse Lane E17 6SH

Proposal: Demolition of existing buildings and structures, and comprehensive redevelopment to provide a series of buildings ranging in height from 1 to 15 storeys to provide 359 new affordable homes in a mix of one, two and three bedroom units (Use Class C3) 2,569sqm of non- residential floor space comprising of 720sqm of flexible floor space (Use Class A1 and/or A2 and/or A3 and/or A4 and /or B1 and /or D1 and/or D2), 532sqm of flexible floors pace (Use Class B1 and/or D1) and 1,313sqm of floor space (Use Class B1), car parking, cycle parking, landscaping, highways and utilities works. (Observations to L.B. Waltham Forest, their reference 183424FUL)

Application No:	**HGY/2018/3313**	Officer:	Planning Solutions Team
Decision:	RNO	Decision Date:	26/11/2018
Location:	9 Northdene Gardens N15 6LX		
Proposal:	Erection a two storey rear extension and alteration to front elevation (Observations to L.B. Hackney - their reference 2018/3952)		
Application No:	**HGY/2018/3450**	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	26/11/2018
Location:	41-47 Ingham Road and 108 Fortune Green Road NW6 1DG		
Proposal:	Extension of existing building to create 3no. additional flats involving; retention of existing estate agent at ground floor; erection of one additional floor on top of the existing 2-storey Ingham Road elevation to create a 1b1p flat at second floor level (Flat 43b) and an extension to existing Flat 41 (currently 1b1p) to create 2b4p unit; . the addition of one additional floor above No. 108 Fortune Green Road to create a 1b1p unit (Flat 47c) to a height consistent with an earlier consent (2003/2401/P); and subdivision of existing Flat 47 (a 3b4p unit over first and second floors above No. 108 Fortune Green Road) to create 2x 1b1p units. (Observations to L.B. Camden, their reference 2018/4870/NEW)		

Total Applications Decided for Ward: **3**

Total Number of Applications Decided: **244**