

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 9th May, 2019, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Vincent Carroll (Chair), Reg Rice (Vice-Chair), John Bevan, Dhiren Basu, Luke Cawley-Harrison, Justin Hinchcliffe, 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 12 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 24)

To confirm and sign the minutes of the Planning Sub Committee held on 11 March 2019 and 8 April 2019 (to follow).

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations.

Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. HGY/2019/0362 LAND AT HARINGEY HEARTLANDS (CLARENDON GASWORKS) (PAGES 25 - 98)

Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings D1 and D2, forming Phase 1 of the Eastern Quarter, including the construction of 99 residential units, 439m² (GIA) of commercial floorspace, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

9. HGY/2018/3145 FORMER BHS, 22-42 HIGH ROAD, WOOD GREEN (PAGES 99 - 316)

Demolition of the existing buildings and redevelopment to provide part 3-8 storey buildings providing mixed use development, comprising residential accommodation (197 units), flexible retail units, flexible workspaces, a hotel, and a public courtyard, with associated site access, car and cycle parking, and landscaping works.

10. UPDATE ON MAJOR PROPOSALS (PAGES 317 - 328)

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

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 329 - 368)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 25 March – 26 April 2019.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

13. DATE OF NEXT MEETING

3 June 2019

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

Tuesday, 30 April 2019

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 11TH MARCH, 2019, 7.00 - 9.15
pm**

PRESENT:

Councillors: Vincent Carroll (Chair), Reg Rice (Vice-Chair), John Bevan, Dhiren Basu, Luke Cawley-Harrison, Peter Mitchell, Viv Ross, Yvonne Say, Preston Tabois, Sarah Williams and Liz Morris

284. FILMING AT MEETINGS

Noted.

285. PLANNING PROTOCOL

286. APOLOGIES

Apologies for absence were received from Councillor Hinchcliffe. Councillor Morris was in attendance as substitute.

287. URGENT BUSINESS

None.

288. DECLARATIONS OF INTEREST

None.

289. MINUTES

RESOLVED

- That the minutes of the Planning Committees held on 7 and 18 February 2019 be approved as a correct record.

290. HGY/2019/0108 - ASHLEY PARK, ASHLEY ROAD, LONDON, N17 9LJ

Clerks note – the Chair varied the order of the agenda to consider agenda item 8 before item 7. The minutes follow the order of the agenda.

The Committee considered an application for the approval of the demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 131.9 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works.

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

Councillor Gordon addressed the Committee in objection to the application. Her main concern was the overall problem with air quality in Tottenham Hale, along with issues over affordability. Councillor Gordon referred to the report submitted in relation to air quality, and felt that it did not go far enough to mitigate the problems in the area. The report stated that people would not be affected by the works, however children attending Harris school would be in close proximity and would be affected by this development and the overall development of the area. Councillor Gordon also referred to the child yield calculations, and the suggestion that children could use Down Lane park for play space and questioned how the park space would be sufficient for all of the additional children in the development as a whole.

In response to a question from the Chair, Councillor Gordon explained that the report referred to 'medium risk', and she felt that risk was risk and the mitigations put forward for the construction phase were not sufficient.

Danielle Lennon, Planning Manager for Notting Hill Genesis addressed the Committee. Ashley Park made up the southern portion of the Ashley Road site, it was the last major application within the area and within the Notting Hill Genesis estate. The development would include 97 homes of mixed tenure, with commercial office units on the ground floor. The three bedroom duplex houses were set at London affordable rent, and located at ground and first floors. Floors two to eight comprised of one and two bedroom flats, set at London affordable rent and market sale. Of the 97 homes, 41% were affordable and of these, 41% would be London affordable rent, and 59% would be set at the Mayor of London's rent to buy scheme for households with a minimum income of £49,000. Notting Hill Genesis would retain responsibility for managing and maintaining all of the properties.

Officer and the Applicants responded to questions from the Committee:

- The rent to buy scheme would be implemented to provide people with the opportunity to buy properties.
- Ashley Link was approximately 20m at the narrowest point, and would serve several purposes, which were designed to be reasonably distinct. The play space at building two was fenced off. Six parking spaces were located to the north of the site, and access for services such as refuse collection would be once a week, so traffic movements would be low. The priority would be for pedestrians and cyclists.
- London affordable rent levels were set in line with Council Housing Benefit caps, and social rent levels.
- The air quality assessment set out that the air quality would be neutral in terms of the lifetime of the development. A contribution would be made to the establishment of a construction co-ordinator to ensure that all of the developments provided as clean and easy a development as possible. Dean Hermitage informed the Committee that condition 10 could be expanded to include the required of air quality monitoring.
- The child yield figure of 27 was calculated using the GLA formula, and taking into account the different tenures.

- The buildings would all be tenure blind externally. There would be some differences with the internal fittings, however this would not affect the quality provided.

Councillor Williams moved that the application be refused on the grounds of too many one and two bedroom units, and not enough three bedroom units, along with the cumulative effect of lack of amenity space for the 2900 new dwellings in area, which were all reliant on play space in Down Lane Park.

Councillor Carroll seconded the motion, adding that the development was deficient on play space, and following a vote with six for, four against and no abstentions, it was resolved that the application be REFUSED.

Note – Councillor Tabois was unable to take part in the vote as he had left the meeting during discussion of the application.

291. HGY/2018/3112 - EARLHAM PRIMARY SCHOOL EARLHAM GROVE N22 5HJ

The Committee considered an application for the approval of the demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 131.9 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works.

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

Councillor Weston addressed the Committee in support of the application. She outlined the numerous issues with the current building – problems with boilers, damp, visible mould and subsidence. A new building would support the delivery of the curriculum with state of the art technology and equipment, and would support every child to thrive. Councillor Weston urged the Committee to support the application.

Officers and the Applicant responded to questions from the Committee:

- Paragraph 6.64 set out a number of measures that the Applicant had added to the proposal to combat the initial concerns in relation to overheating. The energy officer was satisfied with these measures.
- Refurbishment of the current building was not an option as DfE funding was only available if the building was rebuilt. The new building would have a minimum 40-50 year lifespan.
- The contractors were specialists in school projects, and there would be measures in place to reduce the impact on the children and staff during the build. It would be a modular build, which would reduce the number of vehicles accessing the site, reduce noise and provide a quicker build. It was intended that the build would start in May, children and staff would be decanted into the new school in February / March 2020, and the old building demolished in Summer 2020.

The Chair moved that the application be granted, and following a vote with ten in favour, no refusals and one abstention it was

RESOLVED

- i) That planning permission be granted and 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 and Legal Agreement providing for the obligations set out in the Heads of Terms below.
- ii) That delegated authority be granted to the Assistant Director (Planning) to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- iii) That the section 106 legal agreement referred to in resolution (i) above is to be completed no later than April 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
- iv) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (iii) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

COMPLIANCE	
1	<p>Development in accordance with approved drawings and documents</p> <p>The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.</p> <p>Plans and Drawing Numbers:</p> <p>Site Location Plan ASP-AHR-B1-00-DR-A-10-100 Block Plan ASP-AHR-B1-00-DR-A-10-101 Demolition Plan ASP-AHR-B1-00-DR-A-10-102 Proposed Site Plan ASP-AHR-B1-00-DR-A-10-103 Proposed Ground Floor Plan ASP-AHR-B1-00-DR-A-20-001 Proposed First Floor Plan ASP-AHR-B1-01-DR-A-20-002 Proposed Second Floor Plan ASP-AHR-B1-02-DR-A-20-003 Proposed Third Floor Plan ASP-AHR-B1-02-DR-A-20-004 Proposed Fourth Floor Plan ASP-AHR-B1-02-DR-A-20-005 Proposed Fifth Floor Plan ASP-AHR-B1-02-DR-A-20-006 Proposed Sixth Floor Plan ASP-AHR-B1-06-DR-A-20-007 Proposed Seventh Floor Plan ASP-AHR-B1-06-DR-A-20-008 Proposed Roof Plan ASP-AHR-B1-08-DR-A-20-009 Proposed North and East Elevation and Section ASP-AHR-B1-00-DR-A-20-020</p>

	<p>Proposed South and East Elevation and Section ASP-AHR-B1-00-DR-A-20-021 Landscape Drainage and Levels 501-CLA-XX-GF-DR-L-4000 Landscape General Arrangement 501-CLA-XX-GF-DR-L-1000 Landscape Softworks Plan 501-CLA-XX-GF-DR-L-5000</p> <p>Documents:</p> <p>Acoustic Report – WSP (Ref: 70045903-AC1 dated December 2018) Air Quality Assessment – WSP (Ref: 70045903-AQ1 dated December 2018) Detailed Arboricultural Report – WSP (Ref: 70045903-AR1 dated November 2018) Geo-Environmental Site Assessment – RSK (Ref: 27663 R01 (00) dated February 2015) Design and Access Statement (dated 20th December 2018) Planning Statement – Lichfields (dated December 2018) Construction Logistics Plan – WSP (Ref: 70045903-CLP dated December 2018) Daylight/Sunlight/Overshadowing Assessment – Lichfields (Ref: dated December 2018) Delivery and Servicing Plan – WSP (Ref: 70045903-DSP dated December 2018) Energy Strategy Report and Sustainability Statement – Calfordseaden (Ref: G39/L180202 dated December 2018) Flood Risk Assessment and Drainage Strategy – Waterman (Ref: STR14205 WIE13484-100-4-2-1-FRA dated December 2018) Ground Investigation Specification - Waterman (Ref: dated 3rd June 2018) Overheating Assessment – Calfordseaden (Ref: G39/L180202/FV Rev 01 dated December 2018) Statement of Community Involvement – Lichfields (dated December 2018) Transport Statement – WSP (Ref: 70045903-TS dated December 2018) Framework Travel Plan – WSP (Ref: 70045903-FTP dated December 2018)</p> <p>REASON: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.</p>
2	Commencement
	<p>The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.</p> <p>REASON: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.</p>
3	Accessibility
	<p>All the residential units will be built to Part M4(2) ‘accessible and adaptable Dwellings’ of the Building Regulations 2010 (as amended) and at least 10% (10 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise</p>

	<p>agreed in writing in advance with the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.</p>
4	Satellite Dishes
	<p>The placement of a satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.</p> <p>Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
5	Ventilation to A3 / A4 uses
	<p>No activities within Use Classes A3 or A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 or A4 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.</p> <p>Reason: To safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
6	Development in Conformity with Sustainability Statement
	<p>The development hereby approved shall be constructed and delivered to the U-values set out in the document Sustainable Strategy Report and Sustainability Statement prepared by Calfordseaden dated December 2018, and any energy strategy document thereafter approved.</p> <p>Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5 of the London Plan (2016).</p>
7	Plant Noise
	<p>Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises.</p> <p>REASON: To ensure the surrounding residential amenities are protected.</p>
	PRE-COMMENCEMENT
8	Land Contamination
	Prior to the commencement of development, other than for investigative work

	<p>and demolition:</p> <p>a) Using information from previous assessments the proposed site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its written approval.</p> <p>b) A Method Statement detailing the remediation requirements, using the information obtained from the site investigations, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
9	Construction Environmental Management Plan
	<p>Prior to the commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide details of how demolition and construction works are to be undertaken and include:</p> <p>A)</p> <ul style="list-style-type: none"> i) The identification of stages of works; ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); iii) Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non Road Non-road Mobile Machinery (NRMM); iv) Details of an Unexploded Ordnance Survey; v) Details of community engagement arrangements; vi) Details of any acoustic hoarding; vii) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); viii) Details of external lighting <p>B) The inventory of all NRMM shall be kept on site during the course of the demolitions, site preparation and construction phases of the development hereby approved. All machinery should be regularly serviced and service</p>

	<p>logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation shall be made available to Local Authority officers as required until development completion.</p> <p>The works shall only be carried out in accordance with an approved CEMP.</p> <p>REASON: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016) and Policy SP13 of the Haringey Local Plan (2013).</p>
10	Air Quality and Dust Management
	<p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust and including a Dust Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The plan shall be in accordance with the Greater London Authority's Dust and Emissions Control Supplementary Planning Guidance document (July 2014) and include a Dust Risk Assessment.</p> <p>REASON: To comply with Policy 7.14 of the London Plan 2016.</p>
11	Piling Method Statement (Thames Water)
	<p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>
12	NRMM Details and Registration
	<p>Prior to the commencement of the development details of all plant and machinery to be used at the demolition and construction phases shall be submitted to, and approved in writing by the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.</p> <p>No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration shall be submitted to the Local Planning Authority prior to the commencement of</p>

	<p>any works on site.</p> <p>REASON: To protect local air quality and comply with Policy 7.14 of the London Plan.</p>
13	Site Levels
	<p>Prior to the commencement of the development (except demolition works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.</p> <p>Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.</p>
14	Tree Protection
	<p>No development shall commence until a Tree Protection Plan has been submitted to the Local Planning Authority for its written approval demonstrating a protection methodology for the neighbouring trees proposed to be retained during construction that shall incorporate the installation of appropriately sized and located wooden hoardings secured to the ground to protect the trees from impact damage. Once approved the development shall be constructed in accordance with the approved details.</p> <p>REASON: In order to ensure the safety and well-being of the trees on the site during construction works that are to remain after building works are completed in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.</p>
15	Waste Management Scheme
	<p>Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (prepared by WSP dated December 2018) details of an updated scheme setting out the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 1) Waste and recycling collection frequency, following liaison with Haringey's Waste Management Team and Veolia (Haringey's waste service provider) 2) The cost implications of collection frequency to future occupiers 3) The management of waste on site, including bin rotation and storage layout 4) The collection storage areas <p>The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p>

16	Sound Insulation
	<p>Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.</p> <p>Reason: To protect the amenity of the locality.</p>
17	Bus Stands
	<p>Prior to the commencement of the development (excluding demolition works) a report and plans detailing the location and arrangements for delivering the replacement of the bus stands on Ashley Road shall be submitted and approved, in consultation with Transport for London. The development shall be carried out in accordance with the approved details and the bus stands on Ashley Road shall remain in situ until such time as the delivery of replacement stands has been agreed.</p> <p>REASON: To secure and deliver appropriate public transport infrastructure and to accord with London Plan Policy 6.2 Providing public transport capacity.</p>
18	Overheating
	<p>Prior to the commencement of development (excluding demolition) a revised Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. Details in the report shall include, but not be limited :</p> <ul style="list-style-type: none"> - The location and units modelled - Occupancy levels in the units - Impact of future weather files and how this will be risk mitigated. <p>The development shall be carried out in accordance with the details approved and maintained as such thereafter.</p> <p>REASON: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.</p>
PRIOR TO ABOVE GROUND WORKS	
19	Materials
	<p>A schedule and samples of materials to be used for the external surfaces of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority, and the approved materials shall be used in the implementation of the development and thereafter so retained.</p> <p>REASON: To safeguard the appearance of the development and the character of the area generally and to enable the Local Planning Authority to</p>

	properly consider and control the development, having regard to Local Plan 2017 policy SP11 and policy DM1 of the Development Management DPD 2017 and the requirements of the National Planning Policy Framework 2018.
20	Affordable Housing Strategy
	<p>Prior to commencement of above ground works an affordable housing strategy shall be submitted to and approved in writing by the local planning authority relating to the provision of a minimum of 41% Affordable Housing. The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include:</p> <ul style="list-style-type: none"> i) The overall percentage, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii) The timing of the construction of the affordable housing; iii) The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing. <p>REASON: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p>
21	Broadband Strategy
	<p>Prior to the commencement of any residential development, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.</p> <p>REASON: to accord with Site Allocation Policy TH5 and DM38 and DM54 that support the provision of broadband infrastructure and economic development objectives.</p>
22	Biodiversity Enhancement Plan
	<p>Prior to commencement of above ground works, a Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in writing by the Local Planning Authority. The BEP shall include:</p> <ul style="list-style-type: none"> i) Integration of bird and bat boxes; ii) Details of native and 'nectar rich' landscaping; and iii) Soft landscaping management & maintenance. <p>The Biodiversity enhancement measures set out in the approved BEP shall be implemented and maintained as such thereafter.</p>

	Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policies 7.18 and 7.19 of the London Plan (2015), Policy SP13 of the Haringey Local Plan (2013) and Saved
23	Sustainable Urban Drainage
	<p>Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Those details shall include:</p> <ol style="list-style-type: none"> 1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; 2. Substrate depths of the Green Roof; 3. Details of replacement/repair works to pipe runs at the site; 4. Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant); 5. Flood water exceedance routes, both on and off site; 6. Surface water flow paths 7. A timetable for its implementation, and 8. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>REASON: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy 5.13 of the London Plan.</p>
24	Updated Energy Strategy
	Notwithstanding the submitted details and prior to the commencement of above ground works, excluding demolition and site preparation works, a revised energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The Energy Strategy shall, unless otherwise agreed by the Local Planning Authority, be based on connection of the building to the energy centre at the approved development at Ashley House (application Ref: HGY/2018/2353). The strategy shall explore all reasonable options for improving the energy efficiency of the buildings and reducing carbon dioxide

	<p>emissions in accordance with the energy hierarchy set out in London Plan policy 5.2 'Minimising carbon dioxide emissions'. The Strategy will comply with the targets and measures set out in London Plan (2016) Policy 5.2 and will be submitted using the format set out in the GLA guidance on Energy Strategies. The development shall be carried out strictly in accordance with the details approved.</p> <p>Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016.</p>
25	Sustainability Standards – Non-residential
	<p>Evidence that the commercial unit at the development hereby approved is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level "Very good" shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works and a final certificate shall be submitted for approval to the Local Planning Authority within 6 months of the occupation of the development.</p> <p>REASON: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).</p>
26	Green and Brown Roofs
	<p>Prior to the commencement of above ground development for the development hereby approved, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. The development shall accord with the details as approved.</p> <p>REASON: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision in accordance with policies 5.11, 5.13 and 7.19 of the London Plan.</p>
27	Ultra Low NOx Boilers – Product Specification and Dry NOx Emissions Details
	<p>Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate dry NOx emissions not exceeding 40 mg/kWh. The boilers shall be installed in accordance with the approved details and maintained thereafter.</p> <p>Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).</p>

28	Cycle Parking Standards									
	<p>Prior to any superstructure works details of arrangements for cycle storage (including provision for a total of cycle parking spaces and means of enclosure for the storage area) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London (Borough Planning), and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel, in accordance with policy DM31 of the Development Management Development Plan Document 2017.</p>									
PRIOR TO OCCUPATION										
29	Internal Noise Levels									
	<p>The submitted Acoustic Report by WSP dated December 2018 states that with the specified recommended glazing and mechanical ventilation installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved:</p> <table border="1" data-bbox="320 1003 1422 1193"> <thead> <tr> <th>Time</th> <th>Area</th> <th>Maximum Noise Level</th> </tr> </thead> <tbody> <tr> <td>Day time Noise: 7am-11am</td> <td>Living rooms and bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td>Night time Noise: 11pm-7am</td> <td>Bedrooms</td> <td>45dB(A)</td> </tr> </tbody> </table> <p>Prior to first occupation of the development, an appropriate test shall be undertaken to demonstrate that the above noise levels have been met and the results submitted to the Local Planning Authority for approval.</p> <p>Reason: To ensure the surrounding residential amenities are protected.</p>	Time	Area	Maximum Noise Level	Day time Noise: 7am-11am	Living rooms and bedrooms	35dB(A)	Night time Noise: 11pm-7am	Bedrooms	45dB(A)
Time	Area	Maximum Noise Level								
Day time Noise: 7am-11am	Living rooms and bedrooms	35dB(A)								
Night time Noise: 11pm-7am	Bedrooms	45dB(A)								
30	Secured by Design									
	<p>Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.</p> <p>Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan 2013 Policy SP11.</p>									
31	Estate Management and Maintenance Plan									
	<p>Prior to the occupation of the development hereby approved an Estate Management and Maintenance Plan for the site, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open</p>									

	<p>spaces shall thereafter be maintained and managed in accordance with the approved details.</p> <p>Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.</p>
32	Landscaping and Playspace
	<p>Prior to occupation, details of the children's playspace and soft landscaping provision contained within the private amenity areas, plus the details of landscape proposals for Ashley Link in accordance with the Design and Access Statement (dated December 2018) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include the:</p> <ol style="list-style-type: none"> a) location, layout, design of the playspace; b) equipment/ features c) hard surfacing materials d) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting) e) Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc) <p>Soft landscape details shall include:</p> <ol style="list-style-type: none"> a) Planting plans b) Written specifications (including cultivation and other operations associated with plant and grass establishment) c) Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate d) Implementation timetables. <p>The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The children's playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential units and shall be maintained as such thereafter.</p> <p>REASON: In order for the Local Planning Authority to assess the acceptability of the landscaping scheme and playspace, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area and appropriate provision of playspace consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1, DM2 and DM12 of the Development Management Development Plan Document 2017.</p>
33	Details of Roof Top PV Panels
	<p>Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation for the building</p>

	<p>hereby approved shall be submitted in writing to and approved by the Local Planning Authority. The installation shall be constructed in accordance with the approved details and maintained thereafter.</p> <p>REASON: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.</p>
34	Lighting Strategy
	<p>Prior to the building being brought into use a lighting strategy to address all external lighting across the development shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.</p> <p>REASON: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
35	Car Parking Management Plan
	<p>Prior to the first occupation of each approved use within the development, a Car Park Management Plan shall be submitted to the Local Planning Authority for approval in writing. The plan should:</p> <ul style="list-style-type: none"> • describe how parking will be managed on the site • arrangements for leasing and allocating residential car parking spaces for wheelchair users; • provide details of how disabled users of the commercial part of the development, can use the parking spaces and how this is going to be managed including details of priority criteria for allocation and access for Dial-a-Ride services; • details of how the loading bay(s) will be managed, and any agreed restrictions; • confirmation of the area reserved for temporary parking on Ashley Link to be used only in connection with the assigned residential units; • details of the controlled access to the parking area(s), parking enforcement, ramp details (if any), to show structural columns, swept paths, vehicle circulatory movements, visibility splays, all while considering pedestrian safety nearby; • demonstration that all car parking spaces are of the correct width and length, with in-between allowance of 6m, following the Manual for Street (MfS) guidance and taking into account the 'IStructE Design recommendations for multi-storey and underground car parks'-third edition; • details of the width in-between spaces that enables maneuvering in/out of parking spaces, include swept path analysis for corner spaces and show the structural columns; • provide a minimum of 20% active and 20% passive Electric Vehicle Charging Points including locations of the EVCP points, and details of the criteria for reviewing the usage and converting passive points to active points. All identified points spaces should be marked prior to occupation and retained & maintained thereafter.

	<p>REASON: To ensure suitable arrangements for car parking as part of the development in accordance with TfL and London Plan requirements. The London Plan and Policy DM32 of the Development Management DPD require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points.</p>
36	<p>Details of Central Dish/Receiving System</p> <p>Prior to the occupation of the development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.</p> <p>REASON: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
37	<p>Delivery and Servicing Plan</p> <p>Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details.</p> <p>REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>

Informatives

1	<p>Working with the applicant (LBH Development Management)</p> <p>INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.</p>
2	<p>Community Infrastructure Levy (LBH Development Management)</p> <p>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.</p>
3	<p>Hours of construction work (LBH Development Management)</p> <p>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:</p> <ul style="list-style-type: none"> • 8.00am - 6.00pm Monday to Friday

	<ul style="list-style-type: none"> • 8.00am - 1.00pm Saturday • and not at all on Sundays and Bank Holidays.
4	S.106 Legal Agreement (LBH Development Management)
	INFORMATIVE: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
5	Party Wall Act (LBH Development Management) Planning Sub-Committee Report
	INFORMATIVE: The applicant's attention is drawn to the Party Wall Act 1996, which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
6	Designing Out Crime – Accreditation (Metropolitan Police)
	INFORMATIVE: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
7	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.
8	Naming of new development (LBH Transportation)
	INFORMATIVE: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (020 8489 5573) to arrange for the allocation of a suitable address.
9	Minimum pressure and flow rate (Thames Water)
	INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Section 106 Heads of Terms:

1) Affordable Housing

- No less than 40.8% affordable (of which 59% London Living Rent / 41% Affordable Rented Units).
- Affordable Housing units to be no less than 11 London Affordable Rent units (11 x three bedrooms) and no less than 24 London Living Rent units (9 x one-bedrooms and 15 x two bedrooms).
- The Council will have nomination rights for all affordable housing units in the development in perpetuity with targeted rents in line with Haringey Housing Strategy.
- Occupation restriction (market housing) until affordable units delivered.
- London Living Rent units shall be marketed pre-completion and for 3 months post-completion to those living or working in Haringey with a maximum annual income of £40,000 for 1 and 2 bed properties and £60,000 for larger properties. 3 months post completion the London Living Rents units shall be marketed to those living or working in London with a maximum annual income of £60,000.
- All London Living Rent units to remain affordable until and unless affordable occupier's staircase to 100% outright ownership.
- Time Limited marketing of the London Living Rent homes, for a period of up to three months to persons who live or are employed in Haringey.

2) **Open Space**

- Financial contribution to directly related public realm and open space improvements including Down Lane Park: £360,000. Payable within 12 months of implementation.

3) **Transport**

- Prior to commencement, to enter into a s.278 agreement with the Council relating to Ashley Road.
- To submit design details of Ashley Road, public realm and pedestrian cycle improvements prior to commencement.
- A residential and site-wide framework commercial travel plan, including:

- i) Travel Plan coordinator to monitor the travel plan initiatives; and
- ii) Provision of welcome induction packs containing public transport and cycling/walking information.

- Three years' car club membership for each residential unit and £50 annual driving credit for each of the three years for those who take up or equivalent assistance in buying a bike.
- Contribution to the LPA in the amount of £3,000, for reviewing and providing recommendations to the submitted Travel Plan until such time when targets have been achieved.
- Car Free Development, occupiers of the residential units are not eligible for on-street car parking permits.
- Residents of the new wheelchair accessible dwellings will be granted parking permits for the new wheelchair accessible parking spaces, which shall be individually allocated per relevant dwelling in accordance with priority criteria. Details to be agreed through the car parking management agreement.

- Controlled Parking Zone (CPZ) review of the area in the vicinity, £5,000 contribution towards costs associated with the revision of the existing CPZ across the impact area arising from the development.

4) **Public Realm Delivery and Management/Temporary Works**

- Public access to footpaths, cycleways and open spaces.
- Maintain development estate public realm areas in accordance with standards to be agreed.
- Reasonable endeavours shall be made to work with adjoining landowners.
- Meanwhile conditions and landscaping of sites to enhance and integrate new development.
- Complete works to Ashley East-West Link, including any interim landscaping proposals, prior to occupation.
- Final design of Ashley Road prior to commencement.

5) **Secure Design Quality**

- The existing architects to be retained. Shall not engage or use any other architect until the Council has first approved such architect.

6) **Skills and Training**

- Local Labour and Training During Construction (obligation to seek targeted approach to on-site labour by way of an employment skills plan to ensure not less than 20% of those employed are local residents).
- End User Skills Training (£10,000 Contribution) Haringey Employment and Recruitment Partnership's activities to offer employability and vocational skills training targeted at Haringey residents for the purpose of facilitating their access to end of use employment opportunities. Payable upon implementation of the development.

7) **Energy**

- To connect to the Energy Centre within Building 2A ('Canon Factory and Ashley House') of planning permission ref: HGY/2018/2353, should this permission be implemented.
- Where planning permission HGY/2018/2353 is not implemented, to use best endeavours to connect to the Tottenham Hale District Energy Network (DEN) including delivery of pipework to highway edge. The Energy Strategy will demonstrate that the development either connects to the DEN upon completion of the building work if the DEN is present, or the development is designed to connect to the DEN once the DEN is constructed. This will be set out through two options:

i) District Energy Option 1 will set out how the scheme is designed and will be delivered to connect to the DEN and ensure heat and hot water supply for first occupiers. If it is then accepted by the LPA that the development cannot connect to the DEN then the applicant must deliver District Energy Option 2.

ii) District Energy Option 2 will demonstrate how the development will be designed to connect to the DEN once access to the heat network is available.

- Provision to work with the Council to facilitate access to the Ashley Link in order for the Council to deliver the DEN
- Where the proposal does not connect to the Energy Centre forming part of Planning Permission HGY/2018/2353 to provide a £50,000 connection fee.
- If no DEN has been delivered within Tottenham Hale within 5 years from planning approval, then the applicant will have the freedom to replace the boilers serving the development with CHP or other similar technologies
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne (x 30 years). (£77,697) carbon offset contribution.

8) **Construction**

- Obligation to register with the Considerate Constructor scheme during the construction and demolition phase of the development.
- The applicant will work with developers in the Tottenham Hale area to directly procure a coordinator to monitor compliance, reporting and review of construction activity, including the provision of timely information and to act as a shared resource or pay a contribution of £20,000 towards the Council's direct appointment of a shared resource.

9) **Environmental Monitoring**

- The applicant will pay £10,000 towards environmental monitoring of the construction of the development.

Total Contribution: £485,697

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

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

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

ii) In the absence of a legal agreement securing local employment, the proposal would fail to facilitate training and employment opportunities for the

local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9, Policy DM48 and Policy AAP4.

iii) In the absence of legal agreement securing 1) a residential Travel Plan, and Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward cycle parking, public realm improvements, travel plan monitoring, and car club provision, the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Policy DM31 and Policy AAP7.

iv) In the absence of a legal agreement securing 1) public realm enhancements 2) soft landscaping improvements to local green spaces, the proposal would give rise to an illegible public realm and poor quality residential access to local green spaces. As such, the proposal would be contrary to London Plan policies 7.1, 7.4, 7.6, 7.18, Strategic Policies SP11 and SP13 and Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH1 and TH5.

v) In the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contributions towards carbon offsetting, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DPD Policies DM 21, DM22 and Policy TH5.

292. HGY/2018/0739 - PLANNING PERMISSION / HGY/2018/0740 - LISTED BUILDING CONSENT - TEACHERS CENTRE 336 PHILIP LANE N15 4AB

This application was withdrawn from the agenda.

293. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

294. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

295. NEW ITEMS OF URGENT BUSINESS

None.

296. DATE OF NEXT MEETING

8 April 2019.

297. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED that the press and public be excluded for the consideration of item 16 as it contained exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); paras 3 and 5.

298. MINUTES

The minutes were not approved, as amendments were required following discussion with the Committee.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2019/0362**Ward:** Noel Park

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

Proposal: Application for approval of **Reserved Matters relating to layout, scale, appearance, landscaping and access**, associated with Buildings D1 and D2, forming Phase 1 of the Eastern Quarter and including the construction of 99 residential units, 439m² (GIA) of commercial floorspace and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

Applicant: St William.

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Date received: 06/02/2019 **Last amended date:** n/a

Plans and Drawing Number: see Appendix 1.

Documents:

- Covering letter – Feb 2019;
- CIL forms – Feb 2019;
- Design & Access Statement incl. Landscaping – Feb 2019;
- Statement of Compliance with Design Code and Parameter Plans – Feb 2019;
- Planning Statement - Feb 2019;
- EIA Further Information Report (incl. Air Quality Assessment, Drainage Assessment, Noise Impact Assessment) – Feb 2019;
- Daylight & Sunlight Statement – Feb 2019;
- Transport Statement – Feb 2019;
- Eastern Quarter Cultural Strategy – Feb 2019.

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016; an Opportunity Area in the draft London Plan; a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026 (with Alterations 2017); it is

allocated in Haringey's Site Allocations DPD 2017 as Clarendon Square - SA22, and in the emerging Wood Green Area Action Plan where it also incorporates SA24 (NW of Clarendon Square).

- A Hybrid Planning Permission (part outline, part detailed) was granted by Planning Sub-Committee on 19 April 2018 - ref. HGY/2017/3117, for a residential led mixed use development including up to 1714 residential units; 7,500sqm of Class B1 Business; 1,500sqm to 3,950sqm Class A1-A4; 417sqm Class D1 Day Nursery; and up to 2,500sqm Class D2 Leisure; two energy centres; vehicular access, parking; realignment of Mary Neuner Road; open space and landscaping and associated infrastructure works.
- The current Reserved Matters application forms an early phase of the redevelopment of the wider site and will assist in the delivery of a significant number of new homes to meet the Borough and London's wider housing needs in the future. This phase will secure 99 Shared Ownership units (319 habitable rooms) out of the minimum total affordable housing provision across the wider site agreed at the Hybrid consent stage (32.5% or 1481 habitable rooms). It will also deliver key benefits associated with the redevelopment of this brownfield site including Moselle Walk, a water feature and public amenity marking the position of the former gas holder and substantial communal landscaping.
- The nature and scale of the proposed development is strongly supported by its location within designated growth areas identified in local and strategic planning policy which envisages significant change and regeneration.

3. RECOMMENDATION

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

3.2. **Conditions – Summary** (the full text of recommended conditions is contained in Section 12 of this report)

- 1) In accordance with approved plans
- 2) Landscaping
- 3) Boundary treatment
- 4) Design Details

3.3 **Informatives - Summary** (the full text of recommended conditions is contained in Section 12 of this report)

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

- 5) Street Numbering
- 6) Sprinklers

CONTENTS

4. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
5. RELEVANT PLANNING HISTORY
6. PLANNING BACKGROUND
7. CONSULATION RESPONSE
8. LOCAL REPRESENTATIONS
9. MATERIAL PLANNING CONSIDERATIONS
10. CONCLUSIONS
11. COMMUNITY INFRASTRUCTURE LEVY
12. RECOMMENDATION

APPENDICES:

- Appendix 1 Plans and Application Documents
- Appendix 2 Neighbour, internal and external consultation responses
- Appendix 3 Quality Review Panel report
- Appendix 4 Plans and images

4. PROPOSED DEVELOPMENT AND LOCATION DETAILS

4.1 Proposed development

- 4.1.2 The proposal seeks approval of Reserved Matters relating to the layout, scale, access, appearance and landscaping associated with Buildings D1 and D2, forming Phase 1 of the 'Eastern Quarter' and including the construction of 99 residential units, 439m² of commercial floorspace and private and public landscaped areas pursuant to the Hybrid planning permission (Ref. HGY/2017/3117) approved in 19th April 2018.
- 4.1.3 The National Planning Practice Guidance (NPPG) states that Reserved Matters are those aspects of a proposed development which an applicant can choose not to submit with an outline planning application, (i.e. they can be 'reserved' for later determination). These are 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' and are all submitted for consideration.
- 4.1.4 This Reserved Matters application does not seek permission in respect to the principle of development (the principle, number of units, level of affordable housing, commercial floorspace and scale parameters of buildings are already approved) but its detailed proposals must be in accordance with the outline consent to which it relates including any indicative masterplan, Parameter Plans, design guidance, conditions and s.106 obligations.
- 4.1.5 This Reserved Matters application has been informed by the Development Specification, the indicative masterplan, the Parameter Plans and Design Codes established by the Hybrid consent and its outline planning requirements.

The proposed development detailed in this submission is in the southern part of the 'Eastern Quarter' as identified in the Hybrid consent and specifically comprises:

- 99 residential units (Shared Ownership);
- 34 x 1 bed units and 65 x 2 bed units;
- 319 habitable rooms (7% of the total minimum affordable housing requirement);
- 61 dual aspect units (61.6%) and 38 single aspect units (38.4%);
- 439sqm commercial floorspace (Class A1/A3/D1);
- 620sqm private amenity area; 331sqm communal amenity area; 543sqm public communal amenity area; and
- 755sqm of public open space to include Moselle Walk;
- Car-free accommodation with secure residential cycle parking.

Building D1

- 67 residential units on the upper floors within a block ranging from 7 to 10 storeys fronting Mary Nuener Road;
- 22 x 1 bed units and 45 x 2 bed units;
- 439sqm of ground floor commercial floorspace – A1 retail use;
- Refuse/recycling and cycle stores and plant on ground floor;
- 130sqm private amenity space incl. 108sqm play-space.

Building D2

- 32 residential units on all floors within a 5 and 6 storey block backing onto properties on Hornsey Park Road;
- 12 x 1 bed units and 20 x 2 bed units;
- Refuse/recycling and cycle stores and service riser on ground floor;
- 201sqm private amenity space incl. 158sqm play-space.

- 4.1.6 The buildings vary in their design approach, having to respond to differing accommodation requirements and context but are complementary in appearance and both use brick as their predominant material. This follows the principle material palette outlined in the Hybrid consent, inspired by the rich red and buff bricks of the wider suburban residential area.
- 4.1.7 Access to the buildings will be primarily along pedestrian routes including pathways and through communal courtyards, with the main entrance to Building D1 located off Mary Neuner Road and that for Building D2 located via a pedestrian route/courtyard off Mary Neuner Road that runs alongside Building D1.
- 4.1.8 Key elements of the public realm around the proposed buildings include part of the wider Community Park, approved as part of the detailed component of the Hybrid consent and now incorporating the gasholder water feature and amenity; the Moselle Walk and an enclosed public courtyard.
- 4.1.9 A diverse range of hard and soft landscaping is proposed incorporating high quality surfacing, attractive signage and public artwork in addition to substantive woodland planting, meadow, rain gardens, street trees and mixed native hedging. The planting palette will bring significant benefits for wildlife and ecology, particularly along Moselle Walk.
- 4.1.10 The scale, quantum and mix of the development are consistent with the parameters and design guidance approved in the outline element of the Hybrid planning permission.

4.2 Site and Surroundings

Wider development site

- 4.2.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road, Clarendon Road and Coburg Road and the London Kings Cross/East Coast Main Line. The site covers an area of approximately 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently cleared on its southern and undergoing remediation and a group of commercial buildings along Coburg and Western Roads are present to the north of the site. The construction of the first phase of the redevelopment of the wider site - Building C1 began in July 2018 and the second phase - Buildings A and B, has just commenced.
- 4.2.2 The surrounding area includes a range of residential, retail, office, industrial and operational land-uses. Hornsey Park Road to the east is characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the north of the site accommodates several industrial units which sit opposite The Mountview Academy of Theatre Arts and The Chocolate Factory. To the south, a number of light industrial and office uses are located on Clarendon Road.
- 4.2.3 To the west and beyond the railway line is New River Village, a contemporary residential development. A pedestrian access run under the railways connecting the two sites adjacent to the water treatment works.
- 4.2.4 The site has a Public Transport Accessibility Rating (PTAL) of 4-6 (6 representing the highest level of accessibility). Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations are in close proximity and there are numerous bus routes within walking distance.

Application site

- 4.2.5 The land subject to this Reserved Matters application forms part of the Eastern Quarter development zone, one of four identified (Northern, Southern, Western and Eastern) by the indicative masterplan approved as part of the the Hybrid consent to aid in defining and guiding site-wide redevelopment (see Para 6.8).
- 4.2.6 The Eastern Quarter is located centrally within the masterplan and between the Southern and Northern Quarters. In addition to Buildings D1 and D2, the Eastern Quarter will also accommodate Buildings D3 and D4 as defined by the Hybrid consent.
- 4.2.7 The Reserved Matters application site is prominently located in the southern part of the Eastern Quarter and border the proposed new Community Park and Moselle Walk. More specifically, Building D1 is located to the east of Mary

Neuner Road and north of the approved Community Park, where the former gas holder was located. Building D2 will be located directly to the west of the Moselle Walk and to the east of the rear gardens of the terrace houses on Hornsey Park Road.

5. RELEVANT PLANNING HISTORY

- 5.1 In 2012, an Outline planning application (accompanied with an Environmental Impact Assessment) (ref. HGY/2009/0503), was granted for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development, comprising 950 to 1,080 residential units - 11% to 20% affordable (unit basis) and 14% to 24.4% (hab room basis) and a substantial range of commercial (office, retail) and community floorspace.
- 5.2 Two revised planning applications (s73) were approved in 2014 and 2016 for the variations of conditions associated with the outline consent allowing remediation works to start early and changes to the location of key infrastructure.
- 5.3 A Certificate of Existing Use application (ref. HGY/2017/0124) confirming that the 2016 Permission had been lawfully implemented through the demolition of the gas holders was approved in March 2017.
- 5.4 An application for the approval of Reserved Matters was granted by Planning Committee in July 2016. This consent included full details for the redevelopment of the entire site in accordance with the original masterplan approved as part of the outline application.
- 5.5 Following this Reserved Matters approval, a revised application for Reserved Matters in relation to Block C7 only was granted in May 2017 (HGY/2017/0821). This building now referred to as Block C1 comprising a total of 169 market homes and 337sqm of commercial floorspace was identified as the first phase to be implemented and the revisions reflected the need to ensure it incorporated the latest design approach. This is the only part of the original outline planning permission approved in 2012 that is being implemented. The scheme is currently being constructed with first completion expected in Summer 2020 and final completion in Spring 2021.
- 5.6 In April 2018, approval was granted for a Hybrid planning permission (part Detailed, part Outline) for the comprehensive redevelopment of the Clarendon Gas Works site for a minimum of 1714 homes, 32.5% affordable housing (hab rooms), a range of non-residential and commercial uses and associated open space and infrastructure works. The application was supported by an Environmental Impact Assessment. This effectively replaced the outline / reserved matters permission above, with only Block C1 being built under the old permission.

6. PLANNING BACKGROUND

- 6.1 The site is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026 and within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the draft London Plan as an Opportunity Area.
- 6.2 The emerging Wood Green Area Action Plan (AAP) will be a key planning document to assist in guiding future regeneration opportunities within Wood Green (including Haringey Heartlands) area.
- 6.3 Local and strategic planning policy promotes the regeneration of this disused brownfield site for the creation of employment, residential and educational purposes, a new urban square and improved linkages through the area. It seeks to improve and diversify the character of the area with a wider range of uses, more street level activity and increase passive surveillance of the public realm.
- 6.4 The development will provide a total of 1,714 residential homes, which will make an important and substantial contribution towards the housing target of 4,320 within Wood Green and the overall housing target of 19,802 for the Borough as a whole. It will also generate significant levels of new employment locally on and off-site.
- 6.5 In delivering these benefits, the redevelopment of this major site will also help to bring forward wider proposals in the Wood Green Metropolitan Centre.
- 6.6 Hybrid Planning Permission
- 6.6.1 A 'Hybrid' planning application - part outline, part detailed (ref. HGY/2017/3117) was granted planning permission last year comprising:
- **Maximum 163,300sqm of residential use (and no less than 1,714 homes);**
 - **No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms.**
 - **7500sqm of Class B1 use - Employment space;**
 - **Up to 417sqm of Class D1 use - Day Nursery space;**
 - **Up to 2500sqm of Class D1/D2 use - Leisure space;**
 - **22,750sqm of basement space;**
 - **425 car parking spaces;**
 - **Two energy centres**
 - **Public and private open space and landscaping;**
 - **Infrastructure works.**

6.6.2 The application was accompanied by an Environmental Impact Assessment. The detailed and outline components of the Hybrid permission is defined on the plan below:



Hybrid permission (Detailed – purple/lower portion; and Outline – orange/upper Components)

6.6.3 The detailed element comprised the construction of 622 residential units in nine buildings (Blocks A1-A4, B1-B4 and C1), and included 332sqm of Class B1 Business/Class A1-A4 Use and 417sqm for Day Nursery use.

6.6.4 In support of the hybrid planning application an Environmental Statement (ES) was submitted in accordance with the Environmental Impact Assessment (EIA) Regulations, which described the likely effects of the proposed development (across all phases), the scope for reducing potential adverse effects through appropriate mitigation and opportunities for enhancement and improvement. As part of this EIA, a number of technical surveys and assessments were carried out, including a Transport Assessment, an Air quality, Noise and Vibration Assessment, a Daylight, Sunlight and Overshadowing Assessment, a Ground Conditions and Contamination Assessment, a Wind Microclimate Assessment, a Water Resources and Flood Risk assessment, an Archaeology Assessment, a Socio-Economics Assessment and a Townscape, Heritage and Visual Impact Assessment.

6.6.5 The permission is subject to a Section 106 Agreement and a series of planning conditions including Parameter Plans and Design Codes which control the form and implementation of the redevelopment of the site, including the outline component, a part of which is under consideration.

6.6.6 The key Section 106 obligations agreed include:

- **Affordable Housing:**

- No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms.
- Occupation restriction per phase (market housing) until affordable units delivered.
- Specified housing mix unless otherwise agreed:

Mix	Studio	1 bed	2 bed	3 bed	4 bed	Total Homes	Hab Rooms
Market	173 (13.6%)	431 (33.9%)	626 (49.3%)	38 (3.1%)	1 (0%)	1,270 (755%)	3,074 (70%)
Shared Ownership	0	87 (32.5%)	181 (67.5%)	0	0	268 (60% affordable homes)	766 (51.7% affordable hab rooms)
Affordable Rent	0	22 (12.5%)	59 (33.5%)	69 (39.2)	26 (14.8%)	176 (40% affordable homes)	715 (48.3% affordable hab rooms)
Total	173 (10.1%)	540 (31.5%)	866 (50.5%)	108 (6.3%)	27 (1.57%)	1714	4,555

- Review mechanisms

- **Energy Centre:**

- The installation an Energy Centre to serve the wider Wood Green Heating Network.

- **Highways & Transport:**

- Car-free Development;
- Contribution of **£4000** for on-street parking controls;
- Travel Plans, resident travel inductions packs, Travel Information Terminals
- Car Club scheme including the provision of 2 car club bays and two cars with, one year's free membership for all residents;
- Contribution of **£10,000** for monitoring of the travel plan initiatives;
- Contribution of **£255,000** towards walking and cycling initiatives locally;
- Contribution of **£42,000** towards Control Parking Zone consultation;

- Parking Management Plan to include details on the allocation and management of the on-site car parking;
- Contribution of **£900,000** towards enhanced bus routes;
- Contribution of **£30,000** towards a Bus Route Feasibility Study;

- **Considerate Contractors Scheme.**

- **Local Labour and Training:**
 - Employment Skills Plan;
 - Contribution of **£150,000** towards End User Skills Training.

- **Other developer Obligations:**
 - Residents and Business Liaison Group - quarterly basis;
 - Implementation of Cultural Strategy (October 2017).

- **Public Realm:**
 - The development proposal will provide public access 24 hours a day (to public square, public park) including maintenance of footways, lighting, public furniture, public art, and CCTV.

- **Moselle River:**
 - Reasonable endeavours to work in partnership with EA, LB Haringey and other partners to de-culvert the Moselle in the future
 - Test the water quality of the River Moselle.

- **Monitoring Fee.**

6.6.7 The conditions attached to the outline permission cover Parameter Plans and design guide documents for the reserved matters under consideration. These documents set the 'rules' / guidance for future applications, including the application under consideration. These are referred to in various areas of the report below.

6.7 Masterplan approach

6.7.1 The application was accompanied by an illustrative masterplan which outlined how the site could be redeveloped, including overall layout, density, building typology, orientation and public realm, having regard to its constraints, opportunities and relevant planning policy context. This masterplan has developed significantly from the previous masterplan, consented under planning reference HGY/2009/0503.



Illustrative masterplan

- 6.7.2 This masterplan breaks the site up into four distinct zones - Northern, Southern, Western and Eastern Quarters - each with their own massing and specific characteristics. The massing in each of these areas responds to their existing and future context.
- 6.7.3 This application falls within the Eastern Quarter.
- 6.7.4 The Eastern Quarter maintains lower buildings along the site boundary, respecting existing properties and assisting the communal courtyards to receive direct sunlight. The building heights then step up towards the Northern and Western Quarters.



The planning application quarters

6.7.5 The Quarters inform the Development zones within the outline component of the Hybrid consent. The Eastern Quarter comprises the Development Zone for buildings labelled D and E.

6.7.6 This indicative plan has formed the basis for the detailed approval of the first and second phase of the development as part of the hybrid consent within the Southern Quarter comprising Development Zones for buildings labelled A and B and C1.

6.8 Matters already approved

6.8.1 The detailed element of the Hybrid planning permission comprised the 'Southern Quarter' (Phase 1 and Phase 2, including building C1); totalling 622 units. No further permission is required for this.

6.9 Matters to be approved

6.9.1 Outline planning consent under the Hybrid permission was granted for Eastern, Western and Northern Quarters, comprising buildings referred to as D, E, F, G,H and J for the remaining residential units (up to 1,098 units), including a 296

affordable housing unit provision. The buildings range from 6 up to 23 storeys in height. These will come forward as reserved matters in due course.

6.9.2 It is important to note that this Reserved Matters application which relates to the southern part of the Eastern Quarter is the first to be submitted under the consented Hybrid consent.

6.10 Pre-application consultation/engagement

6.10.1 A number of pre-application meetings with LBH officers have been held over the past 6 months in relation to the current proposals.

6.10.2 The applicants consulted key stakeholders at pre-application stage including Parkside Malvern Residents Group and Wood Green Business Forum.

6.10.3 The applicant undertook pre-application public consultation prior to the submission in the form of a drop-in exhibition in November 2018.

6.10.4 The Haringey's Quality Review Panel considered the detailed design of the eastern quarter of the reserved matters for Buildings D1-D4 on 14th November 2018. The QRP report is included in Appendix 3.

7. CONSULTATION RESPONSE

7.1 The following were consulted regarding the application:

Internal:

- LBH Design Officer
- LBH Head of Carbon Management
- LBH Nature Conservation
- LBH Housing Renewal Service
- LBH Housing Design & Major Projects
- LBH Tree Officer
- LBH Economic Regeneration
- LBH Regeneration
- LBH Cleansing
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Conservation Officer
- LBH Emergency Planning and Business
- LBH Building Control
- LBH Drainage
- LBH Transportation Group
- LBH EHS - Noise EHS - Noise & Pollution
- LBH Public Health

External:

- Network Rail Town Planning
- Crossrail 2 Safeguarding Team
- Met Police Designing Out Crime Officer
- Transport for London
- Environment Agency
- Greater London Authority
- National Grid Asset Protection Team
- Thames Water Utilities
- London Fire Brigade

7.2 The following responses were received:

Internal:

- LBH Cleansing – No objection.
- LBH Transportation Group – The proposal is generally acceptable in transport terms, providing all relevant planning obligations and conditions relating to transport remain binding as part of any planning consent.
- LBH Public Health – No objection - comments on housing quality, design, social cohesion, access to open space, nature, accessibility and active travel.
- LBH Design Officer – No objection.
- LBH Housing Design and Major Projects – No objection.
- LBH EHS - Pollution Air Quality Contaminated Land – No further comments.
- LBH Carbon Management team – No objection.
- LBH Regeneration – Support proposals.
- LBH Sustainable Drainage – No objection.
- LBH Nature Conservation/Landscaping – No objections subject to conditions.

External:

- Environment Agency – No objection.
- TfL – No comment required.
- Met Police Designing out Crime Officer – No objection.
- London Fire Brigade – No objection.
- Thames Water – No further comments.

7.3. A summary of comments from internal and external consultees responding to consultation is contained in Appendix 2.

8. LOCAL REPRESENTATIONS

8.1 The following were consulted:

- 189 neighbouring properties
- Resident Association
- 3 site notices were erected close to the site

- Press notice
- 8.2. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:
- No of individual responses: 3
 - Objecting: 1
 - Supporting: 0
 - Others: 2
- 8.3. The full text of representations from adjoining occupiers (and the officer's response) is set out at Appendix 2 for reference.
- 8.4. The main issues raised in representations from adjoining occupiers are summarised below:

Objections:

- No social rented accommodation is proposed, the scheme is entirely shared ownership;
- Impact on privacy from the balconies of building D2 into the rear garden of the occupier of Hornsey Park Road;
- Impact on sunlight from block D2;
- The developer should consider planting large trees to ensure privacy to the neighbouring properties;
- Concerns of how the public path will be secured;
- The building works currently taking place is causing structural damage to the property at No. 123 Hornsey Park road;
- The construction site impacts on the privacy of neighbours.

Support:

- Welcome the landscaping and creation of the Moselle Walk.

9. MATERIAL PLANNING CONSIDERATIONS

9.1. Key planning policy context

9.1.1. London Plan 2016 Policy 3.4 (Optimising Housing Potential) and emerging policies in the new draft London Plan (2018) indicate that a rigorous appreciation of housing density is crucial to realising the optimum potential of site, but it is only the start of planning housing development, not the end. The Mayor's SPG - Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in other adopted and local policy documents including the emerging Wood Green Area Action Plan.

9.1.2 The new NPPF should be considered alongside London Plan 2016 policies 3.5 (Quality and Design of Housing), 7.4 (Local Character), 7.5 (Public Realm), and

7.6 (Architecture), Local Plan 2017 policies SP11 (Design) and DM1 (Delivering High Quality Design). Policy DM1 of the Development Management DPD states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Furthermore, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan 2017 policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. London Plan 2016 policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Local Plan Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

- 9.1.3 The revised NPPF adds further emphasis on the need to manage 'value engineering' and the erosion of design qualities at the delivery stage, stating in Chapter 12: "Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme." (Para 130, NPPF, 2018).
- 9.1.4 Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Strategic Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'.
- 9.1.5 The Draft New London Plan (Policy D2) reinforces the importance of maintaining design quality throughout the development process from the granting of planning permission to completion of a development. It states that what happens to a design after planning consent can consent can be instrumental to the success of a project and subsequent quality of a place.
- 9.1.6 The site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the draft London Plan as an Opportunity Area.
- 9.1.7 The site is designated as SA22 in the Site Allocations DPD (adopted July 2017).
- 9.1.8 The draft Wood Green AAP Site Allocation WG SA23 Clarendon Road incorporates the Local Plan Site Allocation.

9.1.9 The proposed AAP site allocation includes provision for 1,465 net residential units, 6,105sqm employment floorspace and 6,105sqm town centre uses.

9.2 Environmental Impact Assessment

9.2.1 This Reserved Matters submission follows the Hybrid/Outline application which was accompanied by an Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment - EIA).

9.2.2 In support of this Reserved Matters application, the applicant has prepared an Environmental Impact Assessment (EIA) Further Information Report that the information is adequate and that, pursuant to Regulation 9(2), that the Council can take into account the ES (as updated) in making a decision on the Reserved Matters application.

9.2.3 The purpose of this Further Information Report is to assess the RMA and set out whether the October 2017 ES remains valid for decision making or whether new or materially different significant environmental effects are likely to arise as a result of the Reserved Matters submission.

9.2.4 The report, which officers agree with concludes that the detailed design proposals for Buildings D1 and D2 would not give rise to new or different environmental effects from those identified in the Hybrid ES. There have been no significant changes in baseline conditions or other committed developments which could affect the findings of the assessment.

9.3 Reserved Matters

9.3.1 It is important to note again as highlighted in Section 4 above, that the Hybrid consent approved the following key matters:

- Principle of development including the number of residential units, quantum of non-residential floorspace and location of key routes and opens spaces;
- Quantum and tenure mix of affordable housing provision - no less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms;
- A range of parameters defining the height and scale of buildings.

9.3.2 The current Reserved Matters applications has been informed by the Development Specification, the indicative masterplan, the Parameter Plans and Design Codes established by the Hybrid consent and its outline planning requirements. The Development Specification set the overall floorspace requirements for residential, non-residential and commercial uses and the masterplan, Parameter Plans and Design Codes break these down and define where and how they can be appropriately accommodated across the site having regard to relevant planning policy and standards, levels, boundary conditions,

physical constraints, connectivity, sunlight orientation and wind patterns, townscape and amenity.

9.3.3 The submission is supported by the following additional technical assessments, given the detailed designs being presented:

- Design and Access Statement (including Landscaping);
- Daylight and sunlight statement;
- Transport Statement.

9.3.4 The application seeks approval for the layout, scale, access, appearance and landscaping associated with Buildings D1 and D2 and has been prepared taking full account of the hybrid planning consent.

9.4 Layout

Hybrid planning consent requirements

9.4.1 The Hybrid consent permits a minimum of 1,714 homes, with 1,098 units homes remaining to be delivered within the outline element; along with up to 13,950 sqm of non-residential floorspace (Use Classes A1-A4, D2 and B1) within the Eastern, Northern and Western quarters. It also defines a housing and tenure mix and incorporates a phasing plan ensuring that affordable homes are distributed across the site.

9.4.2 The indicative masterplan provides a spatial interpretation of how the permitted quantum and nature of the development could be accommodated on site and clearly shows the position of the buildings, key routes and spaces associated with the current Reserved Matters submission. The Parameter Plans specifically identify the location of the Development Zone (DZ) in respect to the Eastern Quarter (Development Zone D) and the minimum and maximum extent of building lines, including gaps between buildings in this DZ (Buildings D1, D2 and D3 and D4 which will be subject to a separate Reserved Matters application). The Parameter Plans also highlight key routes and access points within the DZ and the type of open spaces to be provided.

9.4.3 The Design Codes for this DZ provide more detailed guidance in relation to these requirements, specifying for instance, the minimum distances required between the buildings, access points, private/public external space, ground floor uses and key facades and corners.

9.4.4 The Design Codes confirm that the gaps between the buildings in this DZ should have a minimum width of 18m to ensure that the massing of the built form is not continuous along Moselle Walk. This assists in creating a more interesting pattern of development, provides views across the site, allows sunlight

penetration and critically limits the visual impact of the proposed buildings on the existing neighbouring houses along Hornsey Park Road to the east.

- 9.4.5 The Design Codes also incorporate plans indicating the location of external private, communal and public spaces and specifying ground floor uses to be accommodated, namely a community function (Use Class D1) within Block D1 fronting the new Community Park.
- 9.4.6 Pedestrian and vehicular access points (residential and commercial) are similarly highlighted reflecting the optimum orientation of the buildings, key uses and connectivity with the wider masterplan.

Proposals

- 9.4.7 This part of the DZ provides an important frontage onto both the new Community Park to the south and the publicly accessible new Moselle Walk route to the east behind and to the rear of properties on Hornsey Park Road. The proposed buildings combine to form part of a key view once entering the former Park from Hornsey Park Road. They also form part of a public route through the Eastern Quarter connecting Mary Neuner Road and Brook Road to the north. Along this route and in the heart of the development sits a communal courtyard which all residents and members of the public will share.
- 9.4.8 The siting of the proposed buildings accords with the DZs and Parameter Plan defining the maximum extent of the building lines including the required gaps between. The minimum 18m gap distance required between the buildings facing onto the Moselle Walk has been exceeded, further reducing the visual impact of the development on the neighbours of Hornsey Park Road.
- 9.4.9 Building D1, the larger of the two proposed buildings occupies a prominent position on the masterplan, marking a key corner where Mary Neuner Road meets the new Community Park, with a significant south facing facade. Consequently, it also has an important townscape role in providing a wayfinding façade when viewed north along Mary Neuner Road where it has its main residential entrance. Given its prominence, the building will accommodate a retail unit (Use Class A1) facing onto Mary Neuner Road and café floorspace (Use Class A3) adjacent the new Community Park and water feature to activate these key frontages and provide some complementary local amenity and communal space.
- 9.4.10 The Design Codes identify this location for a 'Community Centre' and communal function. As a result of further work as the scheme has evolved, Building D1 has been designed to ensure its ground floor provides a flexible space, allowing it to be viable for a range of tenants to activate this key park frontage and offer communal space accessible to residents and the wider public. The layout has

been configured to accommodate one or more tenants and maximising its location by exploiting the relationship with the Park and gasometer water feature.

- 9.4.11 In addition the footprint of Building D1 encloses a public communal courtyard to the north which forms part of the public route through the Eastern Quarter and acts as part of the entry sequence to Building D2. Accessed from this route and separating both buildings is a private amenity and play space serving Building D1.
- 9.4.12 Building D2 effectively sits behind Building D2 to the north-east and overlooks the Moselle Walk and part of the new Community Park and Courtyard where its main entrance is located. A secondary entrance exists at ground floor level providing access to a private amenity and play space to the east of the building.
- 9.4.13 All residential accommodation in these buildings is designed to comply with the National Housing Standards and the Mayors London Housing SPG and in addition to their respective amenity spaces, each unit is provided with a balcony. The accommodation will be 100% accessible and adaptable and whilst it does not make provision for units for wheelchair users, the Hybrid consent secures provision for 10% of such units across all tenues and unit sizes in wider development.
- 9.4.14 All 1-bedroom homes are designed with open plan living/dining/kitchen spaces whilst some 2-bedroom units are provided with separate living rooms with shared kitchen/dining rooms to offer a variety of accommodation.
- 9.4.15 A total of 61 dual aspect units (61.6%) and 38 single aspect units (38.4%) are proposed across both buildings. Larger units have typically been located on the corners of the buildings to ensure the benefits from dual aspect light and outlook are enjoyed by the homes with more habitable rooms and residents. There are 7 single-aspect north facing flats throughout the development (7%), however Building D1 is one of the few places, due to its orientation closing off the north side of the park. It should be noted that the indicative masterplan forming part of the Hybrid consent had 7.5% of homes north-facing single aspect and these were predominantly smaller units including studios. These units have a positive aspect over landscaped open space.
- 9.4.16 The development is car-free and secure cycle stores are integrated into the ground floors of both buildings away from prominent facades. Refuse/recycling storage facilities are similarly integrated and face onto less visible elevations. The Design Codes
- 9.4.17 Both buildings seek to respond to their existing context along the eastern boundary of the site and the future context of the indicative masterplan and are generally consistent with the parameters and detailed guidance established by the Hybrid consent.

9.5 Scale

Hybrid planning consents requirements

- 9.5.1 As indicated previously, the Hybrid consent permitted a quantum of development to be delivered across the detailed and outline elements of the scheme and set out a preferred hosing and tenure mix which have informed the Reserved Matters under consideration and specifically the scale of the proposed scheme.
- 9.5.2 The Maximum Building Extents and Minimum Building Heights Parameter Plan confirms the maximum extent of the buildings, with a minimum height of +50m AOD and maximum +60.12m AOD for Building D1 and minimum height of +40.6m AOD and maximum +44.2m AOD for Building D2. The massing of these buildings is substantially lower than Blocks E, F, G, H to ensure they sit comfortably against the existing residential properties off Hornsey Park Road that back onto this part of the Eastern Quarter.

Proposals

- 9.5.3 The proposed buildings are sited within the limits established by the Hybrid consent and their heights are below the maximum height parameters. The table below confirms the maximum height of each of the buildings.

Building	Maximum Height (AOD)	Proposed Height (AOD)
D1	+60.12m	+57.52m
D2	+44.2m	+43.61m

Consented and proposed heights

- 9.5.4 Building D1 is a part 7, part 10 storey block occupying a prominent location in the centre of the masterplan. Its highest element marks this visible siting and its scale steps down to the east in response to the existing context. Building D2 is a part 5, part 6 storey building to complement the scale of Building D1 and similarly respect the existing townscape along the eastern boundary.
- 9.5.5 Both buildings follow the massing principles highlighted in the Hybrid consent which provided illustrative heights for Building D1 at 7-12 storeys and Building D2 between 2-6 storeys.
- 9.5.6 The proposed development secures an appropriate number and mix of homes and commercial accommodation within buildings that comply with the scale permitted by the Hybrid consent.

9.6 Appearance

Hybrid planning consents requirements

- 9.6.1 The main approach adopted across the masterplan is to break blocks down into a series of vertical elements, separated by set-backs and deep recesses, often containing balconies and in a contrasting darker material; this has been followed in Block C1 currently under construction, and in the southern quarter (Blocks A1-4 and B1-4) where they face onto the street or their entrance courts.
- 9.6.2 The Design Codes established by the Hybrid consent set out a significant range of design related requirements to inform the detailed architecture, style, materiality and appearance of the proposed buildings and surrounding landscape.

Proposals

- 9.6.3 This is followed closely in the designs here for Block D1, and it is proposed to be followed for D4 and the Es. D1 is designed as a cluster or collage of 4 blocks of complimentary but differentiated brick and stone detailing, with the corner of the street and square the most richly detailed, “primary”, vertical element, with the two adjacent corners, onto the park and private garden, and street and courtyard as secondary vertical elements and the opposite corner, onto the private garden and courtyard, and set back from the courtyard by the single storey projection housing the bicycle store, as the most plainly detailed tertiary vertical element. This modelling and composition extend into each vertical element having different heights and will serve to reduce the apparent bulk of D1.
- 9.6.4 These detailed proposals maintain and further refine the brick-based architecture and materials palette of the hybrid permission and design code, with a sophisticated composition of primary, secondary and tertiary facades and corners, distinguished by greater degrees of brick modelling. This makes the facades of D1 onto the park and north-south street more modelled than the other sides, mirroring those of A4, B4 and C opposite; these four will form the main “crossing” of the southern half of the wider Haringey Heartlands, and thus form a community heart. This is achieved with projecting reconstituted stone courses at every other floor, giving the building a grand, civic scale, with higher single storey ground floor bases, the street/park corner further enhanced with a two-storey base, and every top floor extended to roof parapet level giving a loftier top. The introduction of stone for these alternating floor strong courses represents a deliberate gradual introduction of greater use of stone to the wider development towards the more “civic”, more “town centre”, north if the wider development.
- 9.6.5 Block D2 is differently treated, as a more “mid-block” building, of lower height, and more horizontal emphasis; it has no face onto a street except a distant one down the length of the courtyard, albeit that that has the character of a more private pedestrian street, And it is set well back from and at an angle to the public Community Park. In this respect it is planned that Block D3 will have a similar relationship, language and emphasis, with D4 being more similar to D1.

- 9.6.6 Therefore both D2 and 3 have always been planned, in the Design Code, and in the designs for D2 in this application, with their primary façade being their face onto the central garden square; in the case of D2 its northern facade. However, following discussions, it is now recognised that the south-east façade onto the Moselle Walk, which is highly visible from the public park and somewhat separated visually from the rest of D2 by having recessed balconies on every floor at both corners, can have a contrasting treatment to add richness and variety. It is therefore proposed to have a façade of vertical emphasis, formed by projecting brick ribs, with the horizontal emphasis of the rest of D2 formed by horizontal projecting brick courses. The vertical composition of D2 has been further enhanced by making some of those projecting courses reconstituted stone instead of brick, distinguishing a base, middle and top. The entrance to D2 is further enhanced with greater brick detailing and a wide recess, edged in stone, opening the corner into the central garden square and highly visible from the main north-south street.
- 9.6.7 Details for both blocks are provided showing that windows will have deep reveals, giving the proposals more interesting modelling, stronger shadows externally and softer light to rooms, with less harsh contrast around windows internally. Balconies, which are mostly recessed, are detailed with a mixture of solid brick and partially open metal balustrades, the balustrading detail on the latter designed as deep metal fins to provide privacy and hide residents' clutter. Cills, parapets, corners and soffits are indicated to be soundly detailed in quality, durable materials, but will have to be secured by condition.
- 9.6.8 The details presented in this Reserved Matters application in relation to the proposed appearance of the development are acceptable and comply with the design principles and Design Codes established by the Hybrid Consent. The proposed buildings and associated landscaping will deliver a high-quality and attractive piece of townscape in this prominent part of the masterplan.

9.7 Access

Hybrid planning consent requirements

- 9.7.1 The Access and Ground Movement Parameter Plan identifies the proposed access points into and out of the site including strategic highway, pedestrian and cycle routes. It defines the hierarchy of these routes and a servicing zone.
- 9.7.2 The Plan identifies a key north-south connection for pedestrians and cyclists which will serve as the principal route across the site for these modes of travel.
- 9.7.3 The Plan also identifies that the Moselle Walk will provide a secondary north to south pedestrian and cycle pathway, from the approved Southern Quarter to the Northern and Eastern Quarters through the Community Park and along the eastern site boundary.

9.7.4 It further informs that a private residential route between DZ D and DZ E will provide a north-east to south-west route to and from Brook Road and Mary Neuner Road.

9.7.4 The relevant Design Codes indicate required access points into the buildings reflecting their orientation and uses and the need to ensure private residential amenity space is accessible to all residents. They specify that spaces between buildings are not enclosed allowing routes through the site and require a secondary access to the private amenity spaces off Moselle Walk.

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9.7.6 The Reserved Matters proposals support the provision of the key pedestrian/cycle route and accommodate part of the secondary link along Moselle Walk pedestrian approach route as identified in the relevant Parameter Plan. They also incorporate the communal residential route between Buildings D1 and D2 and the future DZ to the north. The proposed development also creates a series of linked and accessible private and communal amenity spaces and secures a secondary pedestrian access from Moselle Walk.

9.7.7 The public communal courtyards are accessible to all but access to buildings and private courtyards is controlled by fob access. These public courtyards deal with significant level changes within the landscape and are compliant with the access requirements of Part M4(2) and M4(3) of the Building regulations.

9.7.8 The private communal amenity spaces for Building D1 and Building D2 are accessible to residents via secondary entrances entrance at ground floor level. In accordance with the Design Codes, Building D2 also has a secondary pedestrian access from Moselle Walk to enhance permeability.

9.7.9 Buildings D1 and D2 will be car-free. The PTAL assessment of the site has identified that the PTAL for Building D1 and Building D2 are 4-6, indicating an excellent level of accessibility. The Councils Transportation Team are satisfied that the proposal to extend an existing bus route through Mary Neuner Road, including new bus stops, will further enhance accessibility.

9.7.10 Secure bicycle stores are readily accessible at ground floor level of Buildings D1 and D2 close to the main residential entrance. The Councils Transportation section has reviewed the cycle parking proposed and is satisfied that the quantum of cycle parking is compliant with London Plan requirements.

9.7.11 The Councils Transportation section consider the provision for delivery and servicing access, as described in the accompanying Transport Statement is satisfactory. The proposal for Mary Neuner Road includes a loading bay in the vicinity of the site where deliveries to Block D1 and D2 are anticipated to be

undertaken. Refuse vehicles will reverse into the courtyard on collections days. The typical frequency for residential waste collection is 1 to 2 vehicles per week. Such a low frequency does not raise any serious questions about potential conflicts with pedestrians and cyclists.

9.7.12 The details presented in the Reserved Matters submission relating to the access arrangement are acceptable and compliant with the parameters and Design Codes established by the Hybrid consent.

9.8 Landscaping

Hybrid planning consent requirements

9.8.1 The indicative masterplan and more specifically the Landscape and Open Space Parameter Plan identify the nature and type of landscaping and open spaces to be delivered by Reserved Matters applications. These are supported by detailed Design Codes. The masterplan presents an extensive range landscaped and connected spaces to ensure the setting of the new urban environment is green, attractive and biodiverse and that high-quality areas of amenity are available for use by residents and visitors.

9.8.2 In respect to the Eastern Quarter, the masterplan presents a series of interlocking buildings and facades linked and enclosing public and private amenity spaces. The Parameter Plan states that each DZ includes provisions for public open space; private communal amenity space at grade and doorstep playable space for children up to 5 years of age.

9.8.3 The Parameter Plan identifies the Moselle Brook as an ecological corridor, the route of the proposed Moselle Walk.

9.8.4 The Design Codes emphasise the importance of integrating the site with the existing street pattern, providing clarity in respect to public and private space and high quality materials and

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9.8.5 The landscaping and public realm proposed within this Reserved Matter application adopt the principles of the indicative masterplan and are critical to ensuring the development of Buildings D1 and D2 is fully integrated into the existing and future townscape and deliver attractive and useable external spaces. which the may be broken down into four separate key areas

9.8.6 A publicly accessible courtyard measuring 543sqm will be provided to create welcoming entrance for Block's D1 and D2. This will be accessible from Mary Neuner Road and contribute to the series of public spaces proposed along Mary Neuner Road as part of the wider Clarendon Gasworks masterplan. Materiality

will match that of other public spaces, as set out in the Design Code, and will provide both visual and biodiversity value through provision of flowering trees, raised seat planters and SuDS rain gardens. Private amenity areas for Blocks D1 and D2 are provided (130sqm and 201sqm respectively) and within these playspaces are incorporated which meet the Mayor of London's minimum 100m² area requirement (108sqm and 158sqm respectively) and do not rely on public areas for this provision.

- 9.8.7 The Reserved Matters proposals include part of a decked area to the southern façade of Block D1, which forms part of the proposed D1 café/retail outdoor seating space. This will look out onto a water feature which re-uses an existing gas holder as well as the new Community Park. The water feature and new Community Park fall under a separate planning application, however these will be built as part of D1 and D2, with the water feature and park being open/usable upon completion of blocks D1 and D2, should these be finished ahead of Block's D3 and D4.
- 9.8.8 The application boundary also includes the southern section of Moselle Walk covering approximately 770sqm of substantially landscaped amenity. This will create a publicly accessible pedestrian route linking the new Community Park with Brook Road. Moselle Walk will have good ecological value created through a series of proposed planting typologies and will allow users to get a sense of nature on their doorstep. The route will be well-overlooked from adjacent dwellings. The northern section of Moselle Walk will fall under a separate future application associated with Block's D3 and D4. It is anticipated that the full north-south route will be open to the public upon completion of Block's D3 and D4.
- 9.8.9 The design of the boundary/entrance gates for Moselle Walk forms part of Project 4 of the submitted Cultural Strategy. The gateway design and artwork will be developed as part of consultation and development of the Cultural Strategy and provides opportunity to create a sense of place and history; for example, through reference to the gas holders, the Moselle River or to the ecology and nature of the site. The boundary will be minimum 2.0m height and have lockable gates at both north and south entrances to aid with management and maintenance should this be required. A chain link fence of at least 2.0m height will be integrated into the planting along Moselle Walk route to provide additional security to existing Hornsey Park Road property boundary line.
- 9.8.10 The details presented in the Reserved Matters submission relating to the proposed landscaping arrangements are acceptable and compliant with the parameters and Design Codes established by the Hybrid consent.

9.9 Daylight, sunlight and overshadowing

- 9.9.1 Haringey policy in the DM DPD DM1 requires that:

“Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
- b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”

9.9.2 The applicants have prepared a Day and Sunlight Statement broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”. Following earlier concerns with the sunlight element of their assessment, the applicants’ consultants’ Supplementary Note is now in full accordance with the methodology in the BRE Guide allows us to assess the proposals against our policy.

9.9.3 The impact of their proposals on neighbouring dwellings was addressed satisfactorily in the Hybrid Application and does not need to be changed for this.

9.9.4 Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a good result for a higher density scheme. For daylight, 36 of the sample of 44 rooms assessed in D1 (82%) and 14 of 18 in D2 (78%) would receive daylight of or over the BRE Guide recommended levels. Many of the rooms that do not meet the BRE guidance levels are Living/Dining/Kitchens that would meet the levels recommended for Living/Dining Rooms, and/or are one of two living rooms in the flat, the other of which will exceed the recommended levels. It also should be borne in mind that the sample of rooms tested were selected to test likely worst case scenarios not as a representative sample, so the result is considered a good daylighting performance.

9.9.5 Sunlight levels in the applicants’ consultants’ originally submitted report were disappointing, showing few rooms would meet recommended sunlight levels. However, the sample of rooms assessed was the same as those tested for daylight, including bedrooms as well as living rooms and rooms facing north, which is not relevant; the BRE Guide only considers sunlight relevant for living rooms and where they face within 90° of due south. It was also agreed that a number of minor design changes could be made to move some balconies so that they did not shade all of a living room’s windows, and to enlarge some windows. Following these changes, a more relevant assessment of all living rooms facing within 90° of due south finds, in D1, 11 living rooms meeting the BRE Guide recommended annual probable sunlight hours (APSH) and 17 meeting the winter

probable sunlight hours (WPSH) recommendation, out of 26 (42% & 62% respectively), whilst for D2, 9 meet the APSH recommendation and 12 the WPSH out of 17 (53% & 71% respectively).

- 9.9.6 The two private communal amenity spaces for each block exceed the BRE Guide recommended access to sunlight, of at least 2 hours at the solstice. All flats also benefit from a private balcony or roof terrace, most of which also receive more than the recommended sunlight. It is generally recognised, in the applicants own marketing research and in published reports such as “Superdensity” (Recommendations for Living at Superdensity - Design for Homes 2007), that residents value sunlight to their amenity spaces more highly than to their living rooms, valuing the ability to sit outdoors in the sun, and to have a view from their living room, and if possible, from their flat entrance hall, onto a sunny outdoor space, whilst excessive sunlight into living rooms can create overheating and television viewing difficulties. Given that all residents will have access to sunny private communal amenity space, most with sunny private amenity space, and a reasonable number sun to their living rooms, the sunlight levels are considered acceptable.
- 9.9.7 Normally in the case of higher density developments it is necessary to note that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London’s Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low-density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, it is normally explained that full or near full compliance with the BRE Guide is not to be expected. This proposal therefore achieved a high quality of day and sunlight access.

9.10 Cultural Strategy

- 9.10.1 The Clarendon Gasworks Cultural Strategy was submitted as part of the approved Hybrid planning consent and sought to provide a blueprint for the growth of arts and culture throughout the phased development and longer-term.
- 9.10.2 A Cultural Plan accompanies this Reserved Matters application and is to be read alongside the consented Cultural Strategy. The Clarendon Gasworks Cultural Strategy attributed 3 themes to be developed within the Eastern Quarter development; the Gasworks, the River Moselle & Biodiversity.
- 9.10.3 Following public engagement, the Cultural Plan sets out six cultural projects which will be delivered as part of the Eastern Quarter phase and reflect the:

- Project 1: Sign posting the Moselle;
- Project 2: Mapping the route of the Moselle;
- Project 3: Revealing the retained gas holder structures;
- Project 4: Gateway artwork;
- Project 5: Wildlife Interpretation; and
- Project 6: Artwork Hoarding.

9.10.4 The Reserved Matters application for Blocks D1 and D2 will contribute to the implementation of the Cultural Strategy through:

- Securing consent for part of the Moselle Walk, which will enable Project 2 of the submitted Cultural Strategy to be progressed;
- Delivering the Gas Holder water feature and its coordination with the ground floor commercial unit in Block D1 – Project 3 of the Cultural Strategy;
- The delivery of the gateway artwork at the entrance to the Moselle Walk – Project 4 of the Cultural Strategy; and
- The exploration of wildlife signposting along the Moselle Walk – Project 5 of the Cultural Strategy.

9.10.5 It is important to note that although the River Moselle falls outside the area subject to this Reserved Matters application, the possibility of this waterway being daylighted is still being considered as envisaged by the Hybrid consent. This Reserved Matters proposal would not physically prevent daylighting of the Moselle.

9.11 Quality Review Panel

9.11 The Quality Review Panel had considered the Hybrid application on several occasions and have more recently reviewed proposals for the Eastern Quarter of which the current Reserved Matters application forms part. Following a review on 14th November 2018, the Panel concluded:

“The Quality Review Panel warmly supports the way that detailed designs for Clarendon Gasworks Eastern Quarter are evolving, promising high-quality development. As design work continues towards submission of a reserved matters application, the panel highlights some areas where there is scope for refinement to make the most of the opportunity to create a new quarter for the Haringey Heartlands. The panel would encourage further exploration of the design of the ground floor / basement level frontage, and entrances / approach sequence to all blocks. It would welcome refinements to the materiality of the blocks, to enhance the architectural expression of the development. In terms of the open spaces within the site (including the Moselle Walk), the panel would

support further work to explore the issues of surveillance, overlooking and access, to ensure that open spaces are safe and well-used, and avoid creating tensions between different groups of residents. Further details on the panel's views are provided below."

- 9.12 The initial proposals have been revised and address the Quality Review Panel's observations as set out in the table below:

Quality Review Panel Comment	Officer Response
<p><i>Public realm and landscape</i></p> <p>The panel welcomes the emphasis on landscape and ecology as well as the social interaction aspect of the design of the public realm.</p> <p>The panel would encourage further consideration of how external spaces will be sub-divided, and how this will translate into physical boundary treatments.</p> <p>The landscape strategy should ensure that planting schemes will look good throughout the whole year. The design team should avoid an approach to the landscape that is very verdant in summer but austere in winter.</p>	<p>Noted.</p> <p>The importance landscaping and ecology has been fundamental to the design of this specific phase as it has been to the planning of the wider development. Providing high-quality landscaping, establishing and enhancing existing biodiversity, in addition to creating attractive, permeable and overlooked routes and spaces across the development and through to the surrounding area are key features of this scheme.</p> <p>In order to better define spaces and their use, areas of amenity have been allocated to respective buildings and the central courtyard has been changed from private to public.</p> <p>The proposed planting scheme forms part of a comprehensive landscaping strategy for the wider site providing for substantive levels of greenery all year round. A variety of planting typologies will be implemented that respond to microclimate and provide visual interest throughout the year. The mix of flowering perennials have been selected to create a long flowering period, including winter</p>

<p>The relationship between affordable housing and play space / open space would benefit from further thought, to avoid overlooking issues which might create unnecessary tension between residents e.g. between block D2 and the adjacent courtyard.</p> <p>The panel notes that the proposed Moselle Walk (to the rear of blocks D2, D3 and D4) seems very narrow and includes a lot of vegetation. As it also lacks direct surveillance and is located away from the main pedestrian and vehicular thoroughfares, this may result in the route being perceived as an isolated and unsafe area.</p>	<p>flowering species and early spring bulbs. Herbaceous plants and ornamental grasses have been selected for their long interest periods over the autumn and winters months to provide a mix of seed heads amongst ornamental grass structure, which can last through to late-February/March prior to an early spring cut. The mixes also include structural evergreen perennial and shrub species, with trees that have strong autumn colour and interesting bark for added interest in autumn/winter months. A condition is attached to this recommendation covering landscaping details.</p> <p>Each residential block is served by an appropriate level of private amenity space including play facilities and adjoins a larger publicly accessible external courtyard.</p> <p>Moselle Walk will provide a well landscaped and attractive walking route running alongside Blocks D2, D3 and D4 and associated amenity spaces. Surveillance of this route has been improved by increasing the size of windows at the lower levels of the adjoining blocks, realigning boundary walls, adjusting levels and providing enhanced lighting and security measures. It should be also noted that gates will be installed and locked after dark to improve security.</p> <p>The Met Police Designing Out Crime officer is satisfied with the proposals subject to further details being submitted via conditions attached to</p>
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<p>Bedrooms (rather than living rooms) overlooking the proposed Moselle walk will not provide enough passive surveillance; the panel would encourage further thought on this aspect. The potential exists to extend balconies out into the area of the walk so that they provide more active surveillance of this part of the public realm.</p> <p>Access points from the affordable housing blocks into the Moselle Walk could also help to improve surveillance and activity. The panel wonders whether it may be of benefit to re-think the nature of this area of land that runs to the rear of blocks D2, D3 and D4. It would encourage the design team to explore using this area as garden spaces.</p>	<p>the Hybrid consent.</p> <p>In addition to the above measures, balconies and living rooms have been orientated to maximise the next outlook from homes on an individual basis. ‘Living’ spaces will therefore overlook Moselle Walk and associated landscaping.</p> <p>The proposals incorporate a resident controlled access gate from the private amenity area of Block D2 to Moselle Walk.</p> <p>Due to the significant level changes around the site, (2m across the Eastern Quarter from Brook Road to Mary Neuner Road) and the desire to ensure wheelchair access both along the Moselle Walk and through the Central Courtyard, the relationship between the buildings and all the public realm surrounding them means it is not feasible to provide step-free access from all the buildings to the Moselle Walk. Where routes are possible, such as between the D2 amenity space and the Moselle Walk, the connection has been incorporated.</p> <p>The resident amenity areas will be secured with gates, with boundary treatments comprised of metal railings atop a brick wall integrated with architectural façade detail to minimum 1.8m height total.</p> <p>The proposed layout has sought to strike a balance between providing high quality, private amenity space including play facilities and well-</p>
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<p>A strategic approach to mitigating anti-social behaviour through design should also be adopted in this part of the masterplan. Fixtures such as security lights and CCTV cameras should be designed in at the earliest stages if they are considered likely to be necessary, to avoid the need for retrospective measures. At a detailed level, design to deter motorbikes would also be encouraged.</p>	<p>landscaped and attractive communal and public areas which will enhance the setting of the development and biodiversity and encourage use and natural surveillance.</p> <p>Officers consider that that the principle desire of the Illustrative Masterplan to retain the Moselle Walk as a publicly-accessible ecological route has sufficiently strong enough benefits to retain this approach as the intended proposal for the Eastern Quarter. As such, the proposal also continues the intent of the Illustrative Masterplan, where the site's history of the Moselle River is recognised as a publicly accessible space, linking the Community Park with Brook Road.</p> <p>A proactive approach to mitigating such behaviour was adopted from the outset, both at the masterplan stage and in the detailed design of this phase. The development proposals have sought to incorporate active frontages wherever possible and ensure that pathways, public realm and amenity spaces are attractive, usable and overlooked. This avoids the need to incorporate possible measures post-completion.</p> <p>Public realm and highways areas will be well lit and gates will be included to assist the management of Moselle Walk when dark and the buildings constructed to enable conduit routes in appropriate locations to be installed through to outlets on their facades and therefore avoiding the need to surface mount retrofitted elements such as CCTV, if required in the future.</p> <p>The Met Police Designing Out Crime officer is satisfied with the proposals</p>
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	<p>subject to further details being submitted via conditions attached to the Hybrid consent.</p>
<p><i>Architectural expression and scheme layout</i></p> <p>The panel thinks the architectural expression reflects a good contextual understanding of the local area. It welcomes the ongoing involvement of the design team as the detailed design of the architecture continues. Due to the overall size and scope of the masterplan, it would encourage the design team to seek out ways of enhancing the variety, interest and richness of the different blocks.</p> <p>Broadening the materials palette to include some elements of ‘surprise’ could help to punctuate and diversify the predominantly brick architecture within the scheme.</p>	<p>Noted.</p> <p>The design of D1 and D2 have both evolved since the QRP in Nov 18. D1's south façade now has a stronger relationship between the facades of the two massing elements, so that the taller element incorporates a portion of the darker brick, giving the overall massing a more coherent, memorable identity. D2's design has evolved, reinforcing its character of being a modest-height building with extensive subtle two-toned brickwork detailing and complimentary masonry features. A richer variety of primary and secondary string courses has been used to group floors, in line with the emerging design proposals for D3 alongside, and the balconies on primary corners have been given a vertical emphasis, all in line with the Design Code.</p> <p>The consented Design Code specifically has clauses 2.11.1 and 2.11.2 which stipulate the use of brick as the predominant material, due to the desire to respond to the surrounding character of the site. In addition, bricks offer extensive potential for tonal variety and excellent low-maintenance properties. Nonetheless, the proposals for D1</p>

<p>The quality of materials and construction will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.</p> <p>Further consideration of the different entrances and approaches through the scheme would be welcomed, as there are some very complex wayfinding requirements.</p>	<p>and D2 both feature notable amount of complimentary secondary materiality, in line with Design Code 2.11.4.</p> <p>Noted.</p> <p>Materials is covered by a planning condition attached to the Hybrid consent.</p> <p>This comment may relate to buildings D1 to D4, rather than specifically D1 and D2, as the four buildings were reviewed at QRP. As such, extensive developments have occurred since the QRP, specifically regards to the entry courtyard to the west of D4 which has been notably changed to afford a public route through the site. As a result, the 'plinth' which previously existed to the north of building D3 has been removed and this building now is proposed to have a clearly evident front door and communal entry point visible from Brook Road. Similarly, D3's entry sequence has been strengthened by a reworked landscape to the entry court such that its communal entrance is clearly registered from Mary Neuner Road. These elements of the Eastern Quarter will become apparent in future Reserved Matters applications.</p> <p>Both buildings D2 and D3, within the heart of the site, have their entrances on their corner, such that they are clearly visible both from Mary Neuner Road / Brook Road within the public realm and also from the central courtyard for ease of wayfinding. D1's entrance is directly onto Mary Neuner</p>
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<p>Exploration of what it would be like to approach and walk through this part of the masterplan, and the sequence of views will be helpful to test wayfinding. This will be especially important in terms of the pedestrian route up to raised podium level entrances and spaces.</p> <p>The panel notes that the overall development is extremely large and highlights that clarity on arrangements for visitors (including visitor parking) will be required.</p>	<p>Road, clearly expressed on the facade below the only vertical arrangement of projecting balconies onto the public realm.</p> <p>An extensive series of townscape viewpoints have been produced and are incorporated within the Design and Access Statement which usefully demonstrate the how residents/visitors will positively experience the development and its surroundings.</p> <p>The Hybrid consent secured 425 car parking spaces including 163 wheelchair accessible spaces (0.25 per unit overall). Given the location and accessibility of the site and parking availability in the surrounding area, this level of provision was considered a reasonable and sustainable approach.</p> <p>The development will be dedicated as care-free and the Council will prohibit the issuing of parking permits to future occupiers of the residential element in any current or future Controlled Parking Zone. Residents will however be eligible for visitors parking permits.</p> <p>No car parking will be provided for the residential units in Block D1 and Block D2. On-street parking, including Blue Badge Holder parking, will be available for visitors along Mary Neuner Road, in line with the consented planning application for the wider development. The following spaces will be provided: 3x short stay 'Pay and Display' parking bays located adjacent to the proposed nursery to allow for pick up</p>
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<p>Thinking about the design of entrances to each block, and how these could be made distinctive, could also help residents and visitors find their way around.</p> <p>There are some areas where the external walls of the ground floor basement levels actually front onto – and address – parts of the public realm. Where this happens, careful thought will be needed to ensure activation and visual interest.</p> <p>The Panel would also encourage the design team to explore further how the adjacent buildings frame the external spaces, and how different elevational treatments will ‘talk’ to each other.</p>	<p>and drop off and for visitors to the area; 3x car club parking bays for residents, employees and visitors to the site and surrounding area; and 3x disabled parking bays.</p> <p>The s106 accompanying the Hybrid consent requires the developer to submit a package of transport related measures, including a parking management plan to ensure the development delivers an accessible, safe and sustainable place longer term.</p> <p>See comments above.</p> <p>Both Buildings D1 and D2 have their primary entrances in prominent and clearly visible positions.</p> <p>Since the QRP any proposed basements to buildings D1-D4 have been omitted. As such, any exposed masonry walling around the building perimeter is there to mediate between the site's extensive levels variation and to provide privacy to homes through the creation of a backdrop to planted buffer strips between public realm and interiors, similarly to that in the Southern Quarter.</p> <p>The design approach to the Southern Quarter at Clarendon has a very specific approach where building facades relate across both public and private amenity spaces, driven by the need to respond to Mary Neuner Road which runs through the middle of the site. The Eastern Quarter is different in that individual buildings are clad in the shared brick-led materiality but they have their own</p>
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	<p>character and identify. This aids wayfinding around the site and reinforces a bond between residents of particular buildings whilst ensuring a tenure-blind approach. As such, external spaces are framed by facades of common materiality and varying complimentary aesthetic.</p>
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10. CONCLUSIONS

- 10.1 The proposed development presented in this Reserved Matters application has been designed to comply with the approved Development Specification, Parameter Plans and necessary elements of the Design Codes established by the Hybrid consent.
- 10.2 The height and extent of the proposed buildings fall within the maximums defined by the Hybrid scheme and their design, accommodation and external spaces will deliver a high-quality development in a key part of the wider masterplan. .
- 10.3 The Reserved Matters associated with the layout, scale, appearance, access and landscaping of the development are therefore considered acceptable.
- 10.4 All other relevant policies and considerations, including equalities issues, have been taken into account. Planning permission should be granted for the reasons

set out above. The details of the decision are set out in the RECOMMENDATION.

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 11.1 Based on the information given on the plans, the Mayoral CIL charge will be £527,340 (8789sqm x £60 x 1) and the Haringey CIL charge will be £1,577,801.20 (8789sqm x £165 x 1.088) – **total: £2,105,141.20** This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.
- 11.2 These are estimated figures based on the plans and will be collected by Haringey after/should the scheme be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for the late payment, and subject to indexation in line with the construction costs index. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

12. RECOMMENDATIONS

- 12.1 **GRANT PERMISSION** subject to conditions subject to conditions and informatives.
- 12.2 Conditions and Informatives:

Conditions

1. **Compliance: Development in accordance with approved drawings and documents (LBH Development Management).**

The approved plans comprise drawing numbers and documents as attached in Appendix 1.

2. **Prior to occupation: Landscaping**

Prior to occupation of the residential areas, details of the hard and soft landscaping provision contained within the private amenity areas, in accordance with the Design and Access Statement (Addendum October 2017), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

3. **Prior to superstructure works: Design Details**

Detailed drawings showing the eaves, parapets, reveals, corners and soffits of the proposed buildings shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Thereafter only such approved details shall be implemented.

Reason: To ensure the satisfactory development of the site.

4. Compliance: Landscaping - Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: To protect the amenity of the locality.

Informatives

Original Planning Permission

The original planning permission HGY/2017/3117 still stands and all its conditions and informatives still apply, in particular materials, landscaping, bio-diversity play space, lighting, wheelchair units and SuDS conditions include ongoing requirements. This approval and that permission should be read together.

Working with the applicant (LBH Development Management)

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

Designing out crime – certified products (Metropolitan Police)

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

Naming of new development (LBH Transportation)

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

Party Wall Act (LBH Development Management)

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

Sprinkler installation (London Fire Brigade)

INFORMATIVE: The authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs to businesses and housing providers and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

Community Infrastructure Levy

INFORMATIVE: Based on the information given on the plans, the Mayoral CIL charge will be £527,340 (8789sqm x £60 x 1) and the Haringey CIL charge will be £1,577,801.20 (8789sqm x £165 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

APPENDIX 1 – Plans and application documents

Plans:

Location Plan 1:1250 A3 439/P/EQ/050

100 SERIES - PLANS

Existing Building Plan 1:500 A2 439/P/EQ/051

Building D1 and D2 - Level 00 1:250 A2 439/P/EQ/100

Building D1 and D2 - Level 01 1:250 A2 439/P/EQ/101

Building D1 and D2 - Level 02 1:250 A2 439/P/EQ/102

Building D1 and D2 - Level 03 1:250 A2 439/P/EQ/103
Building D1 and D2 - Level 04 1:250 A2 439/P/EQ/104
Building D1 and D2 - Level 05 1:250 A2 439/P/EQ/105
Building D1 and D2 - Level 06 1:250 A2 439/P/EQ/106
Building D1 and D2 - Level 07 1:250 A2 439/P/EQ/107
Building D1 and D2 - Level 08 1:250 A2 439/P/EQ/108
Building D1 and D2 - Level 09 1:250 A2 439/P/EQ/109
Building D1 and D2 - Level 10 1:250 A2 439/P/EQ/110
Building D1 and D2 - Level 11 1:251 A2 439/P/EQ/111

200 SERIES - ELEVATIONS

Building D1 - Elevations 1:250 A1 439/P/EQ/201
Building D2 - Elevations 1:250 A1 439/P/EQ/202

250 SERIES - BAY STUDIES

Building D1 - Elevation Bay Study 1:50 A1 439/P/EQ/251
Building D2 - Elevation Bay Study 1:50 A1 439/P/EQ/252

300 SERIES - SECTIONS

Building D1 and D2 - Sections 1:250 A1 439/P/EQ/300

Documents:

- Covering letter – Feb 2019;
- CIL forms – Feb 2019;
- Design & Access Statement incl. Landscaping – Feb 2019;
- Statement of Compliance with Design Code and Parameter Plans – Feb 2019;
- Planning Statement - Feb 2019;
- EIA Further Information Report (incl. Air Quality Assessment, Drainage Assessment, Noise Impact Assessment) – Feb 2019;
- Daylight & Sunlight Statement – Feb 2019;
- Transport Statement – Feb 2019;
- Eastern Quarter Cultural Strategy – Feb 2019.

APPENDIX 2 – Summary of Consultation Responses

Stakeholder	Representations	Officer comments
Internal:		
Transportation	<p>The proposal is consistent with the consented outline application and as such does not raise any new question regarding transport. The approach to car parking is consistent with London Plan Policy 6.13 and Haringey Policies SP7 and DM32 i.e. a presumption in favour of a car-free developments in locations of excellent access to public transport. Cycle parking accords with the London Plan in terms of quantum but further details on the form of cycle parking should be provided. The delivery and servicing arrangements are acceptable.</p> <p>The transport and highway impacts will essentially be the same as the assessment for the consented outline scheme and does not raise any concern in this regard.</p> <p>The proposal is generally acceptable in transport terms, assuming that all relevant planning obligations and conditions relating to transport remain binding as part of any planning consent.</p>	<p>Noted.</p> <p>All relevant planning obligations and conditions attached to the Hybrid consent remain valid.</p>
Design	<p><u>Principle of Development</u></p> <p>The proposed “Clarendon Square” development on the former gasworks at Haringey Heartlands is a large and complex masterplanned development that has been under preparation since 2008. An earlier scheme by different architects (Make) was approved in outline in 2012 (HGY/2009/0503). The applicants, National Grid, then entered into a joint venture with Berkeley Homes, as St William, and commissioned new architects (Panter Hudspith) to improve the masterplan and progress to development. The replacement</p>	<p>Noted.</p>

	<p>hybrid planning application (HGY/2017/3117) was approved in April 2018, with full planning permission for what is being referred to now as “The Southern Quarter”, and outline permission, with an indicative scheme, parameter plans and a Design Code for the rest. One part of the development, known for now as “Block C”, has the same footprint as in the original Make approval, so its revised design has been approved as a separate reserved matters approval and minor amendment (HGY/2017/0821). This application (HGY/2019/0362) is the first reserved matters application for a part of the Panter Hudspith masterplan approved hitherto in outline as part of HGY/2017/3117.</p> <p><u>Outline Permission, Masterplan & Design Code</u></p> <p>This application is for two blocks of seven that make up what is being known as “The Eastern Quarter” of the Clarendon Square development. This “quarter” will sit to the east of the main north south street through the development (Mary Neuner Way / Clarendon Road / “the spine road”) and to the north of the central “Community Park” that will stretch from Hornsey Road to the east to the railway embankment to the west; the Southern Quarter sits to the south of the park and Block C to the north of the park on the west side of the spine road, whilst there will be further, later phases for the remaining outline parts of the masterplan north and north-west of the Eastern Quarter. The eastern quarter will eventually comprise seven residential blocks, known for now as “Blocks D1 to D4” and Blocks E1 to E3, along with vehicular, energy and landscaping infrastructure; in the masterplan & hybrid approval this includes underground parking and an energy centre under parts of the Eastern Quarter, but not this part, which sits on the</p>	
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	<p>ground with no basement below either its buildings or associated open space.</p> <p>The two blocks of this proposal, Blocks D1 and D2, are at the southern edge of the Eastern Quarter, they therefore face Block B4 directly across the park, Block A4 diagonally across the park and street and C1 across the street. The Eastern Quarter will be separated from the back gardens of existing houses on Hornsey Park Road to the east by the “Moselle Walk”, a gated public footpath and linear ecological park; the culverted River Moselle runs underneath the park and Moselle Walk. To the northern side of the Eastern Quarter the character of the development will become more urban, the density and height greater, and with workspace (use class B1) and town centre retail uses on much of their ground floors, but in this part of the Eastern Quarter, as in Blocks A4, B4 and C1, the character will remain largely residential, albeit with some complimentary non-residential ground floor uses. Building C1 will have some retail on part of its ground floor, facing the street, A4 will have a residents’ gym and B4 will have a nursery facing the park. As agreed in the outline permission, Block D1, in this application, will have a ground floor retail unit facing the street and café/restaurant turning the corner and facing the park. Blocks D2 and D3 will be wholly residential.</p> <p>The open space on the north side of D1, between it and projected block E1, and to the west of D2, will act as a pedestrian street, a largely hard paved court providing pedestrian and emergency (including fire tender) access to D2. It will eventually connect to the central space of the Eastern Quarter, which will be a landscaped garden square bounded by Blocks D2, D3, E1 and E3. In the hybrid permission this was to be a private communal amenity space for</p>	
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	<p>those blocks, but this is now to be a public open space, accessible to all. It will also create a new pedestrian public route, connecting north-south street, via the space between D1 and E1, to Brook Road, the east-west street to the north east of the site, via a similar street-like space between D4 and E3. Brook Road will provide a direct route back to Wood Green High Road, the heart of the Metropolitan Centre, to the shops and facilities there, including the central library, and to Wood Green Underground Station, so both this public route and Moselle Walk will provide alternative useful routes for residents, as well as increased permeability across the development</p> <p>The footprints and maximum heights of D1 and D2 are as defined in the outline permission at between 5 and 10 storeys, with maximum and minimum heights above datum and the detailed proposals fall within these limits. The Design Code further defines the development parcels, including the requirements for gaps between the four D blocks, and in this proposal the gaps between D1 and D2 and between D2 and 3 are secured as private communal amenity spaces for Blocks D1 and D2 respectively. These gaps ensure the built form of the Eastern Quarter as a whole will not appear as a continuous solid built mass when viewed from the back gardens of the neighbouring houses on Hornsey Park Road, even when the whole of the hybrid application has been built, and this detailed proposal confirms that. It should also ensure that the view from the public Community Park is also not of a single built mass.</p> <p><u>Residential Quality, including flat, room and balcony sizes</u></p> <p>All flat and room sizes comply with or</p>	
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	<p>exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. Similarly, all residential units are provided with private amenity space in compliance with or better than London Plan and Mayoral Housing SPG requirements, in the form of balconies or roof terraces. Balconies are generally inset and located on corners benefiting from daylight from and views in two directions, and usually benefit from direct sunlight.</p> <p>All flats would also be able to use a variety of private communal external amenity spaces; one for each block, private to all residents of that block. These private gardens are proposed to be predominantly naturally landscaped and equipped with informal doorstep playable equipment suitable for under 5s, meeting at least half of the under 5s doorstep playspace requirement defined in the Mayors Playspace SPG for the block concerned as well as garden amenity space for other residents of all ages. Residents will also benefit from close access to public amenity space in the central garden square (to be delivered in the next phase of the Eastern Quarter), which will provide the remainder of the doorstep playspace requirement from the SPG for these and other blocks in the Eastern Quarter as well as garden amenity space for other residents of all ages.</p> <p>The alignment of the site and of Block D1 in particular, which is a long, thin block primarily aligned east-west, means that it is inevitable that some flats will be north facing single aspect, but the number is minimised as much as possible to just one per floor on the intermediate floors. However, none in D2 are north facing single aspect and in both blocks the majority are located on corners, with all that are not being single bedroom flats, and all those having projecting balconies allowing</p>	
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	<p>a second (and often third) aspect. All flats will have an aspect onto interesting views including green space.</p> <p>In general, the quality of residential accommodation proposed is consistently high, and notably with no external visual distinction or difference in quality between housing of different tenure or affordability.</p>	
Housing Development	<p>As part of an overall balanced mix, the two buildings providing 100% Shared Ownership units is acceptable.</p> <p>Disappointing number of single-aspect north facing flats but difficult to avoid if mono-tenure and smaller units.</p> <p>Design acceptable.</p>	Noted.
Regeneration	<p>Commercial Units - This is a great opportunity to relocate some of the Clarendon Gasworks meanwhile (uses such as Goodness Brewery) into permanent accommodation in the commercial units on this site - exemplifying and testing the St William/Millco meanwhile to long while principle. The future use/user should be involved in the design of the building.</p>	<p>Noted.</p> <p>The Hybrid consent requires a range of commercial and non-residential accommodation to be provided across the masterplan area. Most of this space is proposed to be located in the more urban northern quarter of the site. A mix of smaller commercial accommodation are interspersed with serviced workspace for local businesses. There are also larger units suitable as HQs for more established businesses.</p> <p>A condition (52) is attached to the Hybrid consent requires a</p>

	<p>Water feature - The scale of the ornamental water feature is such that it will take up a large proportion of the external functional amenity space, unless it can be used for recreation. It's additional purpose regarding ecology, water filtration or recreation should be clarified. It should be designed as a generous water feature to make the scheme more child friendly, interactive and create a massive popular draw to the area (a bit like a mini Granary Square).</p>	<p>Commercial and Workspace Strategy to be submitted and agreed by the Local Planning Authority prior to the occupation of any commercial floorspace. This Strategy must complement the existing and emerging cultural and economic offer in and around the site and demonstrate how new workspace meets the needs of commercial undertakings.</p> <p>The central area of the approved park was subsequently redesigned through the introduction of a gas holder water feature which utilises the footprint of the former gas holder on site. This design sought to provide an iconic and symbolic feature in this part of the park. The existing gas holder brick perimeter wall will be retained and raised in height. The brick wall will be used to separate a treated inner pool planted with natural reeds from a shallower treated play feature adjoining the park. Decking will sit above the water feature and connect the community cafe to the</p>
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	<p>Moselle walk - The landscaping should refer to the Moselle and allow for future daylighting of it once the river is accessible.</p>	<p>wider park. The water rill, which begins in the west of the park, will re-emerge on the eastern edge of Mary Neuner Road and symbolically track the route of the Moselle before cascading into the gas holder</p> <p>The rain gardens required to provide a SUDS function will be relocated to the southern edge of the water feature to provide a naturally planted border to the feature.</p> <p>Officers consider the proposed changes to the landscaping are a significant improvement in quality to the approved landscaping of the public park and improves the historical referencing of the site.</p> <p>The proposed landscaping of Moselle Walk will refer to the Moselle via signage and appropriate artwork to be agreed via condition and the Cultural Strategy.</p>
<p>Public Health</p>	<p>Satisfied that the scheme addresses previous concerns raised below.</p> <p>Assurances that quality of approved development is not materially diminished</p>	<p>Noted.</p> <p>There is no intention to diminish the quality of</p>

	<p>between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used) (NPPF p130).</p> <p>We would like to know from developers on further measures that will be taken to prevent complaints from existing residents.</p>	<p>design post consent as per the approved detailed Southern Quarter. Materials are subject to a planning condition attached to the Hybrid consent and any change to the scheme will require the agreement of the Local Planning Authority.</p> <p>The developer will continue to engage with local existing residents through attendance at the Resident and Business Liaison Group, attended by representatives of the Parkside Malvern Residents Association.</p> <p>Design principles including Secure By Design measures are to be incorporated into the scheme to ensure the safety and well-being of people living, working and visiting the development so it is hoped that any residents complaints relating to anti-social behaviour will not occur.</p> <p>The Met Police Designing Out Crime officer is satisfied with the proposals subject to further details being submitted via conditions attached to the Hybrid consent.</p>
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	<p>We recommend a community food-growing infrastructure in the residential areas (PHE Spatial Planning for Health 2017).</p> <p>Consider part shelter in one of the open spaces with seating areas to maximise community cohesion.</p>	<p>Condition 9 (Noise and Vibration) requires noise and vibration resulting from the scheme to be restricted to agreed levels in order to prevent impact on existing neighbours so it is hoped that this will not be a cause of future complaints.</p> <p>Community planting beds are proposed for the central courtyard within the Eastern Quarter. This will be accessible to all residents within the Clarendon scheme and all members of the public. Detailed proposals for these will be included within future reserved matters applications as this area of public courtyard is outside of the planning application boundary for D1 & D2.</p> <p>Through meetings with the Secure by Design officer, the developer has been discouraged from introducing covered seating areas as it is viewed as encouraging congregation & anti-social behaviour during periods of bad weather. Community cohesion is being encouraged through large areas of</p>
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	<p>We recommend a minimum ball court to be created within the major development plans to encourage active lifestyle for all ages (Mayor of London and Sports England Guidance)</p> <p>More details on the cycle parking infrastructure (i.e. materials, security) in addition cycle in line with the 2016 London Cycle Design Standard.</p>	<p>shared amenity space, new pocket and community parks and the urban square in the northern quarter that will be designed to encourage use for community events.</p> <p>Within the approved masterplan and illustrative landscape masterplan there is not sufficient space to accommodate a ball court. The approved masterplan demonstrated that play space provision either met or exceeded policy requirements.</p> <p>LBH Transportation has reviewed the cycle parking proposals and confirmed that these are in line with the GLA's design standards. Cycle provision/storage details are subject to a condition attached to the Hybrid consent.</p>
<p>Waste Management</p>	<p>No comments further to the Hybrid consent.</p>	<p>Noted.</p> <p>The waste management aspects relating to this phase are covered by provisions in the Hybrid consent.</p>
<p>Environmental Services</p>	<p>No comments further to the Hybrid consent.</p>	<p>Noted.</p> <p>Pollution and land contamination aspects relating to this phase are covered by</p>

		provisions in the Hybrid consent.
Carbon Management	Further details to be submitted and considered when relevant conditions are to be discharged.	Noted.
Nature Conservation	No objections subject to further details to be submitted and considered via condition.	Noted. A Landscaping condition is attached to the Reserved Matters application.
External:		
Transport for London (TfL)	Considering the scale, nature and location of the proposal TfL has no comments.	Noted.
Environment Agency	No objections. The land contamination aspects relating to this phase of the development are being dealt with through condition 31 of the Hybrid consent.	Noted.
Metropolitan Police (Crime Prevention)	There are two main concerns relating to the destination control for the lifts which has been confirmed and the switching of the plant room and the commercial refuse room to reduce the commercial footfall through the red zone. All other concerns can be addressed at the technical stage under the Secured by Design condition attached to the Hybrid consent.	Noted.
Thames Water	Having reviewed the documentation attached to the reserved matters application, I cannot see that any of those matters impact on water and waste water supply and we therefore have no comments to make.	Noted.
London Fire Brigade	Providing the blocks are being provided with dry rising mains we would have no objection to the fire-fighting access to the blocks subject to the system conforming to the British standards and access to the mains inlets meeting Part B5 of the Building Regulations.	Noted. The blocks are being provided with dry rising mains and the system will conform to the British Standards with access to the mains inlets meeting Part B5 of the Building Regulations.
Public:		

Neighbouring occupier	Object - there is no social rented accommodation included in the scheme. It is entirely Shared Ownership.	The affordable accommodation within this phase forms part of a wider provision to deliver no less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% Affordable Rent and 51.7% Shared Ownership by habitable rooms.
Neighbouring occupier	<p>Major change with this development.</p> <p>Supportive of the landscaping and creation of Moselle Walk but concerned that Building D2 will affect privacy to rear gardens and block sunlight.</p> <p>How will the public path be secured? Will the entrance be locked and will neighbouring residents have access?</p>	<p>Noted.</p> <p>Building D2 is designed in accordance with the requirements established by the Hybrid planning consent in respect to siting, height and appearance. These requirements followed a careful assessment of the potential impact of the development on neighbouring properties to ensure that their amenity would not be adversely affected.</p> <p>Moselle Walk will be secured via gates at each end which will be locked at night.</p> <p>The Met Police Designing Out Crime officer is satisfied with the proposals subject to further details being submitted via conditions attached to the Hybrid consent.</p>
Neighbouring	Construction works cause house to shake	The developer, St.

<p>occupier</p>	<p>and cracks to appear.</p> <p>Trees need urgent pruning and are causing damp, cracking and branches are blocking chimney and have damaged aerial.</p>	<p>William have recently met with the resident concerned to assist with her concerns.</p> <p>Construction on site is subject to Building Regulations and guided by a series of technical requirements and guidance including a Construction Environment Management Plan, Groundwater management Plan, Piling Method Statement and Drainage Strategy. These provisions are designed to ensure the development is constructed in a robust, safe and responsible manner.</p> <p>Any damage caused to neighbouring property as a result of construction works is a civil matter, however the developer will continue to engage with residents throughout the build process to ensure that issues arising are properly resolved.</p> <p>The developer has undertaken some works to remove branches voluntarily in consultation with LBH Tree section as part of the temporary</p>
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	<p>Can a fence be erected between the site and garden to screen and protect against construction works?</p>	<p>information centre works.</p> <p>The developer is unable to undertake any further pruning as advised by LBH tree officers and it does not hold the appropriate license.</p> <p>The developer has confirmed that once they have taken ownership of the land, they will ensure that the whole site boundary is secured, and the necessary solid fencing is erected adjacent the neighbouring property.</p>
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APPENDIX 3 – Quality Review Panel report

14 November 2018

Summary

The Quality Review Panel warmly supports the way that detailed designs for Clarendon Gasworks Eastern Quarter are evolving, promising high-quality development. As design work continues towards submission of a reserved matters application, the panel highlights some areas where there is scope for refinement to make the most of the opportunity to create a new quarter for the Haringey Heartlands. The panel would encourage further exploration of the design of the ground floor / basement level frontage, and entrances / approach sequence to all blocks. It would welcome refinements to the materiality of the blocks, to enhance the architectural expression of the development. In terms of the open spaces within the site (including the Moselle Walk), the panel would support further work to explore the issues of surveillance, overlooking and access, to ensure that open spaces are safe and well-used, and avoid creating tensions between different groups of residents. Further details on the panel's views are provided below.

Public realm and landscape

- The panel welcomes the emphasis on landscape and ecology as well as the social interaction aspect of the design of the public realm.
- The panel would encourage further consideration of how external spaces will be sub-divided, and how this will translate into physical boundary treatments.
- The landscape strategy should ensure that planting schemes will look good throughout the whole year. The design team should avoid an approach to the landscape that is very verdant in summer but austere in winter.
- The relationship between affordable housing and play space / open space would benefit from further thought, to avoid overlooking issues which might create unnecessary tension between residents e.g. between block D2 and the adjacent courtyard.
- The panel notes that the proposed Moselle Walk (to the rear of blocks D2, D3 and D4) seems very narrow and includes a lot of vegetation. As it also lacks direct surveillance and is located away from the main pedestrian and vehicular thoroughfares, this may result in the route being perceived as an isolated and unsafe area.
- Bedrooms (rather than living rooms) overlooking the proposed Moselle walk will not provide enough passive surveillance; the panel would encourage further thought on this aspect. The potential exists to extend balconies out into the area of the walk so that they provide more active surveillance of this part of the public realm.
- Access points from the affordable housing blocks into the Moselle Walk could also help to improve surveillance and activity. The panel wonders whether it may be of benefit to re-think the nature of this area of land that runs to the rear of blocks D2, D3 and D4. It would encourage the design team to explore using this area as garden spaces.
- A strategic approach to mitigating antisocial behaviour through design should also be adopted in this part of the masterplan. Fixtures such as security lights

and CCTV cameras should be designed in at the earliest stages if they are considered likely to be necessary, to avoid the need for retrospective measures. At a detailed level, design to deter motorbikes would also be encouraged.

Architectural expression and scheme layout

- The panel thinks the architectural expression reflects a good contextual understanding of the local area. It welcomes the ongoing involvement of the design team as the detailed design of the architecture continues.
- Due to the overall size and scope of the masterplan, it would encourage the design team to seek out ways of enhancing the variety, interest and richness of the different blocks.
- Broadening the materials palette to include some elements of 'surprise' could help to punctuate and diversify the predominantly brick architecture within the scheme.
- The quality of materials and construction will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.
- Further consideration of the different entrances and approaches through the scheme would be welcomed, as there are some very complex wayfinding requirements.
- Exploration of what it would be like to approach and walk through this part of the masterplan, and the sequence of views will be helpful to test wayfinding. This will be especially important in terms of the pedestrian route up to raised podium level entrances and spaces.
- The panel notes that the overall development is extremely large, and highlights that clarity on arrangements for visitors (including visitor parking) will be required.
- Thinking about the design of entrances to each block, and how these could be made distinctive, could also help residents and visitors find their way around. There are some areas where the external walls of the ground floor basement levels actually front onto – and address – parts of the public realm. Where this happens, careful thought will be needed to ensure activation and visual interest.
- The panel would also encourage the design team to explore further how the adjacent buildings frame external spaces, and how different elevational treatments will 'talk' to each other.

Next Steps

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

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Appendix 4 – Plans and Images

The Illustrative Masterplan



Ground floor level plan - Building D1 and D2



Townscape views of Building D1



View north along Mary Neuner Road



View looking south along Mary Neuner Road



View looking across gasometer water feature to ground floor café use.



View from new Community Park looking across towards ground floor café.

Townscape views of Building D2



View looking east down communal courtyard towards main entrance



View looking from the central courtyard of the Eastern Quarter. Design of central courtyard indicative only and will be determined as part of a future reserved matters application (Development Zone E)



View of new Community Park and Moselle Walk



View looking south along the Moselle Walk

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2018/3145**Ward:** Noel Park**Address:** 22-42 High Road N22 6BX

Proposal: 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.

Applicant: Lazari Developments Ltd**Ownership:** Private**Case Officer Contact:** Samuel Uff**Date received:** 24/10/2018 **Last amended date:** 30/04/2019

1.1 The application is being reported to the Planning Committee as it is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed mixed use development would provide a suitable residential density, retail, commercial and business quantum, including a large hotel use.
- Implementation of the permission will be reliant on the safeguarding restriction of the site and shall not be developed unless the Cross Rail 2 Safeguard is revoked.
- The development would provide 40% affordable housing, with 64% of this provision for Social Rented and 36% for London Living Rent, (no option for occupier purchase). The Council will have first option to purchase the affordable units.
- A suitable housing mix of one, two, three and four bed units is proposed for both affordable housing tenure and the scheme as a whole. A total of 25% family housing will be provided within the development.
- The development will create a laneway between the High Road and Bury Road, in accordance with the aims of the Wood Green AAP and Site Allocation.
- The scale and massing would not stymie other development within the Site Allocation and has been designed with a contextual approach to these sites.

- The contemporary design and materiality would have a positive impact on the on the visual appearance of the area, would protect key local views and would not harm local heritage assets.
- The development would not have an adverse impact on surrounding amenity.
- The development would provide sufficient number of appropriately located car and cycle parking and would encourage sustainable transport initiatives in an area with excellent public transport links.
- Private amenity space would be provided for each flat, as well as access to generous communal amenity spaces and the public space created in the laneway courtyard.
- The development would achieve low carbon and renewables objectives.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives 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 Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 09/08/2019 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)

1. Time limit – 5 years
2. In accordance with plans
3. Flexible Retail space floorplans
4. B1 / /D1 use
5. Materials
6. Commercial hours of operation

7. Accessibility
8. Ventilation of A3 uses
9. Site levels
10. Communal satellite dish only
11. Public realm landscaping
12. Internal landscaping
13. External lighting
14. Updated AQ assessment
15. Contaminated Land
16. Boilers
17. Dust management
18. NRMM regulations
19. Plant machinery
20. No infiltration
21. Piling method
22. Borehole investigation
23. Waste storage
24. Secured by design
25. London Underground asset protection
26. Water infrastructure capacity
27. Water main protection
28. Commercial fat traps
29. Bury Road gardens
30. Cycle parking
31. Delivery and service plan
32. Construction management / logistics plan
33. Parking management plan
34. EV charging
35. Plant noise limits
36. Internal noise protection
37. Commercial sound insulation
38. Re-radiated noise
39. Drainage scheme
40. Energy network quality
41. Commercial BREEAM objectives
42. Overheating study
43. Living roof details
44. Tree protection plan
45. Solar panels
46. Details of security gates
47. Opening hours of security gates
48. Base build blinds

Informatives

- 1) Positive / proactive manner

- 2) CIL liable
- 3) S106
- 4) Street numbering
- 5) Soil contamination
- 6) Piling
- 7) Asbestos
- 8) Hours of construction

Section 106 Heads of Terms:

1) Crossrail final sign off of conditions:

- No development unless either:
 - TfL consent;
 - Crossrail does not come forward or re-aligns;
 - The need for protection can be designed out
- Subject to confirmation from Crossrail the Secretary of State for Transport will be asked to resolve any disputes

2) Affordable Housing Provision

- 40% affordable by habitable room
- 64% social rent (with no sale) and 36% intermediate rent (London Living Rent)
- Occupier no option to buy Affordable / Intermediate rented
- LBH first option to purchase social rented affordable purchase

3) Public Realm and Highway Improvements on Bury Road

- Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
- Financial contribution

4) Energy Statement Update and Review

- Assessment of the development's potential to integrate CHP
- Review of submitted Energy Statement prior to commencement
- Provision of financial contribution towards carbon offsetting of £276,372
- Sustainability review before occupation (plus any additional carbon offset if required)

5) Energy Centre

- Best endeavours to connect to Wood Green DEN energy centre

6) Considerate Contractor Scheme Registration

7) Sustainable Transport Initiatives

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

8) Car Parking Management Plan

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

9) Employment Initiatives – Local Training and Employment Plan

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

10) Child Play Space Off-Site Contribution

- £28,918 off site provision

11) Shell and core fit out

- The courtyard workspace units will be fit out to shell and core with a landlord contribution to the fit out once a tenant has been secured.

12) Monitoring Contribution

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

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:

1. In the absence of a legal agreement securing the provision of onsite affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
2. The proposed development, in the absence of a legal agreement to secure planning obligation to ensure that the site as Designated Crossrail 2 Safeguarding were complied with and not contravened, to jeopardise future transport connectivity within the locality and wider setting. As such, the proposal would be contrary to NPPF guidance, Policies 2.8, 2.10, 2.11, 2.18, 6.1, 6.2, 6.4 and 6.5 of the London Plan 2016, Policy SP7 of the Local Plan 2017 and Policy DM31 of the Development Management, DPD 2017.
3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, Policy DM31 of the Development Management DPD.
4. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.
5. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

- 2.7 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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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of the existing commercial buildings (former BHS store) and replacement with a three to eight storey, mixed use development, including residential. The site would contain a central laneway, with scheme for gating outside of business operation hours and associated courtyard behind. This would consist of an eight storey High Road frontage and courtyard blocks, transitioning to a five storey and three storey frontage on Bury Road.
- 3.1.2. The hotel block (C1 use class) would be located in the north-eastern corner of the site with a seven storey height along Whymark Avenue and five storey height on the junction with Bury Road.
- 3.1.3. First floor podium gardens would be set behind the High Road blocks and behind the courtyard and Bury Road blocks. These would be accessed from the main lobbies of the residential blocks and would be accessible for all residents.
- 3.1.4. The High Road frontages would accommodate a generously proportioned, high ceiling retail frontage. Basement provision for additional retail floorspace and back of house space would be sited below Block A on the High Road. This would amount to a total of 3,450sqm retail A1-A3 floorspace, with an emphasis on A1 retail functionality. The upper floors of this frontage would provide affordable housing in the first seven storeys, with private flats on the recessed top floor.
- 3.1.5. Ground floor use within the courtyard would be predominantly workspace and would provide approximately 525sqm of business (B1 use) and selected non-residential institutions (falling within D1 use). The Bury Road frontage would be primarily residential, other than the junction with Whymark Avenue.
- 3.1.6. The laneway and associated courtyard would provide a public space, with playspace, work space and public and restaurant seating areas. All flats would also be accessed off of this courtyard and both open and covered cycle parking would be provided off of this space. A large tree and soft landscaping would also be planted as a focal part of the courtyard.
- 3.1.7. The Bury Road frontage would have two vehicular accesses; one adjacent to the hotel and one adjacent to the rear of the neighbouring site at no.44-46 High Road. The first of these would provide a mix of accessible parking bays for the hotel and residential uses and the latter would be solely residential parking and integrated cycle parking and refuse stores.
- 3.1.8. The materiality of the High Road would create a glazed ground floor retail frontage, broken up with concrete frames and a fascia that would partially screen the first floor of residential flats. The two storey bays would have a mix of metal

railing balcony, screening aluminium fins, with textured coloured panels in the recessed parts. The recessed roof would be formed of metal cladding with balustrade screening for the top floor terrace.

- 3.1.9. The materials of the courtyard blocks include metal cladding with projecting balconies. Toward the rear of the site, the Bury Road blocks would be in tones of red brick, to reflect those of the residential dwellings in the vicinity. The hotel use along Whymark Avenue would also continue this materiality but would introduce a zig-zag metal clad roof.

3.2 Site and Surroundings

- 3.2.1 The site is located on the north-eastern side of High Road, Wood Green and contains an undistinguished set of buildings. The site covers a total of 0.8 hectares and has frontages on Whymark Avenue and Bury Road, as well as the main High Road elevation.

- 3.2.2 The site is currently occupied by a number of smaller retail uses since the BHS occupants vacated the site. The buildings contained within the site have a variable height of single storey to four storeys, with an active retail frontage along the High Road and back of house along Whymark Avenue and Bury Road. Throughout ground and first floor of the existing buildings there is a provision of underused and deteriorating floorspace of 6,888sqm, consisting predominantly of retail (A1) and restaurant (A3) use, with a modest amount of office (B1) use.

- 3.2.3 The character of the area varies between the retail high street functionality of the High Road and the residential character of Bury Road. The High Road has a varied design of buildings, especially in this part. Bury Road has a distinctly more residential character and forms part of the Noel Park Estate, but is not within the conservation area. These buildings have a more traditional red brick appearance and are of a lower scale than the High Road and those along Whymark Avenue.

- 3.2.4 The High Road is designated as a Primary Shopping Frontage in the Development Management DPD. The site is not within a conservation area and does not contain any statutory or locally listed buildings.

3.3 Relevant Policy Designations

- 3.3.1 The site is part SA14 (16-54 Wood Green High Road) in the Site Allocations DPD 2017, and is also within WGS13 (16-54 Wood Green High Road) in the emerging Wood Green Area Action Plan (WG AAP).

- 3.3.2 The two allocations broadly agree with regard to the development aims of the site. The latter is more detailed and the most recent, albeit that the former has considerably more planning weight. From Wood Green AAP SA13, the site

allocation is for the *“Comprehensive redevelopment of current buildings for mixed use development.”*

- 3.3.3 The Site Allocations DPD involve other buildings including the modern retail units that are not part of this development at nos. 16 - 20 High Road, with Tarshish restaurant above. At the other end of the site allocation are the Sainsbury's and M&S buildings, separated by a small anomalous building at no.42 (Kaspa's Desserts).
- 3.3.4 The site itself is located within an area designated as a Crossrail 2 Safeguarding Area, as an area of surface interest for the future delivery of Crossrail 2. This would mean that any development would be dependent on the safeguard is being amended.
- 3.3.5 The site is located within the London Plan strategic view from Alexandra Palace to Central London / St Paul's Cathedral (London Panorama 1), as well as the view of Alexandra Palace from Downhills Park Road, which is a Haringey Locally Significant View (Linear View 21).
- 3.3.6 The site is also designated as Wood Green Metropolitan Centre, Primary Shopping Frontage and Growth Area, as well as a Potential Location for Tall Buildings.

4. CONSULTATION RESPONSE

4.1. Planning Committee Pre-Application Briefing

- 4.2. The proposal was presented to the Planning Committee at a Pre-Application Briefing on 15 January 2018. The relevant minutes of the meeting are described below:
- 4.3. The Planning Officer and representatives for the applicant gave a short presentation on early plans for the scheme.
- 4.4. The Committee noted the following response to their comments and questions:
 - The developers had been mindful of not creating small pockets of spaces where it may encourage anti-social behaviour. It was hoped that the openness of the courtyard, the lighting, and the A3 unit would prevent this.
 - Part of the balconies would be dedicated as winter gardens to allow for better use. For the properties without balconies, there would be adequate shared amenity space.
 - There was already an operator interested in developing the hotel, which demonstrated the level of demand in the area.

4.5. Quality Review Panel

- 4.6. The scheme has been presented to Haringey's Quality Review Panel on 15 November 2017 and for a Chair Review on 9 May 2018.
- 4.7. The notes are set out in Appendix 5.
- 4.8. **Development Management Forum**
- 4.9. A Development Management Forum was held on 12 June 2018.
- 4.10. **Greater London Authority - Pre-Application Meeting**
- 4.11. This was held with GLA on 25 March 2018.
- 4.12. **Application Consultation**
- 4.9. The following were consulted regarding the application:
- 4.10. INTERNAL REPRESENTATION SUMMARY
- 4.11. Design Officer
- 4.12. This proposal is a well-designed redevelopment of a large and important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby.
- 4.13. Conservation Officer:
- 4.14. No objection to development or impact on mediaeval and post-mediaeval moated manor (as raised by Historic England)
- 4.15. Transportation Officer:
- 4.16. No objection subject to condition and S106.
- 4.17. Housing:
- 4.18. The amended mix of tenure and affordable housing provision and type of affordable provision is acceptable.
- 4.19. Carbon Management:

- 4.20. No objection subject to conditions and S106. Details of future overheating modelling for Block A required and future retrofitting management plan.
- 4.21. Drainage Officer
- 4.22. No objection, subject to conditions
- 4.23. Pollution:
- 4.24. The development will be air quality neutral. No objection subject to conditions.
- 4.25. Noise:
- 4.26. No objection subject to conditions.
- 4.27. Licensing:
- 4.28. No objections subject to conditions regarding hours of operation.
- 4.29. EXTERNAL REPRESENTATION SUMMARY
- 4.30. Greater London Authority:
- 4.31. Development should not conflict with the Crossrail 2 safeguarding. Principal of development, affordable housing provision and quantum is acceptable. Minor design alterations suggested. Revisions for Carbon reduction required. Transportation issues to be addressed. Sustainable drainage and flood risk require further consideration.
- 4.32. Transport for London:
- 4.33. No objection subject to S106 obligation regarding no development until TfL approval of works on this designated safeguarded site and subject to conditions. More cycle parking required in line with draft London Plan.
- 4.34. London Underground Lines
- 4.35. No objection subject to condition.
- 4.36. Crossrail 2:
- 4.37. No objection subject to S106 obligation regarding no development until TfL approval of works on this designated safeguarded site and subject to conditions.
- 4.38. Historic England:

- 4.39. Attention drawn to the mediaeval and post-mediaeval moated manor of Dovecote House/Ducketts and is unlikely to affect buried remains associated with it, subject to Conservation consideration.
- 4.40. Thames Water:
- 4.41. No objection subject to conditions.
- 4.42. London Fire Brigade
- 4.43. None received.
- 4.44. Metropolitan Police
- 4.45. No objection subject to Secure by Design conditions.
- 4.46. Environment Agency
- 4.47. No objection subject to conditions.
- 4.48. National Grid
- 4.49. No objections

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

2 Neighbouring properties
Residents Association
8 site notices were erected close to the site
Press notice posted on 02/11/2018

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

No of individual responses:

Objecting: 1
Supporting: 2
Others: 0

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

- Support the new homes and businesses in the area. (s)
- Beneficial for local businesses (s)

- Height of development (o)
- Overcrowding (o)
- Impact on highways congestion and safety (o)
- Parking (o)

6.1 Principle of the development

6.1.1 Policy Framework

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

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

6.1.4 *National Policy*

6.1.5 The National Planning Policy Framework 2018 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'approving development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

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

6.1.1 *The Development Plan*

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

6.1.3 *Regional Policy*

- 6.1.4 The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.1.5 Wood Green is situated within an Intensification Area (Haringey Heartlands/Wood Green) as designated by the London Plan 2016. The Mayor identifies Intensification Areas (IAs) as being 'built up areas with good existing or potential public transport links' that can 'support redevelopment at higher than existing densities'.
- 6.1.6 Annexe 1 to the London Plan states that Wood Green town centre may be developed for 'high-density, mixed use schemes'. The IA sets a minimum target for new homes of 1,000, with an indicative employment capacity of 2,000 jobs.
- 6.1.7 Furthermore, the emerging draft London Plan identifies the site as being within the Wood Green/Haringey Heartlands Opportunity Area, demonstrating greater targets for home building and job creation in this area of 4,500 new homes and 2,500 jobs, further developing the potential of Wood Green as a Metropolitan town centre.
- 6.1.8 Wood Green and Turnpike Lane underground stations have been identified for siting on the proposed Crossrail 2 rail link, whilst increased capacity to the Piccadilly Line is also expected in future as part of scheduled improvements to London Underground services.
- 6.1.9 *Local Policy*
- 6.1.10 Haringey's Local Plan Strategic Policies (2017) highlight the importance of growth areas within the Borough and states that the Council will promote development in Wood Green due to its designation as a key future growth location. The Local Plan has recently been updated to reflect a more challenging position in respect of overall borough-wide housing targets and affordable housing delivery.
- 6.1.11 The Site Allocations Development Plan Document 2017 (SADPD) gives effect to the Local Plan spatial strategy by allocating sufficient sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.
- 6.1.12 For proposals in Wood Green, the SADPD is supported by the emerging Wood Green Area Action Plan (AAP), which provides further site specific and area based policies that underpin the delivery of the Local Plan vision. The AAP aims to articulate the spatial vision for growth in this particular part of the Borough and it is anticipated to be adopted in late 2018.

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

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

6.1.15 Site Allocations

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

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

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

6.1.19 The site specific requirements of SA14 are as follows:

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

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

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

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

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

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

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

- Principles of High Road South Character Area should guide development;

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

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

6.1.25 Land Use Principles

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

6.1.27 *Retail and Employment Provision*

6.1.28 The London Plan 2016 states, in Policy 4.8, that a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that London needs should be supported.

6.1.29 SP10 of the Local Plan 2017 states that within Town Centres the Council will promote retail growth. Policy DM41 of the Site Development Policies DPD states that proposals for new retail uses in Town Centres will be supported where they are consistent with the size, role and function of the centre and its catchment, and where they sustain and enhance the vitality and viability of the town centre.

6.1.30 The High Road frontage of the site is within a Primary Frontage and Primary Shopping Area, as designated in the DPD. Whymark Road is not designated as a shopping frontage but the land is designated as part of the Primary Shopping Area.

6.1.31 The existing four storey building provides 6,888sqm of internal floor space in retail use although not all of this is tradeable area, as this would include administrative, staff recess and plant areas and is in a undesirable form for modern retailers. As part of this application the commercial floorspace would reduce marginally to 6,721sqm but be of high quality, modern floorspace.

6.1.32 It is relevant to note that the host building was purpose-built no later than the late 1950s for a department store-style retail business that is no longer operating

from the site. The site is no longer operational above ground floor level with much unused space.

- 6.1.33 It is accepted that current retailers require more flexible floor plates over a single floor. The age and quality of the existing buildings is also a concern for retailers. Analysis of the local market demonstrates that a high quality modern and flexible retail space would likely be attractive to a large number of retailers. The WG AAP refers to large units as being over 550sqm, which could be accommodated within the development. Therefore the scale of the site would allow the opportunity for larger comparison retailers to occupy the site.
- 6.1.34 The applicant investigated the possibility of creating first floor retail use as well, but considered that larger retailers would not be attracted by these secondary spaces. Provision and access to these first floor spaces would also have required a loss of desirable ground floor retail space for the additional core requirements, as well as potential loss of first floor affordable housing.
- 6.1.35 The desirable High Road retail frontage would provide a generous floor to ceiling headroom and the development as a whole would provide a secondary activated frontage in the proposed courtyard. A basement provision has been included under part of the retail use, which would also create additional retail floorspace if required by retailers.
- 6.1.36 The return frontages of the retail uses would create an entrance way to the courtyard and would also be activated through glazed display. The rear of Block D would create an external seating area, to be associated with a potential restaurant use. The WG AAP identifies that seating levels in Wood Green are currently poor and often privately controlled, so this provision within the courtyard would be another positive feature. The seating within the wider courtyard area would also provide public outside seating opportunities.
- 6.1.37 By designing the hotel use along Whymark Avenue the development would also create a more active frontage along this previously inactive part of the site. For the majority of this floorspace the use would be as an ancillary restaurant for the hotel, but not exclusively for hotel guests. The activation of this part of the site and transitional area between the retail frontage to the residential rear of the site is welcomed.
- 6.1.38 It is considered that the contemporary layout, updated facilities and improved street frontage design would provide significant benefits to the appearance of the retail frontage, and has the potential to attract high quality retail occupiers back into the area.
- 6.1.39 Fascia provision and window arrangements are such that the replacement space could be occupied as either large units with multiple windows or smaller subdivision should a large unit prove not to be in demand. The development can

then respond to changes in the retail market. The application form refers to approximately 2650sqm of A1 retail and 2850sqm of A3 use but, given the flexible use proposed, the exact quantum of each would be scrutinised more fully through condition.

- 6.1.40 DPD Policy DM42 refers to the total percentage of a primary shopping frontage not exceeding 35% unless it can be demonstrated that this would significantly enhance the vitality and viability of the centre. The quantum and layout of retail uses would be conditioned to ensure that a suitable level of A1 retail use would be provided and that active frontages would be created, thus ensuring a balance between A1 and A3 uses.
- 6.1.41 As well as the improved ground floor frontage the scheme would also create an additional retail space in the basement. In the broader consideration of the development the scheme would have strategic importance in improving the frontage, thus having a positive impact on vitality and viability of these primary shopping frontages. It is considered that the resultant activities would be suitable for a busy main road and primary shopping frontage location and therefore achieving the regeneration of this part of the High Road.
- 6.1.42 The use of the Whymark Avenue and rear of Bury Road for hotel provision is considered to enliven this corner of the site, whilst providing a transition of uses from the retail frontage and commercial courtyard. The presence of the restaurant at ground floor and hotel's office on the corner will aid this transition between the differing characters of the frontages.
- 6.1.43 The introduction of the hotel would diversify the employment and commercial functions of the site and this part of the Metropolitan centre. Likewise the permeable courtyard would activate the site as a new and desirable frontage. As such, the modernised and flexible floorspace would compensate for the minor reduction in commercial floor space in this part of High Road and would positively impact the viability and vitality of the town centre
- 6.1.44 Site allocations SA14 and WG SA 13 state that either town centre (SA14) or commercial/office (WG SA 13) activities are required above ground floor level. Only residential units are proposed on the upper floors as part of this development.
- 6.1.45 In terms of demand for office space, the submission notes that Wood Green is not currently an established office market and the existing office stock is dominated by local authority and small business spaces. Whilst there is some demand for small office space in the Borough these should be modern flexible office spaces for small and medium businesses provided in mixed-use developments and they should generally have a street presence in the form of dedicated and spacious reception and lobby spaces at ground floor.

6.1.46 In this regard, the provision of B1 uses within the new courtyard frontage is considered a suitable siting for business and work space use. As with the end user of the retail units, the exact business uses within the work space courtyard units and size of these units has not been determined at this stage. The application originally proposed a proportion of community facilities within the work space units, but the broadness of this use class could be problematic. A condition is recommended that would restrict the uses within the D1 use class.

6.1.47 The scale of the units would lend themselves to a variety of business uses and the applicant has stated that these would be completed to shell and core specifications for the end users. Specific details of shell and core fit out would be required via condition and an obligation captured with the S106 legal agreement. This could be from anything from office to light industrial workshops, which all fall within the B1 use class and a modest amount of D1, non-residential institutions. Floor plans for these end users will be required by condition to ensure active frontages are created.

6.1.48 As such, the proposal and its resultant regeneration of retail uses within the area and creation of a vibrant courtyard and laneway is considered to be of an appropriate size, role and function for its location, and would promote, sustain and enhance the vitality and viability of the Wood Green Town Centre and assist with employment. Therefore, the re-provision of the existing retail and commercial space and business provision in this location is acceptable in principle.

6.1.49 *Residential Use*

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

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

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

6.1.53 In providing 197 residential units this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location. This is the largest site within the site allocation and provides a suitable density of housing and provision of mixed use activity. As such, it is considered that the provision of residential units on this site is acceptable in principle.

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

6.1.55 *Hotel Use*

6.1.56 Policy DM53 of the DPD refers to hotels being appropriate where located within existing town centres, well served by public transport. As such the siting of the hotel is supported within Wood Green Metropolitan Town Centre and an intensification Area, with excellent PTAL of 6b.

6.1.57 The siting of the hotel along the Whymark Road return frontage from High Road is considered an appropriate siting. This frontage is less residential in character, so the active frontage of the restaurant and hotel lobby would create a transition from the commercial High Road frontage to the residential character to the rear.

6.1.58 Planning policy does not dictate the internal living space of a hotel nor the amenity for these occupants, beyond stating that they be of an adequate level. The layout of the hotel has been designed in consultation with an established hotel operator and details are considered to provide higher than adequate standards throughout and 10% of rooms will be wheelchair accessible.

6.1.59 The hotel will have a semi-public front of house, which could be utilised by the public, but primary function would be as a hotel use.

6.1.60 As such, the provision of a 134 room hotel is considered to be a suitable use and a beneficial addition to the site, local employment and wider area.

6.1.61 Masterplanning

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

6.1.63 The site is the largest land ownership parcel within of site allocation SA14 and WG SA13 (16-54 High Road). Pre-application discussions on this and the

neighbouring site at no.44-46 High Road (referred to as former M&S site) accepted that the various land owners would mean a comprehensive development of the entire site allocation would be problematic. However, development of the entire site allocation must consider how the entire site could be developed.

- 6.1.64 Officers consider that a varied approach to design, without uniformity between the two main parts of the site allocation, would be acceptable and could add a desirable variation to the street, whilst ensuring a contextual relationship and that the design suitably addresses the frontage.
- 6.1.65 The applicant has provided an indicative masterplan and cumulative townscape and visual impact assessment for the entirety of the site allocation. This masterplan indicates the most significant adjoining site at nos.44-46 High Road (referred to as former M&S site) broadly as per the recently refused application HGY/2018/1472. Although that proposal was refused in part due to the design, the potential for a form of development of that site remains a policy aspiration and any development would not be unduly affected by this proposal. The design of the current application site is considered to be a different approach to that of the refused application.
- 6.1.66 Incorporation of a laneway connecting the High Road frontage and that of Bury Road is a key part of the site allocation and thus, this masterplan. This is a key benefit of the proposed development in this application, which was not incorporated within that of the recent refusal for the M&S site.
- 6.1.67 The separation distance between the podium serving the adjacent block to the M&S site is such that the future development of an improved design on that site could still be fully achievable. Key features such as the established shop fascia and window material palette arrangement would have a contextual relationship with that scheme and any future submission for that site would be required to respect that relationship.
- 6.1.68 The adjoining building (Kaspa's) between the M&S site and the application site, at no.42a, contains a smaller retail building with residential above. This does not form part of either of the applications and could act as a transition between two variable heights and styles between the sites. Should a future application for that smaller site be submitted then this transitional approach would be further encouraged.
- 6.1.69 View 9 of the TVIA shows the cumulative impact of the proposed development and indicative form of the M&S site, as well as the southeast corner of the site (currently three storey retail with restaurant above). No submission has been forthcoming for this corner of the site allocation and future massing of that site has not been submitted, other than showing the existing three storeys. However, any future development of that site would not be stymied by the proposed hotel

or blank flank wall of the High Road corner of the residential use. As such the masterplan is considered satisfactory in this regard.

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

6.1.71 The submitted *Design and Access Statement* includes details of a masterplan that demonstrates accordance with these site allocation objectives, including the provision of a laneway and associated secondary frontages. No first floor town centre use has been provided, but the ground floor is a storey and half and has basement facilities, whilst the courtyard would provide a more suitable location for B1 uses than a first floor would provide.

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

6.2 Taller Buildings

6.2.1 London Plan Policy 7.7 is the key London-wide policy for determining tall building applications. The policy requires that tall buildings 'should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport'.

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

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

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

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

- 6.2.6 SP11 of the Local Plan defines this building as a taller, rather than a ‘tall’ building due to it standing below ten storeys in height. However, tall building policies can still form a useful guide for developments of greater height than their immediate surroundings.
- 6.2.7 DM6 states that buildings should represent a landmark that is a way-finder or marker drawing attention to key locations such as areas of high visitation, and should be elegant, well-proportioned and visually interesting from any distance or direction, as well as positively engaging with the street environment. It also states that taller buildings must be justified in urban design terms by being of a high standard architecturally, by having a good relationship with the street including through providing quality public realm, must preserve locally and regionally important views and must also respect local heritage considerations.
- 6.2.8 The emerging Wood Green AAP and Site Allocations DPD both identify the whole of Wood Green as a highly accessible Metropolitan Town Centre and identified growth area suitable for tall buildings. The Site Allocations DPD in particular indicate that a network of tall buildings can potentially be formed in a zone between the four key points of Turnpike Lane and Wood Green underground stations, Wood Green Library and Penstock foot tunnel.
- 6.2.9 It is also noted that the Wood Green-Turnpike Lane axis has the potential to form a ‘strip’ of taller buildings on the eastern side of High Road between the two stations, taking in existing taller buildings such as The Mall. Many existing buildings on that side of High Road are allocated for redevelopment within both the Site Allocations DPD and emerging Wood Green AAP documents.
- 6.2.10 Associated neighbouring site allocations refer to the vision of heights within these sites, with SA13 (Bury Road Car Park) abutting the north-western boundary and SA15 (Land between Westbury & Whymark Avenue) on the other side of Whymark Avenue, to the south. A collective reading of these site allocations represents an envisaged transition of the lower scale three storey Victorian parade of SA13, into this site (SA14) and the siting for a tall building at SA15, which is identified as a suitable site of potential for a tall building. In this regard, the seven storeys and recessed eighth floor of this proposal would help create this transition.
- 6.2.11 Wood Green has been consistently identified and designated in regional and local planning policy as suitable for both intensifying development and the siting of buildings that are generally taller than the existing built form, as described in the sections above.
- 6.2.12 The siting of an eight storey ‘taller’ building in this High Road location would provide a visual indicator of the existing commercial centre. The only places where there is an eighth storey element, it is substantially recessed, reducing the perceived height. The transitions between larger High Road and courtyard blocks

to smaller Bury Road heights and a corner bookmarking on Whymark Road are welcomed.

6.2.13 Furthermore, the existing context is of buildings up to eight storeys in height (such as Page High and The Mall) as these are visible from this part of High Road. The very good and rapidly improving public transport connections provide a future basis for increased height and intensification of activities and built form in this location.

6.2.14 The proposals would replace existing buildings of a poor architectural quality, that are of a low height, even lower than the better 3-4 storey Victorian / Edwardian buildings on the opposite side of High Road. The buildings opposite are not allocated for change, whereas this side of High Road has become viewed as non-efficient use of land given the need for housing and improved town centre opportunities. The proposal represents a step up in scale compared to existing buildings on the site and its immediate vicinity, but this is to be expected on a busy high street, in a site identified as suitable for comprehensive development, in a designated Metropolitan Centre.

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

6.2.16 Townscape

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

6.2.18 Key representative views within the local area have been selected with the advice of Council officers. Heritage impact will be considered in detail later in this report in the relevant section below.

6.2.19 The cumulative impacts of this application in the context of the potential long-term development proposals for Wood Green have also been assessed.

6.2.20 The TVIA identifies High Road as a primary route and Bury Road as a secondary route. The visual and townscape quality of the High Road is noted to be mixed. The application site is noted to contain an 'unexceptional post-war commercial' building that gives the surrounding part of High Road a 'run-down character and appearance'.

6.2.21 That document also states that redevelopment of the application site provides an opportunity to enhance the individual experience of the High Road and surrounding residential streets by establishing a positive presence on the local skyline through the development of a high quality piece of architecture, by providing enhanced public realm to High Road and by improving the appearance and experience of Bury Road, as well as increased permeability between these areas. The TVIA has assessed the development in accordance with these ambitions.

6.2.22 The more residential character of Bury Road would be repaired with this development, replacing the existing service yards and blank facades with an active residential frontage, front gardens and residential front doors. This revived active frontage and passive surveillance to this currently ill-overlooked section of street would be in a sympathetic character and scale similar to that of the Noel Park Estate. This would also block views of the unattractive service elements of the development; the refuse stores, vehicle and bicycle parking, and will vastly improve the character of the street

6.2.23 At the centre of the site, the proposed new “laneway” and new public square provides the fourth streetscape contribution of the development and a new piece of public realm, with the significant public benefits this will bring. The laneway, consisting of the through route from the High Road to the square, the square itself, and the passageway from the square through to Bury Road, would make a significant contribution to improving the interconnectivity and permeability of the local street network to town centre facilities. This would remain open throughout trading hours but would be gated at night for safety reasons.

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

6.2.25 As such, it is considered that the impact on local townscape is acceptable.

6.2.26 Key Views

6.2.27 Policy DM5 of the Development Management DPD identifies Locally Important Views and Vistas as set out in Figure 2.1 of the DPD. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes.

6.2.28 The application site falls within the Mayor’s London View Management Framework Assessment Point 1A (Alexandra Palace) and local Linear View No. 21 (Downhills Park Road to Alexandra Palace).

- 6.2.29 Key views have been assessed in the context of existing local character, the context of the proposed building and also the emerging context of the future development of the site allocations. Views include those from both the north and south on High Road, from Green Lanes, from local residential areas including Noel Park Conservation Area, and from the protected Local View 21 from Downhills Park Road.
- 6.2.30 Fifteen views have been assessed by the TVIA. Images of the development have been provided that show how the proposal would appear in those views. These demonstrate that the proposed development would, where visible, appear as a beneficial and appropriate element within the local townscape. From many of the designated views the impact of the proposed building is assessed by the TVI as being negligible.
- 6.2.31 The development would not feature prominently in long distance views. It is only very partially visible above the rooftops within protected Local View 21 and then only just above the tree line. This would be located outside of the defined viewing field for the Mayor's London View Management Framework Assessment Point 1A (Alexandra Palace).
- 6.2.32 The development would be visible only from limited points within the Noel Park estate. View 13 shows the proposal entirely screened by an existing row of housing and through trees. View 4 shows the perpendicular view from Westbeech Road and the articulated and varied rear elevation of the buildings. The masonry and bronze material of the saw tooth hotel roof would positively reflect the prominent materiality of the existing built form. The stepped outline can also be seen in View 5 from Whymark Road.
- 6.2.33 Views 1, 9, 10 and 12 show the main impact of the development as seen in views of the High Road and into Whymark Avenue. These show a step up in height, with an active frontage and blank side elevations, which would create an acceptable relationship with existing development and allow for future development of the sites in the foreground. The setback upper floor of High Road elevation and Whymark Avenue create a welcomed breaking up of the frontage and continue the gradual stepped up approach. The window reveals in both views also create and articulation of that frontage.
- 6.2.34 The proposals would replace the existing lower buildings with a high quality design and stepped scale that would improve the general appearance and not unduly interrupt views through the site.
- 6.2.35 Therefore, it is considered that the proposed taller building would not have a detrimental impact on the townscape and visual amenity of Wood Green, and would not harm identified local or strategic protected views.

6.3 Housing Provision

6.3.1 Affordable Housing

- 6.3.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site.
- 6.3.3 London Plan Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.3.4 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable (and social) rent and intermediate housing respectively. This approach is reflected in Policy DM13, which also sets out the preferred affordable housing mix as set out in the Council's Housing Strategy.
- 6.3.5 The Mayor of London's Affordable Housing and Viability (AHV) SPG provides detailed guidance to ensure that existing affordable housing policy is as effective as possible. The SPG includes guidance for all developments not meeting a 35% affordable housing threshold to be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews required where appropriate and LBH have adopted this approach in its Section 106 SPD.
- 6.3.6 As the development would be eligible for grant funding the proposed offer has been raised from 35% to 40.13% based on habitable rooms. The affordable housing would be predominantly located within Blocks A and D on the High Road, which would contain sixty-two units, as well a single unit located in each of Blocks C and F, on Bury Road.
- 6.3.7 The breakdown of affordable units would comprise 64% (45 units) Social Rented and 36% (29 units) London Living Rent (LLR) with no option to buy. The Council, rather than a housing association, will have the first option to buy these units.
- 6.3.8 Following negotiation in this planning application, the Social Rented provision has replaced the London Affordable Rent (LAR) originally proposed within the Affordable Housing Assessment, which was submitted in support of the application.
- 6.3.9 The affordable housing negotiation has been undertaken with regard to the borough's Housing strategy and resultant conclusions detailed within Appendix C of this review. Social rented housing should be owned by local authorities or private registered providers, for which guideline target rents are determined through the national rent regime.

Social Rented Housing breakdown:

Type of units	No. units	%	Average unit size (sqm)
<i>One Bed</i>	4	9	55
<i>Two Beds</i>	26	58	88
<i>Three Beds</i>	11	33	166
<i>Four Beds</i>	4	9	132
<i>Totals</i>	45	100	

6.3.10 The London Living Rent form of housing proposed has been tailored specifically to the site, as this would be a more localised form of the LLR product, whereby there would be no future purchasing option for occupants. This would always be available for rent and is referred to as Discounted Market Rent, as set out in the housing strategy.

6.3.11 In general terms the LLR is considered to be one of three types of 'genuinely affordable' homes funded by the Mayor. This is normally a part-buy part-rent product for those taking their first step onto the property ladder.

6.3.12 The low rental prices will still encourage tenants to save but the lack of buying option will mean that thus ensuring the retention of these units for future low rent opportunity. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy a home elsewhere on a shared ownership basis and given extra priority for other shared ownership homes across London.

6.3.13 London Living Rent Breakdown:

Type of units	No. units	%	Average unit size (sqm)
<i>One Bed</i>	6	21	54
<i>Two Beds</i>	16	58	83
<i>Three Beds</i>	7	24	112
<i>Totals</i>	29	100	

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

Unit type	LLR (Bounds Green Ward)	Estimated Annual Household Income Required
<i>One Bed</i>	£190	£35,198
<i>Two Beds</i>	£211	£39,109
<i>Three Beds</i>	£232	£43,019

<i>Four Beds</i>	£253	£46,930
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- 6.3.15 The proposed mix of affordable units provides 33% of affordable dwellings as family-sized housing, consisting of three or more bedrooms. The provision of affordable housing would comply with local and regional requirements.
- 6.3.16 Furthermore, the affordable housing proposed is in line with the amended Housing Strategy and Intermediate Housing policy (January 2018) which prioritises social and affordable rents. The Council's Housing team supports the proposed level, tenure and mix of affordable housing at this site.
- 6.3.17 As such, given that a desirable level of affordable housing would be provided, with a high proportion of family-sized units and with all units available in genuinely affordable rental tenures, it is considered that the amount of affordable housing provided for this development complies with housing policy at all levels. Despite the fact that this is eligible for the Mayor's Fast Track route, there will be a trigger for an early stage review secured in the section 106 agreement, as requested in consultation with GLA. This is to be triggered if an agreed level of progress is not made within 2 years of permission being granted, with other requirements as stated for the Fast Track Route as set out in the Mayor's Affordable Housing and Viability SPG.
- 6.3.18 Housing Tenure and Mix
- 6.3.19 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that: new developments offer a range of housing choices.
- 6.3.20 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.
- 6.3.21 The emerging Wood Green AAP indicates that high density development in Wood Green is likely to be provided with a high proportion of one and two bedroom units.
- 6.3.22 The overall mix of housing within the proposed development would be 25% 1 bed, 51% 2 bed, 22% 3bed and 2% 4 bed units. There would be no studios.
- 6.3.23 There is a significant proportion of family units provided, especially with the affordable housing provision. The mix is welcomed, especially within this high-density urban setting. This is in part achievable due to the unconventional scissor design of the High Road elevation and duplex design along Bury Road.
- 6.3.24 It is considered that the proposed tenure and mix of housing provided within this development is acceptable.

6.4 Density and Appearance

6.4.1 Density

6.4.2 The application site is considered to be within an 'Central' setting (Metropolitan Town Centre, wide mix of uses, four to six storeys, large building footprints) and has an excellent and improving access to public transport including underground stations and a range of bus routes. The Mayor's density matrix (Table 3.2 of the London Plan 2016) gives the range of 215-405 units/hectare for a development with an average of 3.01 hr/ha, of which the total of 246 units per hectare is well within.

6.4.3 The policy also sets an indicative maximum threshold of 1100 habitable rooms per hectare for residential developments in this type of location. The development has a density of 741 habitable rooms per hectare would be well within the density matrix. The draft new London Plan removes the density matrix and instead indicates a design-led approach to finding a site's optimum density.

6.4.4 The final paragraphs of Policy 3.4 refer to density calculations within mixed use development. No assessment has been submitted by the applicant or GLA regarding the mixed use nature of the proposed site. However, in such vertically mixed use developments it can be appropriate to calculate density by subtracting the non-residential floorspace before calculating density.

6.4.5 The final paragraphs of Policy 3.4 refer to density calculations within mixed use development. A calculation on this basis would give a revised density of 342 units per hectare and 1029 habitable rooms per hectare. In both criteria the development would be within acceptable density ranges, as well as a site with excellent PTAL and design.

6.4.6 Therefore, the proposed density of the development is acceptable.

6.4.7 Detailed Design

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

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

6.4.10 *Quality Review Panel (QRP)*

6.4.11 The proposal has twice been assessed by the QRP prior to the application being submitted. The final Chair's review took place on 9th May 2018 and the Panel's summarising comments are provided below:

6.4.12 *"The Quality Review Panel is generally supportive of the scheme, and feels that the feedback from the previous review has been very well addressed. It particularly welcomes the changes to internal planning, both at ground floor level and above, and the evolving architectural expression."*

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

Panel Comments	Officer Response
Summary	
Panel is generally supportive of proposals, which would provide good quality scheme	Comments noted.
Massing / Development Density	
Previous advice regarding massing reflected in current proposal, with improved articulation and different rooflines.	Noted – proposal no greater than presented at pre-application stage.
Broken up massing of Bury Road and long views from Whymark Road are more convincing.	Noted and shown in the TVIA submission.
General layout	
Internal changes within the scheme welcomed, as is the 41% affordable.	This remains as per the pre-app submission.
Improvements in the circulation spaces, levels of daylight and extra fenestration have overcome concerns of the length of the corridors.	This concern of corridor / number of units per core was raised by GLA as well, but the attenuation and unconventional scissored floors create an appropriate balance of units per floor throughout the core in its entirety.
Agree with design team that the courtyard space should remain open.	There have been ongoing discussions regarding closing off the area after hours for the public spaces. Whilst the level of passive surveillance combined with lighting strategy could justify this remaining

	open there is a concern that the secluded nature of the site could create concerns late at night. As such a well designed and suitable scale gate has been agreed and details of entrance gates (Bury Road and High Road) are conditioned. These will operate only outside of commercial operating hours, so will retain an open feel throughout the day.
Place-making and landscape design	
Duckett's Yard name supported in creating unique sense of place that should be emphasised.	The naming and associated signage of the yard will consider this place making provision.
Interface between the private and affordable housing should encourage social cohesion.	The courtyard would be open to the public and all residents of the development would have access to the large podium garden spaces. This would encourage social cohesion in that regard.
Architectural Expression / Roofline	
General architectural expression of High Road frontage works well. Visual proportions of ground and first floors could present a more resolved façade and emphasising retail use.	These were minor concerns regarding the finer detailing of the façade and have been considered in detail in this application, as well as details submitted following the granting of permission.
Consideration of white band in the elevation in relation to darker fascia could help.	Thicker framing of the commercial fascias and frontage has been incorporated in this design.
Understand the aspirations of the materiality but question the combination of architectural metalwork and bush hammered concrete.	The proposed materials are not bush-hammered concrete, but smooth, pigmented concrete; flat and light coloured in the case of the fins, ribbed, in a curved, sinusoidal profile, in the case of the coloured panels.
Consideration of planters and benches to soften living environment.	These have been provided and full landscaping will be conditioned.

Refinements to Bury Road elevation through varying rhythm and fenestration in lower levels are welcomed. Set back and materiality of top floors are convincing.	Noted and retained in this submission.
Solid brick wall at the rear corner of the hotel building questioned.	Additional glazing has been added, whilst still seen as an appropriate transition between the two street frontages.
Question if ground floor windows abutting road can be attenuated in design.	These are the hotel bedroom windows. Given the use, this is acceptable.
Hotel design is inoffensive but may work as a more exuberant feature.	The zig zag roof is considered to be suitably distinct from the lower block and other roof designs

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

6.4.15 *Scale, Bulk and Massing*

6.4.16 The High Road frontage would have a height of seven floors, with a recessed eighth floor, which would continue into the courtyard blocks. The varying heights of the buildings and reduction towards the rear and sides of the site are welcomed as are the podium gardens and laneway, as a form of relief between buildings.

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

6.4.18 The scale and massing of the development would be in line with the aspirations of the emerging WG AAP and Site Allocations DPD - SA14. The similarity in podium design and fascia levels and floor heights between this and development expected for the M&S site would have a suitable contextual relationship, which would have a coherent relationship with the neighbouring site, whilst any future

application on that site would be expected to respect the relationship with the application site.

6.4.19 It should also be noted that the smaller building between the two sites would also act as a transition between these two complimentary designs. Any future submission for this difficult adjoining site would be expected to respond positively to the design proposed in this application.

6.4.20 *Street Scene Impacts*

6.4.21 The development would have three street frontages with each one displaying a different character. The High Road frontage would reinforce the strong retail parade established by Cheapside, the short terraces either side of Dovecote Avenue and the longer terraces on the opposite side of the High Road. This would incorporate a high ceilinged ground floor retail frontage along the High Road with residential maisonettes, set behind large recessed and screened balconies, with a set-back eighth storey. The proposals would also have set-back elements adjacent to the immediately adjacent buildings to create a distinction and transitional relief.

6.4.22 The proposal responds to the distinct character of the Whymark Road return frontage and Bury Road frontages, with suitable design. Both sides of the development would be treated with an appropriate articulation and material finish that respects the street scene and local character.

6.4.23 Comments received from GLA have suggested that the High Road frontage could be reviewed in terms of the integration with the low rise streetscape and to explore solid to void ratios of the upper floors, whilst also accepting that the architectural approach is generally well considered. The design of balcony and the solid surrounds of these have been amended to reduce the requirement for glazed balustrade and to subtly address the solid to void ratio, which is considered to be acceptable.

6.4.24 The design has been reviewed by QRP and officers and the detailed design, with recessed and partially screened balconies, is considered both desirable in design terms and practical and liveable for future residents.

6.4.25 The comments regarding design from the GLA should be considered as suggestions rather than objections and the alterations to the balcony screening of the High Road blocks is considered to have suitably considered these comments. It is important to note that the scale and massing of the building and the transition between the relative heights of the frontage and aspirations for scale and massing in the area are for higher, denser development have been considered as positive elements of the scheme by both QRP and GLA. The minor façade alterations suggested at QRP, including the vertical and horizontal banding have been incorporated.

- 6.4.26 On Bury Road, the street frontage would be repaired by replacing the existing four storey bland frontage with an active residential elevation featuring stepped façade elements on the upper floors, front gardens and front door access, activity and passive surveillance to this part of the street. The lower height of this frontage represents a transition from the taller parts of the development toward the dwellinghouses on Bury Road.
- 6.4.27 The hotel frontage along Whymark Road would be taller and heavily glazed for the public parts of this building, with a glazed corner returning into Bury Road. The bedroom floors are arranged as groups of two floors, with the top two roof-like structure, set back, in contrasting light-weight metal cladding and zig-zag profile. This will have a distinctive form, which would distinguish from surrounding residential and commercial blocks, whilst mediating to some degree between the High Road and residential side streets. The roof would also be partially visible from the adjacent Noel Park conservation area and is considered a suitable design in this regard.
- 6.4.28 It is noted that QRP comments had initially suggested a more radical form of hotel design, but the design has been largely dictated by the requirement of the hotel layout and the requirements of the prospective hotel end user, who have expressed an interest in the site. The design of the roof has been altered to create a saw tooth effect of articulated roof, which is considered to be a positive design and creates enough distinct character without being over imposing in a design style.
- 6.4.29 Comments received from the GLA have referred to the lack of an active frontage in the corner of the Bury Road and Whymark Avenue part of the ground floor. The suggestion that this should be a continuation of the restaurant would be contrary to the requirement of the hotel use and is also considered to be unnecessary on this predominantly residential part of the surrounding area. The large office window for the hotel was added following preapp concerns raised and this is considered to be an attractive transition from the commercial frontages to residential and would be appropriately active in that regard.
- 6.4.30 The proposed "laneway" and new public square provide the fourth streetscape. The improved interconnectivity and permeability of the site between the residential character of Noel Park and the busy commercial character of the High Road. The courtyard would include less retail focussed town centre uses and an open space for public and residents between these two areas, as well as playspace for residents and the wider community to convene. This is reflected in the commercial frontages of the ground floor and hard landscaping layout within. For reasons of safety, the courtyard would be closed off to the general public outside of trading areas for the commercial units. The materials and design of this gate shall be conditioned, as will the hours of use.

6.4.31 Overall the proposed development is considered to have a much improved street design, which will relate positively to each of the corresponding parts of the site.

6.4.32 *Materiality*

6.4.33 There is a variation of high quality materials between the elevational treatments, including materials, fenestration and balcony distribution, which have been determined by a specific response to different contexts. The distinct strategies for the High Road, public courtyard, Whymark Avenue and Bury Road blocks is welcomed. Each elevation is treated with a distinct character in itself, and elements meet the ground or the sky, turn corners and form links that are further distinguished, with distinct bases, tops and links. Functions are also expressed in this way, with a distinct elevational treatment and material palette for retail and commercial units and the hotel.

6.4.34 The varied palette responds to the varied design of immediately surrounding buildings with the brick materials palette and scale of fenestration relating to the domestic context of the Noel Park Estate and the Edwardian terraced houses further down Whymark Avenue and onto the corner of High Road. A distinct window design for the hotel, with a repetition of identical windows, largely glass ground floor base and block scale elevational composition expresses the hotel function and relates more to the scale of a town centre location.

6.4.35 The High Road elevations would create a modern and urban identity, as would be expected for proposal within the remainder of this frontage, as envisaged in the WG AAP. Therefore, contextualism to the existing buildings in this parade is less important than accommodating functions and, as per the comments from the Design Officer, this has been achieved *“elegantly and effectively, and in this, the elevational treatment of this part of the proposal is exemplary.”*

6.4.36 Materials in this frontage would incorporate aluminium vertical fins, precast corrugated concrete panelling, and precast concrete framing of this frontage. The colour of the recessed corrugated concrete element has been provisionally detailed as a subtle green, but exact detailing will be considered as condition. The use of a robust and pigmented concrete will ensure a longevity and favourable appearance over time. Grey metal fascia detailing and metal clad recessed top floor would represent a coherent design approach throughout the building.

6.4.37 The retail frontage is distinct, creating a lofty, highly transparent shopfront base, with a strong frame that clearly provides and distinguishes a signage zone that also acts as a clear separation of retail from residential above, as well as incorporating screening of these recessed balconies. The residential floors clearly express the duplex flat layout, whilst setting accommodation back from the street frontage of recessed balconies, bay windows behind a screen.

6.4.38 Elevationally the design forms a gridded façade, of an urban scale and orderly repetition, containing within the frame more varied domestically scaled elements contained by the frame. These comprise a projecting bay window, with an upper level balcony behind, screened by a "curtain" of aluminium fins, a central panel of pigmented, textured concrete and balancing floor to ceiling windows, with access to the main lower level balcony from both sides. The concrete panel provides warmth and colour to the overall elevation and for residents using their balcony, whilst the screen in front of the bay/upper balcony and the fins that from the sides of the frame provide privacy and a softening of the prominence of the coloured palette.

6.4.39 The use of balconies on both High Road and Bury Road frontages represent a new form within these frontages but the recessed design, suitable screening and material would create desirable and functional space that would complement the existing style. The level of screening and higher ground floor ceiling height ensure that these do not detract from the retail functionality of the high street setting and create an articulation and character to the street frontage.

6.4.40 The courtyard blocks would have more prominent balcony arrangements, whilst continuing the contemporary style of the High Road frontage, with fenestration and detailing more akin to that of the High Road than the more modest and traditional brick palette of the Bury Road frontage. The opening up of this laneway and creation of new frontages results in a new character distinct from either of the abutting roads, which would be a successful design and layout.

6.4.41 *Summary*

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

6.4.43 *"This proposal is a well-designed redevelopment of an important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. Above this it would provide a significant amount of good quality new housing, designed to compliant space and amenity standards, notably including no north or south facing single aspect flats, very high daylight and sunlight levels for a higher density scheme, designed to appear as a sculptural cluster, well set back from street frontages, and despite being a taller building, having no detrimental impact on local views and microclimate. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street."*

6.4.44 Whilst adding: *“Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.”*

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

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

6.4.47 *Public Realm*

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

6.4.49 The proposal would create two recessed shop frontages, separated by a glazed walkway through to the public courtyard and to the residential setting to the rear. The development would also bring positive impacts to surrounding streets through increased residential activity, natural surveillance and street planting onto this part of Bury Road. A public realm improvement scheme for Bury Road is being developed by the Council and the applicant would provide a financial contribution to this scheme secured through legal agreement.

6.4.50 Heritage Impact

6.4.51 *Case Law and Relevant Policy*

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

6.4.53 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a

Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

- 6.4.54 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in *Barnwell*, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.4.55 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.56 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.57 The NPPF states that the impact of a development on the significance of a designated heritage asset should be considered in the context of great weight being given to that asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Furthermore, any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.
- 6.4.58 Policies 7.8 and 7.9 of the London Plan 2016 requires that development affecting heritage assets and their settings are required to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Local Plan 2017 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD reflects this approach.

6.4.59 *Heritage Assessment*

- 6.4.60 The site lies within the vicinity of a number of heritage assets. These include Noel Park Conservation Area, which is situated to the north east of the site: a late Victorian planned housing estate comprising residential streets of terraced houses, a school, community hall and St Mark's Church. The Church and adjacent hall are listed at Grade II.
- 6.4.61 The development would not be visible from most of the conservation area, aside from some views to the south-west above roof line.
- 6.4.62 Turnpike Lane underground station and bus station are Grade II and Locally Listed respectively and located to the south of the site. The Grade II* Listed Gaumont Cinema is located to the north on High Road. The development would be visible in views of and from some of these buildings.
- 6.4.63 Consideration has been given to the potential to impact on the strategic view from Alexandra Palace towards Central London and St Paul's Cathedral, and therefore could potentially impact on the setting of the Grade II Listed Palace and Grade I Listed Cathedral. The view of the Palace from Downhills Park Road (Haringey's Locally Significant View 21) could also be affected.
- 6.4.64 The development would have a significant visual impact on both the High Road and Bury Road, which could affect the Victorian houses on Bury Road. The proposed building would be considerably higher than much of the surrounding context and would not be in keeping with the scale of the historic buildings. However, the presence of the additional height is considered acceptable in light of the improved appearance of the site and the wider benefits of the proposal.
- 6.4.65 The Council's Conservation Officer stated the following with regard to the proposed demolition and proposed Bury Road frontage: *"Featureless rear walls and servicing entrances would be replaced by new maisonettes with entrances on the street - a considerable improvement that would restore some of the street's original layout and residential character."*
- 6.4.66 Although this part of Noel Park is not within the conservation area, policy dictates that the setting of this heritage asset is protected and in this regard the improvements are welcomed.
- 6.4.67 The additional height of buildings would be visible within the High Road and Cheapside setting. The existing large buildings on High Road (including Shopping City) and views within the setting are assessed as being negligible, as represented in the TVIA analysis, which show this in the context of these other large buildings.

- 6.4.68 The other historic buildings in the area are located significantly away from the development, and within a mixed streetscape context, so that the proposed building would have a negligible impact on their appearance or setting.
- 6.4.69 To the south-east of the site is Turnpike Lane underground station (Grade II Listed) and bus station (Locally Listed). It is prominently located on an open island site opposite Duckett's Common and is of considerable architectural interest.
- 6.4.70 Comments from the Conservation Officer refer to the visibility of the building in the TVIA views 6 and 7, from Green Lanes and Duckett's Common but states that *"they would be in the background of both views and would not impinge upon the open setting of the station or obscure it from view. The distinctive square towers with Underground signage would still be clearly visible."* Comments also state that the interior of the station would not be effected.
- 6.4.71 The proposed buildings would be within the strategic view corridor from Alexandra Palace to St Paul's Cathedral but would not appear as particularly prominent or out of scale from the wide panoramic view on offer from the Palace. As such, the setting of those heritage assets would not be adversely affected.
- 6.4.72 As such, there is no objection to the development in terms of its impact on local heritage assets.
- 6.4.73 A response from Historic England refers to a mediaeval and post-mediaeval moated manor of Dovecote House / Ducketts, but noted that the development is unlikely to affect buried remains. The Council's Conservation Officer has confirmed that this is a non-designated asset and the development is considered to outweigh any consideration of this land, as per the adopted site allocation and consideration of that document.

6.5 Residential Quality

6.5.1 Layout

- 6.5.2 The Mayor of London's Housing SPG sets out a range of detailed design requirements for new dwellings in London. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be 'accessible and adaptable', with 10% 'wheelchair user dwellings' being provided according to Building Regulations Parts M4(2) and (3).
- 6.5.3 Policy DM1 requires developments to provide a high standard of privacy and amenity for its occupiers.

- 6.5.4 All properties would comply with London Plan Minimum floorspace requirements and have been designed with reference to the requirements of the Mayor's Housing SPG. The majority of the SPG policy targets have been met.
- 6.5.5 Single aspect units have been minimised and where they exist they are not due north or south facing. Furthermore, balcony access to these units often creates a partial secondary aspect, thus allowing these to receive good quality daylight. Where partial single aspects are unavoidable, such as within the courtyard blocks, they are for smaller, non-family units. The scissor design of the flats on the High Road frontage have the benefit of generally avoiding single aspect layout through this innovative design.
- 6.5.6 Amenity Space
- 6.5.7 In terms of amenity space provision, all properties have balconies of at least 5sqm but often larger and / or have secondary aspect balconies as well. These therefore meet and exceed Housing SPG requirements. All units within the development would benefit from the use of the public open courtyard, which creates a communal area for the wider community too. In addition, the generous podium level amenity spaces would provide a wide expanse of amenity provision for the affordable units. These areas also have the majority of playspace associated. The properties within Blocks B, C, E and F would have access to smaller amenity areas on higher level gardens, which are directly accessed from the cores within these blocks and located on the fifth and seventh floors.
- 6.5.8 The High Road balconies would be above the height of buses travelling this route and would be suitably recessed and screened so as to avoid loss of privacy. Within the duplex design of these flats there are balconies at lower and higher level, many of which would be on a secondary aspect at the rear.
- 6.5.9 The scissor / duplex form of the flats on the High Road has the benefit of generally avoiding single aspect layout through this innovative design. In the 1b2p units located between first and sixth floor there are partial dual aspect units facing High Road but the recessed balcony creates an additional aspect and the recessed window help mitigate the impact associated with this. Provision of the option of balcony use is considered preferable to not having this option.
- 6.5.10 It is noted that a total of four of the 3 bed duplex flats within Blocks A and D have both their balconies onto the High Road, rather than on both sides, due to the layout of these corners and the provision of smaller personal elevators. It would be preferable for these family units to have access to a rear balcony, but this shortcoming is not a significant quantum in the scheme as a whole, especially given the high number of family units provided. It should also be noted that these units have the option of using a private balcony at first and second floor level and are in close proximity to the podium garden spaces.

6.5.11 The communal and private amenity spaces would all be considered reasonably sunlit as half of each amenity space would receive at least two hours of direct sunlight on 21st March, which meets BRE guidelines for such spaces. Although the podium gardens would be partially overshadowed these shall be suitably landscaped and of a desirable layout to ensure a positive visual amenity.

6.5.12 The indicative landscaping of these spaces is acceptable and further details of the designs would be secured by condition.

6.5.13 Outlook

6.5.14 In terms of outlook and privacy all new units would be separated from existing residential properties to the east and west by at least 18 metres, which is a substantial separation distance for a highly-urbanised location, especially given that these are across communal amenity spaces. Existing residences in Bury Road, Whymark Road and High Road would also predominantly have at least a separation of 18 metres.

6.5.15 Secondary balconies in the proposed courtyard have been omitted where they would have caused overlooking between these blocks (B and E) and the rear of the High Road and Bury Road blocks (A and D), in part in response to GLA comments. Additional screening has also been proposed and the solid to screened ratio of the balconies has been amended to preserve privacy between these spaces and residential windows and users of the courtyard. There is not considered significant overlooking between balconies or windows.

6.5.16 This separation and the greater height of the proposed building compared to nearby residential properties means that the new units on the outer faces would benefit from acceptable levels of daylight and sunlight.

6.5.17 Daylight and Sunlight

6.5.18 Daylight and sunlight levels to the proposed residential accommodation generally meet the BRE standard. In particular, 501 of 597 rooms (84%) would receive daylight of or over the BRE Guide recommended levels. Overall, 10 of 39 living rooms (25%) fail to meet the BRE sunlight standard, but 9 of those fall only marginally below the total standard (common in town centre and higher density schemes) and meet the winter target. The provision of balconies to provide overall improved living standards does partially restrict light to these rooms, which partially explains these modest shortfalls. The shortfall resultant from the balconies does in turn represent a desirable feature for these flats and allows residents of the affected flats to have access to external amenity space receiving good levels of sunlight.

6.5.19 It is noteworthy that this is a high density, centrally located development, so is considered to be relatively high in overall levels, which generally meet the BRE

standard. The BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should be reasonably applied to more urban locations, as acknowledged in the Mayor of London's Housing SPG. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, whilst VSC values in the mid-teens are deemed acceptable. Paragraph 23.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.5.20 As such it is generally accepted that full or near full compliance with the BRE Guide is not to be expected. Regardless of these caveats, the proposal, even when the cumulative effect of those with the neighbouring M&S site are taken into account, does achieve near full compliance with the BRE Guide, thus would achieve a high quality of day and sunlight access.

6.5.21 Air Quality and Pollution

6.5.22 There are a number of measures included within the proposed building that are designed to minimise potential exposure of future occupants to air pollution, including providing predominantly two balconies to units on High Road where air quality is lowest quality and by limiting window openings. In the few instances where these double balconies / dual aspects are not provided they are at second floor or above and are for smaller units. Properties with balconies onto High Road would have alternative access to the communal courtyard and gardens should they not wish to use the private balcony at any time.

6.5.23 It is also noted that windows and doors would open onto a recessed area rather than flush to a front elevation, thus providing improved likelihood of openable windows on this street frontage.

6.5.24 In addition, excessive noise disturbance to occupiers of the proposed flats would be unlikely to occur, as confirmed by the Council's Noise Specialist, subject to conditions controlling the quality of glazing and insulation between floors. Noise from the courtyard and hours of operation of the commercial elements of the site would be controlled through condition.

6.5.25 The Council's Licensing Team have referred to the hours of operation of the neighbouring site at nos.16-20 (Tarshish restaurant) and advised on similar hours of operation. This would encourage the ideal of improved night time economy, whilst protecting residential amenity.

6.5.26 Lighting

6.5.27 A draft Lighting Strategy is included within the submission, which would ensure the internal courtyard, new public realm and shared garden areas would be suitably illuminated and this shall be controlled by condition.

6.5.28 Internal Access

6.5.29 Standard 12 of the Mayor's Housing SPG outlines that each residential core should have no more than 8 units on each floor. The proposed units in Block A and D would have a shortfall in this regard and this has been raised as an issue in GLA response. In Block D there would be up to 13 flats but in Block A this would be only one unit over, with 9 units per floor.

6.5.30 The two blocks in question have the distinct scissor design, to allow for dual aspects and to minimise the impacts of the High Road frontage. The reason for the number of cores is due to the duplex design and layout of these units, which results in residential entrances on alternate floors only (1st, 3rd and 5th floors) rather than on each individual floor. Although the number of units per core is higher than Mayor's guidance outlines, the design does have significant other benefits for improving liveability of these flats.

6.5.31 Both of these blocks would be served by a centrally located stairwell and two lifts. The siting of these entrance points would mean that no resident would be required to travel the entire length of the corridor to access their flat. The halls in Block D would be longer but have had a window inserted into the end of each floor to further mitigate the size and number of units served by the corridor.

6.5.32 The issue of units per floor was raised at pre-app and a study of alternate core configurations indicated that it would have led to significant loss of residential floorspace, altered tenure mix, loss of ground floor retail floorspace and irregular retail layouts, contrary to the aims of the large floor plate requirement. The additional daylight from the openings at the end of the block will further mitigate concerns regarding these corridors.

6.5.33 Secure by Design consultees have raised no concerns regarding the length of corridor nor number of units within these cores. Daylight is available to the corridor through the communal staircase void and glazed access doors, bringing further amenity benefits to the overall residential circulation. Fob access and suitable lighting of these corridors would further ensure safety and security of residents.

6.5.34 Officers and QRP comments reflect that although the recommended 8 units per core would be exceeded, the unique layout, exceptional design and merits of the layout would, on balance, make these longer than ideal corridors acceptable in this instance.

6.5.35 Child Play Space

6.5.36 London Plan Policy 3.6 and draft London Plan Policy S4 consider the requirements for child play space provision and expand on the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012).

6.5.37 Current policy and the GLA calculator for playspace (2012) require a total playspace of 810sqm, as detailed below.

	Studio	1 bed	2 bed	3 bed	4 bed	5 bed	Total
Social rented/affordabl	0	4	26	11	4	0	45
Intermediate	0	6	16	7	0	0	29
Market	0	39	59	25	0	0	123
Total	0	0	0	0	0	0	0

Proportion of children		
	Number of children	%
Under 5	37	46%
5 to 11	27	33%
12+	17	21%
Total	81	100%

6.5.38 It is noted that a new version of GLA calculator for playspace has been created (however greater weight is given to the adopted calculator above), which considers density of the development and classifies intermediate housing within market for the purposes of playspace. On that basis, the site would provide a total child yield of 95 children and a total playspace requirement of 946.1sqm. The breakdown of total number of anticipated residents and their age groupings is given below:

	Market	Social	Total
0-3	13.5	20.8	34.2
4-10	13.2	22.3	35.5
11-15	3.7	13.8	17.5
16-17	1.6	5.8	7.4
18-64	275.9	78.2	354.0
65+	6.6	1.8	8.4
Total Yield	314.5	142.6	457.0

Total Children	95
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	Benchmark	Total play space
GLA benchmark	10	946.1 m ²
Alternative local benchmark	0	0.0 m ²

6.5.39 Haringey's Planning Obligations SPD refers to all Major applications having a provision for on-site child play space and that where this cannot be accommodated solely within the site there should be an off-site provision for sites within 200m of the development site.

6.5.40 In both scenarios, there is a shortfall of on-site child playspace provision. Although full on-site playspace provision may be suitable in those developments classified as 'large' (over 500 units), it is accepted that in smaller, town centre schemes provision off-site may be more appropriate. This site is well below the Mayor's definition of a large site in playspace terms and as such a generous provision of play space on-site and some off-site contribution is considered to be a reasonable approach in this instance and the approach is recognised in guidance.

6.5.41 The scheme would provide a total of 630sqm of playspace provision, largely located within the courtyard and the two podium garden areas, as well as 19sqm in the upper level amenity spaces. As the upper levels are not available to 40% of the residents, the pro rata figure for that is 11.7sqm. As such, this would have a shortfall of 168.3sqm on the 2012 calculator and 304.4sqm in the updated (Unadopted) calculator.

6.5.42 The courtyard would provide a series of sculpted play spaces and raised platforms, which would largely be considered as doorstep provision for under 5s, although could be enjoyed through all age ranges. This is a shared space for residents from all blocks to convene as well as mixing with the wider community.

6.5.43 The podium gardens would allow for less supervised play areas, sand pits, timber stepping stones and astroturf, aimed more at the 5-11 age range. These play spaces would largely be set away from the residential units to minimise disturbance. Landscaping strips would also create a buffer in this regard.

6.5.44 Provision of play equipment for older children is not the focus of the onsite provision, as these age ranges can be more independent and require less supervision. The proximity to the multi-use sports equipment in Ducketts Common in particular is in close proximity to the site and would not exceed 200m

distance, which would be well within the 800m maximum walking distance outlined in GLA guidance.

6.5.45 The off-site provision would need to mitigate 168.3sqm (or 304.4sqm depending on which calculator is used), which would equate to a requirement for financial contribution of £15,988.5. Given the amended figure that has arisen from the new calculator, the applicant has agreed to the revised figure of £28,918. This will be secured via S106 legal agreement.

6.5.46 Overall, the proposals are capable of delivering high quality private amenity space and play space providing children with access to good quality, well designed, secure and stimulating play and informal recreation space.

6.5.47 Accessibility

6.5.48 Twenty flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which is more than the 10% required. Five of these are family-sized units, fourteen are 2-bed and one is a 1-bed. Of these units eight (40%) would be affordable units.

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

6.5.50 Security

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

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

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

6.5.54 The provision of active frontages and commercial activity, in conjunction with balconies and numerous windows in the upper floors, would provide excellent passive surveillance of the public courtyard.

6.5.55 The wide entrances to the courtyard from High Road and Bury Road would be visible through the glazed frontages of the ground floor commercial units on High Road and residential and workspace windows adjacent to Bury Road.

6.5.56 Whilst it has been a design preference to leave these accesses open, there is a concern regarding the late night safety of these areas and potential for anti-social

behaviour. Accordingly, a gated access, to be closed outside of the operation of the commercial units, shall be required via condition.

6.5.57 As such, the residential quality and future safety and security of residents with the proposed development is considered acceptable.

6.6 Impact on Neighbouring Amenity

6.6.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

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

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

6.6.4 The applicant has submitted a *Daylight and Sunlight Report* in support of the application, which is analysed and referred to in the paragraphs below. The report analysed properties on the other side of the High Road, Whymark Avenue, Westbeech Road and Bury Road. All other properties are considered to be located sited sufficiently far away from the site so that no significant negative impact from loss of day or sunlight would be possible as the result of this proposed development. This report is assessed against the following criteria.

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

6.6.6 The guidelines suggest that, post-development, properties should enjoy at least 27% VSC or that VSC is reduced to no less than 0.8 times its former value (i.e. loss is greater than 20%).

- 6.6.7 The NSL method describes the distribution of daylight within rooms by calculating the area of the 'working plane' which can receive a direct view of the sky and hence 'sky light'. The working plane height is set at 850mm above floor level within a residential property. The BRE does not state a required amount of no-sky line but merely suggests a recommended reduction within which changes are not considered noticeable, generally considered to be at 0.8 times its former value.
- 6.6.8 The ADF seeks to measure daylight within a room and accounts for factors such as number and size of windows, as well as transmittance off walls floor and ceiling. The measurement is taken from the level of light hitting the window and then the light accessing the room. BRE guidelines for these values are 1% for a bedroom, 1.5% for a living room and 2.0% for a kitchen.
- 6.6.9 For sunlight the APSH test calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months. March 21st through to September 21st is considered to be the summer period while September 21st to March 21st is considered the winter period. For properties neighbouring a development only those windows orientated within 90-degree of due south and which overlook the site of the proposal are relevant for assessment.
- 6.6.10 The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. The guidelines also allow for a 20% reduction in sunlighting when compared to the former value with total reductions of less than 4% APSH not being considered noticeable.
- 6.6.11 In respect of overshadowing impacts to amenity space, such as neighbouring gardens, the BRE guidelines set out a sunlight amenity assessment to ensure the space remains adequately sunlit throughout the year. This is achieved by plotting a contour of the area which receives at least 2 hours of direct sunlight on the 21st March. An amenity space with at least 2 hours of sunlight across at least 50% of its area, or if the area retains 0.8 times or greater its former value, can be said to see acceptable levels of sunlight.
- 6.6.12 Daylight Impact
- 6.6.13 The report refers to the impact on certain windows in Bury Road as suffering a reduction below the 0.8 (20%) recommendation, but confirms that this would be limited to 20-30%. This has been rationalised in examples of other similar urban growth and opportunity areas in London as being a minor impact. Only one ground floor window is between 18-21% ranges, with upper floors being higher, which would represent a good level of VSC.
- 6.6.14 The building immediately to the south of the site at York House, Whymark Road would experience acceptable VSC for almost half the windows. Of the 12/20

outside the range, there would be losses between 25-30% but these would be windows that retain values of between 19-26%, and thus considered an acceptable range in a growth and opportunity area, where higher density is encouraged.

6.6.15 Similar assessment can be applied to the impact on Whymark House but 22 windows would not meet the target although would retain reasonable levels. The BRE guidance makes reference to VSC reductions being unavoidable if projecting wings have windows on the side. As such the modest reduction above the standard levels is acceptable, especially in this setting.

6.6.16 The existing VSC levels for the High Road are uncharacteristically high and the relative change of levels to these windows is considered to be acceptable, as is the NSL assessment.

6.6.17 The windows in no.42a (Kaspa's) were raised as a point of contention in preapp discussions, where windows were unlawfully installed but have become immune from enforcement procedures through the passage of time. A legal Deed of Release has been signed between the relevant parties for the removal of these windows and these are therefore excluded from assessment.

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

6.6.19 Sunlight Impact

6.6.20 There is a very high level of compliance with only a small number modestly below BRE guidance. A single room that would not comply is on Whymark Avenue and is only marginally beyond the range. Likewise, the two rooms referred to on Bury Road.

6.6.21 All other windows would comply with BRE criteria for annual probable sunlight hours (APSH) and found to be accordance with these guidelines.

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

6.6.23 Overshadowing

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

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

6.6.26 Outlook and Privacy

6.6.27 The proposed development would be predominantly located at least 18 metres from the proposed development.

6.6.28 The most sensitive relationship would be to no.87 Bury Road, as this corner property projects beyond the predominant terrace of which it is a part. This would still have a separation of 16.5m to the inset balconies of the units within Block C and separated by a road, thus avoiding significant overlooking.

6.6.29 On the other side of High Road there would be at least 20 metres separation and at least 18m on the hotel fronting Whymark Road. High Road would be separated by approximately 20 metres.

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

6.6.31 The north-western elevation of Block E has a separation of 18 metres to the side boundary, which would allow for sympathetic development of the neighbouring M&S site.

6.6.32 Noise, Light, Dust and Air Quality

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

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

6.6.35 An *Air Quality Impact Assessment* has been submitted with this application that concludes the number of vehicle movements in the area would not be substantially increased as the result of this development, due to the adoption of a range of sustainable transport initiatives and restrained car parking provision.

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

6.6.37 Subsequent comments have confirmed that there is a preference for side windows and balcony openings into the recessed opening rather than directly onto the road in ensuring preferable air quality levels and those levels would

likely improve the higher up the flats are. Likewise that the screening through the recessed balconies and aluminium fins would aid in this regard.

6.6.38 Whilst balconies are encouraged away from the most polluted / noise sensitive elevations, the mitigation and dual aspect nature of these balconies is considered to be a mitigating circumstance in this instance. The majority of flats with balconies to the High Road also have a rear balcony and therefore have a choice of which to use. As such, this is considered to be an advantage of the dual aspect nature of these apartments.

6.6.39 Plant machinery will be located at the basement and details of centralised energy centre will be secured via condition.

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

6.6.41 Comments from the Licensing Team have confirmed hours of use for the Tarshish use adjacent to the south eastern corner of the site. These allow for operation until 01:00 and 02:00 at the weekends. Similar hours of operation are suggested for the restaurant use within the hotel and for any restaurant within the courtyard. The courtyard seating area will be further restricted to avoid undue disturbance. The hours of use for the uses will be conditioned.

6.6.42 The use of the workshop units has been variously described as B1(a), B1(b) and D2, but the application form is for B1(a). The use of these units would be restricted to B1 and selected D1 uses (clinics, health centres, and non-residential education and training centres) and the floor plate and layout for these is recommended as condition, to ensure that they are suitable for these uses.

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

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

6.7 Transport and Parking

6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking

to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.

- 6.7.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.
- 6.7.3 A major restriction on the site is that it is partially within a designated safeguarded area of surface interest for Crossrail 2. Therefore the development would be contrary to the safeguarding direction unless a suitable condition / legal agreement wording can be agreed. Such wording is included.
- 6.7.4 Aside from the safeguarded designation, the site has a very high public transport accessibility level (PTAL) of 6a. There are thirteen bus routes and two underground stations within a short walk of the application site.
- 6.7.5 The site is located within the Wood Green Inner Zone controlled parking zone (CPZ), which restricts parking from Monday to Sunday, between 8am and 10pm.
- 6.7.6 The Council's Transportation team have considered the potential parking and highway impact of this proposal in detail. Their comments are referenced in the assessment below.
- 6.7.7 Car Parking and Highway Impact
- 6.7.8 Fourteen wheelchair-accessible car parking spaces would be provided at ground floor level within a secure parking area. Eleven of these would be dedicated for residential use and three for the hotel. These would be accessed from Bury Road.
- 6.7.9 Policy 3.8 of the London Plan requires that 19 wheelchair user dwellings are provided within a development of 197 residential units. 10% wheelchair adaptable dwellings would be provided which meets the requirements of this policy. Policy T6 of the emerging new London Plan indicates that car-free is the starting point for all developments which are (or will be) well-connected.
- 6.7.10 The Mayor of London's Housing SPG standards states that all designated wheelchair accessible units should have a car parking space. If all wheelchair adaptable dwellings are occupied by disabled occupants the policy requirement for accessible car parking spaces would be thirteen.
- 6.7.11 However, it is accepted that not all wheelchair adaptable units would usually be occupied by disabled occupants at any one time and therefore the demand for accessible parking spaces is likely to vary over time. The provision of the

required ground floor retail and workspace provision, detailed within the accompanying transport assessment, are constraints to the proposed parking provision.

- 6.7.12 In addition, it is understood that demand for accessible parking spaces is likely to be significantly lower than usual for a development largely consisting of new flats within a highly urbanised location with very good public transport access. Therefore, it is accepted that not all wheelchair adaptable dwellings would require a car parking spaces at all times. As such, a provision of 11 residential car parking spaces is acceptable, with an obligation for a Car Parking Management Plan (CPMP) to respond to requirement.
- 6.7.13 Three additional wheelchair-accessible car parking spaces would be provided on-street as part of the public realm improvements proposed to Bury Road. These would be secured through legal agreement. They would not be privately allocated to the future occupiers of this proposed development, but would be accessible by any eligible 'blue badge' holders, potentially including future residents.
- 6.7.14 Other than for occupants with disabilities, the proposed development would be 'car-free', where no parking spaces are provided off-street and access to on-street parking is restricted by limiting access to parking permits for future occupiers (but not for occupants of the wheelchair accessible units). This approach is considered acceptable in this highly accessible location. The arrangement would be supported via a range of sustainable transport methodologies secured through legal agreement including a residential travel plan and car club membership provision, amongst other measures.
- 6.7.15 As the scheme is car free the applicant must contribute £4,000 towards amending the traffic management order to prevent applicant's applying for car parking permits. This would be secured by condition.
- 6.7.16 TfL have requested an additional disabled accessible parking bay for the workspace and retail units. These will not be specifically designated but can be considered in the finalised designation of spaces within the management plan.
- 6.7.17 A request for the pay and display residential bay to be a taxi drop off point has been made from TfL but Transportation officers consider this to be unnecessary. Sufficient dropping off and picking up space is provided. The predicted taxi trip generation does not warrant a dedicated taxi bay.
- 6.7.18 There are some roads to the south and east of the site which are subjected to lesser parking controls hours than the Wood Green Inner Controlled Parking Zone and may suffer from some residual car parking pressures, to that end we will be request that the developer contributes a sum of £15,000 (fifteen thousand

pounds) towards the design and consultation on parking control measure in these locations.

6.7.19 Due to the car-free nature of this development it is anticipated that overall vehicle movements from the development would not be significantly different in comparison to the existing situation. The transport survey outlines a modest potential net increase, but this would be outside of peak traffic periods and of an acceptable level.

6.7.20 Electric vehicle parking would be provided with a minimum of 20% active and 20% passive spaces provided. Effective management of the parking arrangements is required through a detailed car parking management plan that is to be secured by legal agreement in advance of the first occupation of the proposed development.

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

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

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

6.7.24 The provision of two new vehicle accesses from Bury Road would be acceptable.

6.7.25 Cycle Parking

6.7.26 The proposal includes a total of 350 long stay and 38 short stay visitor cycle parking spaces. The 38 short stay spaces would consist of Sheffield cycle stands located in the proposed courtyard. Parking for the residential units would be predominantly located in the ground floor and basement levels of the cores. Smaller cycle parking provision would be created on upper floors. The retail parking provision is anticipated to be within the back of house areas. The provision for the hotel is at the rear of that site. 5% of the total spaces are proposed to accommodate larger cycles.

6.7.27 The proposed cycle parking provision is above the minimum requirements as described in the London Plan. It is noted that TfL have requested an uplift of

cycle parking provision based on the draft London Plan. There is scope for additional cycle parking within the site and reconfiguration of these stores as well as within the car park areas and on public realm. The draft London Plan does not have the same requirement for accommodating larger cycles and a layout plan for cycle parking, which can allow for more spaces or provision for accommodating larger bicycles as required.

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

6.7.29 Servicing and Construction

6.7.30 All domestic refuse collections will be from Bury Road, as per the existing arrangement. This would be from a proposed loading bay or within existing parking restrictions. The parking bay is to be agreed via the public realm improvement works. The management company will be responsible for bringing bins for kerbside collection and details of how this arrangement will be operated shall be contained within the Delivery and Servicing Plan (DSP).

6.7.31 The Council's Cleansing team has assessed the proposed waste collection arrangements in detail and raised no objections since the refuse store is of an appropriate size and located close to the street. This will be controlled by the management company and is deemed to be acceptable subject to details of this arrangement.

6.7.32 Deliveries to the commercial elements of the site would be principally from the existing High Road bays, as is the case with many of the retailers on the High Road. Changes were made to the High Road in its recent improvement scheme to accommodate additional loading. The capacity of these loading bays has been detailed in a loading bay survey and have ample capacity for the additional use. Further details are required in respect of proposed timings, number and length of service visits. All deliveries and other servicing should avoid the morning peak times. These matters will be secured by condition within the DSP.

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

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

6.7.35 TfL and GLA response have suggested an additional condition requiring a pedestrian comfort zone assessment. However, LBH Transportation officers have responded in stating that the development will not materially affect pedestrian comfort on the High Road. The improvements to Bury Road will also attract some pedestrians from High Road, which will in turn benefit these pedestrians. As such, no comfort zone assessment is required.

6.7.36 Public Transport Infrastructure

6.7.37 London Underground do not object to this development in principle beyond the Crossrail Safeguarding reference in the S106. Further information will also need to be provided in respect of potential impacts on their tunnels and other infrastructure. This shall be secured by condition.

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

6.8 Sustainability

6.8.1 Carbon Reduction and Overheating

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

6.8.3 The applicant has submitted an *Energy and Sustainability Assessment* in support of this application. This shows that the development would be lean in terms of passive carbon reduction methods.

6.8.4 *Be lean*

6.8.5 The development would provide on-site carbon reduction through energy efficiency measures such as triple glazing and high quality building insulation and the installation of solar photovoltaic panels. As such, the scheme would meet the required 37.7% carbon saving target against 2013 Building Regulations (with 2016 amendments).

6.8.6 The commercial elements of the development would achieve a 'very good' rating against BREEAM Non-Domestic New Construction (2014). This would also be secured by condition and it should be noted that the site is already registered with BREEAM 2018.

6.8.7 The demand for cooling and the overheating risk will be minimised through purge ventilation, a window g-value of 0.4 and MVHR units.

6.8.8 There is a risk of overheating on this development due to its location close to a busy main road, which may limit its potential for passive cooling through window ventilation. The use of aluminium fins and recessed openings will be beneficial in this regard. It is noted that modelling has been undertaken on the courtyard block and further assurance of future proofing and modelling of High Road blocks will be required. GLA comments refer to compliance in overheating being achieved through the introduction of blinds in the base build. Details of blinds to be included are recommended by condition.

6.8.9 Additional information has been submitted to support the methods for reducing overheating in future, but the applicant must submit a further overheating study to assess this issue and the concerns raised regarding the future modelling. These have since been clarified and the provision of a suitable futureproofing model will be assessed by condition, with mitigation measures, such as use of mechanical ventilation, installed at a later date if required.

6.8.10 *Be Clean*

6.8.11 The scale of the site, at less than 500 units, raised concern regarding the potential to connect to CHP on-site and potential cost implications for the end user, so the applicant was advised to consider the feasibility of combining energy with the neighbouring sites. However, it has since been acknowledged that this would not be feasible, given the likely timeframes for implementation.

6.8.12 Given the issues of combining a larger CHP unit between this and the neighbouring schemes, it is recommend that the proposed heating system must meet the Heat Trust scheme requirements or those of an equivalent industry approved customer protection scheme. This shall also be secured by condition.

6.8.13 In this instance CHP will be acceptable due to the hotel complex which will require hot water throughout the day. The site network will be conditioned to show the operating parameters of the network, and how at a future date it could be connected into the wider Wood Green District Energy Network. This wider network will deliver further efficiencies and carbon reduction. This site wide network will deliver a further 30% reduction in carbon. The application will be conditioned to secure connection to the DEN should it come forward before the energy centre is fitted out in the development.

6.8.14 *Be Green*

6.8.15 An on-site reduction of 93 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations will result in a compliant development for the domestic buildings, equivalent to an overall saving of 38%.

6.8.16 A range of renewables have been considered and heat pumps and PV Solar panels have been included in the development. Additional PV use is required on-

site and this strategy will set out how the development will maximise opportunities for renewable energy generation and work towards the delivery of the policy requirement of a minimum of 20% carbon reduction through the use of renewable technologies on site. A condition to this affect is recommended.

6.8.17 The remaining carbon for this development must therefore be offset by way of a financial contribution, which for this proposal is estimated to be around £276,372. This would be secured by legal agreement.

6.8.18 The Council's Carbon Reduction Officer is content with the measures secured as part of this development, subject to conditions and legal agreement requirements as described above.

6.8.19 Electric vehicle charging would be provided to support this 'car-free' development, as described in the Transport section above. These shall be installed in line with the 20% initial installation and 20% passive provision for future use.

6.8.20 Biodiversity

6.8.21 Policies 5.3, 5.9 and 5.11 of the London Plan require developments to meet sustainable construction, passive cooling and green roof requirements and Local Plan Policy SP13 is also concerned with biodiversity.

6.8.22 The proforma submission has been amended to refer to a 40% climate change sensitivity, following consultation response from GLA and LBH officers.

6.8.23 Appropriate drainage strategy amendments have been received, along with and amended below ground drainage masterplan. This has been reviewed by the LBH SUDS officer who is satisfied with the level of detail submitted.

6.8.24 Green roof elements would be provided across the development, which is appropriate for this site and provides biodiversity improvements on the existing building. Further information is required in respect of access restrictions, substrate depth, planting and invertebrate habitats, but this can be secured by condition.

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

6.9 Tree Protection

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

- 6.9.2 There are no existing trees within this new development site but there are existing street trees located on High Road in close proximity to the existing shop frontage. This tree must be adequately protected with hoarding to prevent any damage during the demolition and construction phases. Protection measures can be adequately provided by condition.
- 6.9.3 A large feature tree would be sited within the courtyard and would be a prominent feature of that landscaping plan. It is proposed to plant three new trees on Bury Road and will be required as part of the public realm and landscaping condition. The plans also demonstrate another self-grow beds and vegetation within the communal spaces within the development.
- 6.9.4 As such, the application is acceptable in terms of its impact on and adequate provision of trees, subject to conditions.

6.10 Drainage and Water Management

- 6.10.1 Local Plan Policy SP5 makes clear that development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Policies DM24 and DM25 of the DM DPD also call for measures to reduce and manage flood risk and incorporate SUDS. London Plan Policies 5.12 and 5.13 also call for measures to reduce and manage flood risk.
- 6.10.2 The applicant has provided a *Sustainable Drainage Strategy* document, which has subsequently been revised, in addition to completing the Council's *SuDS Flows and Volumes* pro forma.
- 6.10.3 Surface Water Management
- 6.10.4 The GLA response has referred to the site inaccurately refers to the site as being over 1 hectare, but is actually 0.8 hectares. The application site is located in Flood Zone 1 and therefore is considered to have a low risk of flooding. As such, no specific flood risk mitigation is required. A response to GLA has clarified this and an updated strategy has been forwarded to advise of this oversight.
- 6.10.5 The site contains an existing commercial building and will not increase the impermeable area. A proposed below ground management plan has been submitted, which shows suitable levels of tanking and attenuation. An amended Sustainable Drainage Strategy has also been submitted.
- 6.10.6 Green roofs are provided to the various roof areas of the proposed structure and these would adequately attenuate surface water run-off in combination with an underground tank. Given the lack of available surface space for further drainage measures this arrangement is considered acceptable by the Council's SUDS

Officer. Exact details of the proposed measures in addition to details of their maintenance and management would be secured by condition.

6.10.7 Other methods of re-using stored rainwater, infiltration techniques and storm / peak flow attenuation has been included.

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

6.10.9 Ground Water Protection

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

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

6.10.12 Water Infrastructure

6.10.13 The site is close to Thames Water strategic water mains. Thames Water has stated that the impact of the proposed development on the existing water network infrastructure capacity must be assessed further. However, Thames Water have raised concerns regarding the ability of the existing foul water network infrastructure to accommodate the needs of the development. Subsequent discussion between the applicant and Thames Water has confirmed that it is not possible to fully investigate at this stage, due to the existing use and occupation of the site, but that conditions requiring a pre-occupation condition for this information to be provided when the site is vacant.

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

6.11 Pollution

6.11.1 Air Quality

6.11.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction.

6.11.3 An *Air Quality Impact Assessment Report*, as well as a *Transport Impact Assessment Report* have been submitted with the application. The report states

that the development would incorporate an energy centre with 3 CHP units and 2 boilers, whilst the hotel energy centre includes 2 water heaters.

6.11.4 The report also demonstrates that the development would have a negligible effect on local air quality from vehicle movements, especially given as this is proposed as a car-free development.

6.11.5 Concerns were raised by the Sustainability officer with regard to the potential opening of windows onto the High Road, but it is accepted that these are largely secondary amenity spaces and that rear windows, balconies and side access to the balconies are provided. The windows facing onto the road are non-openable and protected by aluminium fins, or recessed.

6.11.6 As such, the Pollution Officer considers the proposal to be air quality neutral. An updated Air Quality Assessment, plus dust and boiler emission controls, can be secured by condition.

6.11.7 Land Contamination

6.11.8 Policy DM23 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.

6.11.9 An initial contamination report and model was submitted with the application. The report indicated potential on-site links to low-to-medium risk contaminants. As such, a further site intrusive investigation should be conducted. The Council's Pollution Officer considers these next steps to be appropriate and they can adequately be secured by condition.

6.11.10 Therefore, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

6.12 **Employment and Training**

6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.

6.12.2 This application would re-provide existing retail premises and a widened employment base in the hotel and workspace provision. There would be opportunities for borough residents to be trained and employed as part of the development's construction process.

6.12.3 The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training. The Council requires the

developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).

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

6.12.5 There is a desire to secure local employment within the workspace units provided and a desire to try to secure some local occupiers within these units. A requirement to consult the Council on an occupation strategy will be included in the Section 106 agreement.

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

6.13 Wind and Micro-Climate

6.13.1 London Plan Policies 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Development Management, DPD Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.

6.13.2 The size of the building in relation to existing buildings is deemed not to require wind tunnel assessment or attenuation, given the proximity to The Mall and other taller buildings within the broader vicinity. The application is supported by a Preliminary Impact Assessment, which confirms that this would not have a significant wind tunnelling impact.

6.14 Fire Safety

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

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

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

6.15 Section 106 Heads of Terms

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

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

6.16 Other Issues:

6.16.1 The standard permission has been extended in this recommendation for approval on the basis that the site has the restriction of the Crossrail 2 Safeguarding. Given the delays to the CR2 schedule, a five year permission, rather than the standard three years, is considered reasonable.

Section 106 Heads of Terms:

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

- 1) Crossrail final sign off of conditions:
 - No development unless either:
 - TfL consent;
 - Crossrail does not come forward or re-aligns;
 - The need for protection can be designed out
 - Subject to confirmation from Crossrail the Secretary of State for Transport will be asked to resolve any disputes
- 2) Affordable Housing Provision
 - 40% affordable by habitable room
 - 64% social rent (with no sale) and 36% intermediate rent (London Living Rent)
 - Occupier no option to buy Affordable / Intermediate rented
 - LBH first option to purchase social rented affordable purchase
- 3) Public Realm and Highway Improvements on Bury Road
 - Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
 - Financial contribution
- 4) Energy Statement Update and Review

- Assessment of the development's potential to integrate CHP
 - Review of submitted Energy Statement prior to commencement
 - Provision of financial contribution towards carbon offsetting of £276,372
 - Sustainability review before occupation (plus any additional carbon offset if required)
- 5) Energy Centre
- Best endeavours to connect to Wood Green DEN energy centre
- 6) Considerate Contractor Scheme Registration
- 7) Sustainable Transport Initiatives
- Travel Plans provided for the residential and commercial uses
 - Appointment of a travel plan co-ordinator
 - Financial contributions towards travel plan monitoring (£2,000 per plan)
 - Car club membership or bicycle purchase contributions for occupiers including enhanced provision for family dwellings
 - Traffic Management Order amendment (£4,000)
 - Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
 - Other initiatives
- 8) Car Parking Management Plan
- Measures to include parking space unit allocations, details of vehicle circulatory movements, occupancy level monitoring and off-street permit allocation
 - Parking priority plan
 - Potential inclusion of a parking space for the commercial unit
 - 20% active and 80% passive electric vehicle charging point provision, plus details of the threshold required for conversion from passive
 - Monitoring (£3,000)
- 9) Employment Initiatives – Local Training and Employment Plan
- 20% of the on-site workforce to be Haringey residents
 - 5% of the on-site workforce to be Haringey resident trainees
 - Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
 - Support fee of £1,500 per apprenticeship for recruitment
 - Provision of a named contact to facilitate the above
 - Local business preference within workspace units

10) Child Play Space Off-Site Contribution

- £28,918 off site provision

11) Shell and core fit out

- The courtyard workspace units will be fit out to shell and core with a landlord contribution to the fit out once a tenant has been secured.

12) Monitoring Contribution

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

6.17 Conclusion

- The proposed mixed use development would provide a suitable residential density, retail, commercial and business quantum, including a large hotel use.
- Implementation of the permission will be reliant on the safeguarding restriction of the site and shall not be developed unless the Cross Rail 2 Safeguard is revoked.
- The development would provide 40% affordable housing, with 64% of this provision for Social Rented and 36% for London Living Rent, (no option for occupier purchase). The Council will have first option to purchase the affordable units.
- A suitable housing mix of one, two, three and four bed units is proposed for both affordable housing tenure and the scheme as a whole. A total of 25% family housing will be provided within the development.
- The development will create a laneway between the High Road and Bury Road, in accordance with the aims of the Wood Green AAP and Site Allocation.
- The scale and massing would not stymie other development within the Site Allocation and has been designed with a contextual approach to these sites.
- The contemporary design and materiality would have a positive impact on the on the visual appearance of the area, would protect key local views and would not harm local heritage assets.
- The development would not have an adverse impact on surrounding amenity.
- The development would provide sufficient number of appropriately located car and cycle parking and would encourage sustainable transport initiatives in an area with excellent public transport links.
- Private amenity space would be provided for each flat, as well as access to generous communal amenity spaces and the public space created in the laneway courtyard.

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

6.18 Community Infrastructure Levy

6.18.1 Based on the information submitted with the application, the Mayoral CIL charge would be £974,460 (16,244sqm x £60) and the Haringey CIL charge would be £2,479,038 (12,097sqm x £165 x 1.242).

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

- Existing floor space demolished – 13,028sqm;
- New residential floor space – 12,097sqm;
- New commercial floor space – 8,392sqm;
- Net additional floor space – 16,244sqm;

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

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

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

7 RECOMMENDATIONS

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

7.1.2 Applicant's drawing No.(s): EXA_1724_101/D; 102/B; 103/B; 110; 201; 202; 203; 204; 501; 502; 503; 511; 512; 515 601; 602; 603; 604; 610; 611; 612; 613; 614; 615; 650; 651; 652; 701; 702; P_901/C; 5865-00-005; 006; 007; 008; 101; 02-101/B; 5865-20-001/N; 002/N; 003/N; 004/N; 005/N; 006/N; 007/N; 008/N; 009/E; 010/E; 011/E; 012/E; 017/F; 018/C; 019

7.1.3 Supporting documents also approved: J2291 (Energy & Sustainability Report); J2291/02.0 (Overheating Report- 22 March 2019); J2291 (MWL BREEAM Pre-Assessment- March 2019); WHIT/16/3508/DSP01/B (Delivery and Servicing Management Plan); WHIT/16/3508/TP01/A (Framework Travel Plan- September 2018); WHIT/16/3508/TA01/A_September2018; Townscape and Visual Impact Assessment- Peter Stewart Consultancy- September 2018; SuDS Flows and Volumes – LLFA Technical Assessment Proforma; J10352/NGR/CKE/SHIN (Planning Statement- September 2018); 17020/500/P1; 1702/SUDs_R01/RS_P2

(Sustainable Drainage Strategy - February 2019);
17020/R01/RS_September2018 (Structural Engineers Report);
17020/BIA_R01/RS_September_2018 (Basement Impact Assessment);
J10352/NGR/CKE/SHIN (Affordable Housing Statement) with addendum
G6780/JAKI/FKI-300419 dated April 2019; 7669/AQ/final/Rev3 (Air Quality
Assessment- September 2018); ExA-1724-901/C (Design and Access Statement
– Landscape Statement- September 2018); P1081/June18/1.1 (Noise
Assessment Report- September 2018); P1244/1 (Daylight & Sunlight Report);
Geotechnical Consulting Group- Preliminary Impact Assessment on Lu
Tunnels_Rev2_September2018; C14174A (Site Investigation Report); Newgate-
Statement of Community Involvement_September2018; JLL Wood Green North
Side – Construction Management Plan; JLL Wood Green South Side –
Construction Management Plan; JLL- Planning Stage Construction
Methodology_June2018; J2291/P2 (MWL Utilities Report- September 2018)

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- 6) Considerate Contractor Scheme Registration

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- Other initiatives

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12) Monitoring Contribution

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

SCHEDULE OF CONDITIONS

1. Time limit – 5 years
2. In accordance with plans
3. Flexible Retail space floorplans
4. B1 / /D1use
5. Materials
6. Commercial hours of operation
7. Accessibility
8. Ventilation of A3 uses
9. Site levels
10. Communal satellite dish only
11. Public realm landscaping
12. Internal landscaping
13. External lighting
14. Updated AQ assessment
15. Contaminated Land
16. Boilers
17. Dust management
18. NRMM regulations
19. Plant machinery
20. No infiltration
21. Piling method
22. Borehole investigation
23. Waste storage
24. Secured by design
25. London Underground asset protection
26. Water infrastructure capacity
27. Water main protection
28. Commercial fat traps
29. Bury Road gardens
30. Cycle parking
31. Delivery and service plan
32. Construction management / logistics plan
33. Parking management plan
34. EV charging
35. Plant noise limits
36. Internal noise protection
37. Commercial sound insulation
38. Re-radiated noise
39. Drainage scheme
40. Energy network quality
41. Commercial BREEAM objectives
42. Overheating study
43. Living roof details
44. Tree protection plan
45. Solar panels
46. Details of security gates
47. Opening hours of security gates
48. Base build blinds

1. The development hereby authorised must be begun not later than the expiration of 5 years from the date of this permission, failing which the permission shall be of no effect.

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

2. The approved plans comprise drawing nos. P_901/C; 586502-101/B; 5865-20-001/N; 002/N; 003/N; 004/N; 005/N; 006/N; 007/N; 008/N; 009/E; 010/E; 011/E; 012/E; 017/F; 018/C; 019 The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. Prior to first occupation, the units/layouts of the flexible retail spaces shall be submitted and approved by the Local Planning Authority and shall be retained as such thereafter unless otherwise approved in writing.

Reason: To ensure that an active frontage and viable quantum and scale and layout is retained for the proposed commercial uses in accordance with DM41 and DM42 of the Development Management Development Plan Document 2017.

4. The work space units facing onto the proposed courtyard shall be used only for purposes falling within Use Class B1 and the following uses within Use Class D1: clinics, health centres and non-residential education and training centres, and as no other use falling within D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing in advance by the Local Planning Authority. Changes to the proposed uses shall only be permissible if supported appropriate evidence to demonstrate the uses indicated above are not viable.

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

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

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

6. The commercial units, including the ground floor restaurant within the hotel use, of the development hereby approved shall be open only between 07:00 and 01:00 and the external seating area associated with the commercial units shall not be used between the hours of 22:00 and 07:00 on any day of the week unless otherwise agreed in writing in advance by the Local Planning Authority.

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

7. All the residential units will be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (12 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

8. No activities within Use Classes A3 or C1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.

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

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

Reason: In order to ensure that any works in conjunction with the permission hereby approved respects the height of adjacent properties through suitable levels on the site.

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

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

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

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Vehicle and cycle parking layouts;
- d) Vehicle and pedestrian access and circulation areas;
- e) Hard surfacing materials;
- f) Minor artefacts and structures (eg. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- g) Proposed and existing functional services above and below ground (eg. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

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

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

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

amenity of the area consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 3.6 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

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

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

14. Prior to first occupation of the development hereby approved an updated Air Quality Assessment, taking into account emissions from boilers and combustion plant, road transport sources and the 2017 data for monitoring sites within the London Borough of Haringey must be undertaken and submitted for approval.

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

15. Before development commences, other than for investigative work and demolition:

- a) Using information obtained from the Geo-Environmental Assessment Report plus maps an intrusive site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: - a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its written approval;
- b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency prior to that remediation being carried out on site;
- c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

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

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

17. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust and including a Dust Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The plan shall be in accordance with the Greater London Authority's Dust and Emissions Control Supplementary Planning Guidance document (July 2014).

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

18. Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded

during the construction phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality.

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

Reason: To protect local air quality.

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

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

21. Piling, deep foundations and other groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems) requiring penetrative methods shall not be carried out other than with the advance written consent of the Local Planning Authority. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water and the Environment Agency. The development shall be carried out in accordance with the approved details.

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

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

shall be implemented prior to the occupation of any part of the permitted development.

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

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

- Separated and appropriately-sized general waste and recycling areas;
- Provision of 44 x 1100L bins for refuse and recycling and 9 x 240L food waste bins for the proposed flats;
- Gradient between the refuse store and the public footway shall be less than 1:20;
- Positioning of dropped kerbs to facilitate waste store access for servicing staff;
- All domestic and workspace collection from Bury Road;
- All retail collection from High Road
- Access code / key provided to Council for accessing bin stores;
- Separate commercial and business waste storage.

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

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

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

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

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

- Provide details on all structures;

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

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

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

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

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

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

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

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

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

28. Prior to the commencement of any restaurant use or ancillary restaurant use of the hotel fat traps shall be installed in all establishments.

Reason: The proposed works have the potential to impact on local watercourses and cause drainage blockages.

29. Prior to the commencement of the relevant part of the development hereby approved details of the front garden layout for the houses fronting onto Bury Road shall be provided to the Local Planning Authority for its written approval.

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

30. Prior to the first occupation hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with Transport for London. Either a minimum 5% of cycle spaces suitable for enlarged cycles shall be provided, and the type of stand proposed must be clarified, OR an additional 24 long stay cycle spaces shall be provided to accord with the Draft London Plan standards. The recommendations and requirements of the London Cycle Design Standards guidance document shall be followed. The approved plans shall be retained as agreed thereafter.

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

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

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

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

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

33. Prior to the first occupation of the development hereby approved a provision of 20% of the total number of car parking spaces shall be provided with active

electric charging points, with a further 80% 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.

34. Prior to the first occupation of the development hereby approved a Parking Management Plan including details on the allocation and management of the on-site car parking spaces including the wheelchair accessible car parking spaces to the front of the building and the commercial car parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/ affordable):

- Parking for the disable residential units 5% of the total number of units proposed (10/13)- wheel chair accessible car parking spaces)
- A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
- Family sized units 3+ bed units
- Two bed 4 four person units
- Two bed 3 person units
- One-bed and units.

Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.

35. Noise arising from the use of any plant or any associated equipment shall be set at 5dB below the existing background noise level (LA90 15mins) when measured (LAeq 15 mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/ structure borne noise derived from the use of any plant equipment does not cause noise nuisance within any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 and any mitigation measures necessary to achieve the required noise level shall be submitted to the Local Authority Planning Authority in writing, for approval. The plant and relevant mitigation measures, if required, shall be installed and maintained in accordance with the approved details.

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

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

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

A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for its written approval.

Reason: To ensure high quality residential development

37. Prior to the commencement of the above ground works, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.

Reason: To protect the amenity of the locality.

38. The building design shall ensure that the re-radiated noise is attenuated to 10dB below the recommended internal noise criteria outlined in BS8233:2014 for residential units and 5dB in commercial /retail premises.

Reason: To protect the amenity of the locality.

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

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

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

- a) Confirmation that the heat network serves all domestic and non-domestic units on the site and provides all hot water and space heating loads.
- b) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and

- c) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme (an equivalent industry approved, auditable and accountable customer protection scheme can be suggested), and that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. These standards shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.

Reason: To ensure the facility and associated infrastructure are provided in line with London Plan 2016 Policy 5.7, Local Plan 2017 SP4 and Development Management Development Plan Document 2017 Policy DM22.

41. You must deliver the sustainability measures as set out in the Energy & Sustainability Report by Mendick Waring Limited, Revision P2, dated September 2018 unless otherwise agreed.

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

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

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

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

local noise and air quality pollution sources which may limit openable windows. Such measures agreed shall be operational prior to the first occupation of the relevant part of the development hereby approved and shall be maintained as such thereafter unless otherwise approved in writing.

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

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

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

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

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

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

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

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

45. Prior to commencement of above ground works any works to the relevant part of the development hereby approved details shall be submitted to and approved by the Local Planning Authority for a Solar PV strategy (including a map with the area, capacity and location of renewables) and will set out how the development will maximise opportunities for renewable energy generation and work towards the delivery of the policy.

Reason: To ensure sustainable development and to comply with London Plan Policies 5.1, 5.2 and 5.3 and Policy SP4 of the Local Plan 2017

46. Prior to commencement of the relevant part of the development, details of the courtyard security gates shall be provided to the Local Planning Authority for its written approval.

Reason: For security of existing and future occupants within the area and for the avoidance of anti-social behaviour.

47. The security gates to both entrances to the public courtyard hereby approved will be shall be open only between 07:00 and 22:00 on any day of the week unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To retain an open courtyard whilst passive surveillance can help regulate the area and secure the area at all other times.

48. Prior to the first occupation of the residential units, hereby approved base build blinds shall be installed in all units. Details of such blinds shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such unless otherwise agreed in writing.

Reason: To encourage uniformity in design and avoid overheating.

Informatives

- 1) Positive / proactive manner

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

- 2) CIL liable

Based on the information submitted with the application, the Mayoral CIL charge would be £974,460 (16,244sqm x £60) and the Haringey CIL charge would be £2,479,038 (12,097sqm x £165 x 1.242).

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

- Existing floor space demolished – 13,028sqm;
- New residential floor space – 12,097sqm;
- New commercial floor space – 8,392sqm;
- Net additional floor space – 16,244sqm;

3) S106

This permission is governed by a S106 agreement pertaining to Crossrail 2 Safeguarding, Affordable Housing, Public Realm works, energy centre connection, carbon offset contribution, highways/transport contributions, considerate contractors, local labour and training, child playspace contribution, shell and core fit out and monitoring fees.

4) Land Ownership

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

5) Street numbering

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

6) Asbestos

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

7) Hours of construction

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

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

Ground floor layout



DO NOT SCALE FROM THIS DRAWING
 The information on this and every other drawing on site and report accompanies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
 Electronic data if provided are for use only and should not be interpreted for measurement. All dimensions and levels should be read only from those values stated on this drawing.

AREA MEASUREMENT
 The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions whatsoever to be made on the basis of these provisions, should include due allowance for the increase and decrease inherent in the design development and building processes. Figures relate to the built areas of the building at the current stage of the design. Gross Internal Area (GIA) / Gross Internal Area (GIA) / Net Internal Area (NIA) are calculated in metric units generally in accordance with the RICS Property Measurement for Offices. All areas are subject to accuracy other things but not including their Planning and Conservation Area Consent. Building Regulation approval and detailed Rights to Light analysis.

- NOTES**
- - - Site Boundary
 - - - Residential Lobby
 - Residential - Private
 - Residential - Affordable
 - Residential - Affordable
 - Residential - Affordable
 - Workshop
 - Retail
 - Work of House
 - Hotel - Front of House
 - Hotel - Standard Room
 - Hotel - Large Room (1)
 - Hotel - Large Room (2)
 - Hotel - Assemble Room
 - Communal Terrace
 - Private Terrace

D1 Ducts Upper
 D2 Ducts Upper

0 10 20
 1:10
 0 10 20

REV.	DATE	AMENDMENT
-	18.02.2019	Issued for comment.
-	09.01.2019	Issued for comment.
A	19.01.2019	Issued for information.
B	25.01.2019	Issued for coordination.
C	08.02.2019	Window locations added.
D	26.02.2019	Accessible cells added.
E	27.04.2019	Basement added.
F	04.05.2019	Issued for Coordination.
G	16.05.2019	Plot Numbers Added.
H	22.05.2019	Issued for information.
I	28.05.2019	Various layout changes bin stores, bike stores, hall.
J	30.05.2019	Issued for Planning.
K	18.01.2019	Issued for Planning.
L	05.12.2019	Issued for Planning.
M	02.02.2019	Issued for Planning.
N	23.04.2019	Issued for Planning.



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 LAKAR DEVELOPMENTS LIMITED

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PROJECT
 HIGH ROAD, WOOD GREEN

SCALE/PA	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:250	23.04.2019	PI	AS	DB

TITLE
 GENERAL ARRANGEMENT PLAN
 GROUND FLOOR

DISC
 PLANNING

DRAWING NO.
 5863-20-001

REV.
 N

First Floor Layout



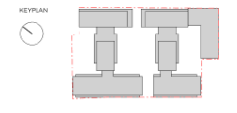
DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic only / drawings are issued as 'read only' and should not be interpreted for measurement. All dimensions and levels should be read only from those values stated on this drawing.

AREA MEASUREMENT
The floor area applicable and can only be verified by a detailed dimensional survey of the completed building. Also, decisions on measurement to be made on the basis of these principles. Please include the allowance for the increase and decrease allowed in the design development and building processes. Figures stated in the block area of the building at the current scale of the drawing. Gross External Area (GEA) / Gross Internal Area (GIA) / Net Internal Area (NIA) are established in metric units generally in accordance with the BCS Property Measurement 3rd Edition. All areas are subject to change, other things but not including Floor Planning and Construction Area Concepts. Building Regulation approvals and detailed Rights to Light analysis.

- NOTES:**
- - - Site Boundary
 - Structural walls
 - Structural Frame
 - Structural - Affiliated Single Store
 - Structural - Affiliated Intermediate
 - Workshop
 - Plant
 - Core of Hotel
 - Hotel - Plant of House
 - Hotel - Standard Room
 - Hotel - Large Room (1)
 - Hotel - Large Room (2)
 - Hotel - Accessible Room
 - Commercial Terrace
 - Plaza Terrace
1. 1. Quality Level
2. 2. Green Level
- 0 1 2 3 4 5 6 7 8 9 10

REV.	DATE	AMENDMENT
-	15.10.2017	Issued for comment.
-	16.02.2018	Issued for comment.
A	19.01.2018	Issued for information.
B	23.02.2018	Issued for coordination.
C	08.02.2018	Workshop location added.
D	26.02.2018	Accessible units added.
E	27.04.2018	Accessible units added.
F	04.05.2018	Issued for coordination.
G	19.02.2018	Final Numbers Added.
H	22.05.2018	Issued for information.
I	26.06.2018	Final Loading.
J	12.02.2018	Issued for Planning.
K	18.10.2018	Issued for Planning.
L	03.12.2018	Issued for Planning.
M	12.02.2019	Issued for Planning.
N	23.04.2019	Issued for Planning.



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PROJECT
HIGH ROAD, WOOD GREEN

SCALE/REV DATE ORIGINATOR CHECKED AUTHORISED
1:250 23.04.2019 PH AS DB

TITLE
GENERAL ARRANGEMENT PLAN
FIRST FLOOR

STATUS
PLANNING
DRAWING NO. 5865-20-002 REV. N

Second Floor Layout



Hotel Interior and Layout by Asim Architects

are calculated in metric units generally in accordance with the BCS Property Measurement 4th Edition. All areas are subject to change at the discretion of the client. Building Regulator approvals and detailed Rights to Light analysis.

NOTES:

- - - Site Boundary
- - - Residential Utility
- - - Residential - Private
- - - Residential - Affordable Shared Rent
- - - Residential - Affordable Intermediate
- - - Workshop
- - - Fluid
- - - Work of House
- - - Hotel - Front of House
- - - Hotel - Standard Room
- - - Hotel - Large Room (1)
- - - Hotel - Large Room (2)
- - - Hotel - Accessible Room
- - - Communal Terrace
- - - Private Terrace

DL - Downer Level
DU - Downer Upper

0 1 2 3 4 5 6 7 8 9 10

REV. DATE AMENDMENT

REV.	DATE	AMENDMENT
-	18.10.2017	Issued for information.
-	16.02.2018	Issued for information.
A	19.02.2018	Issued for information.
B	23.02.2018	Issued for coordination.
C	08.02.2018	Window Locations added
D	26.02.2018	Accessible units added
E	27.04.2018	Accessible units added
F	04.05.2018	Issued for coordination.
G	19.03.2018	Plot Numbers Added
H	22.02.2018	Issued for information.
I	28.05.2018	Hotel Locked
J	12.07.2018	Issued for Planning
K	18.10.2018	Issued for Planning
L	03.12.2018	Issued for Planning
M	10.03.2019	Issued for Planning
N	23.04.2019	Issued for Planning

KEYPLAN



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PROJECT: HIGH ROAD, WOOD GREEN

SCALE/BAI	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:250	23.04.2019	PI	AS	DB

TITLE: GENERAL ARRANGEMENT PLAN SECOND FLOOR

STATUS: PLANNING

DRAWING NO.
5865-20-003

REV.
N

Seventh Floor Layout



Unless internal Area (Use A) / Gross Internal Area (Use A) / Net Internal Area (Use A) are calculated in metric units generally in accordance with the BCS Property Measurement 1st Edition. All areas are subject to rounding other things but not including Total Planning and Conservation Area Content, Building Regulation approvals and detailed Rights to Light analysis.

NOTES

- - - Site Boundary
- Residential Lobby
- Residential - Private
- Residential - Affordable Social Rent
- Residential - Affordable Intermediate
- Workshop
- Plant
- Ward of House
- Hotel - Front of House
- Hotel - Standard Room
- Hotel - Large Room (1)
- Hotel - Large Room (2)
- Hotel - Accessible Room
- Communal Terrace
- Private Terrace
- 01 - 02 - 03 - 04 - 05 - 06 - 07 - 08 - 09 - 10

REV. DATE AMENDMENT

REV.	DATE	AMENDMENT
-	13.10.2017	Issued for comment.
-	16.01.2018	Issued for comment.
A	19.01.2018	Issued for information.
B	08.02.2018	Window locations added
C	27.04.2018	Issued for coordination
D	04.05.2018	Issued for coordination
E	19.03.2018	Plot Numbers Added
F	22.05.2018	Issued for information
G	28.04.2018	Hotel roof plan updated
H	12.07.2018	Issued for Planning
I	18.10.2018	Issued for Planning
J	05.12.2018	Issued for Planning
K	10.01.2019	Issued for Planning
L	23.04.2019	Issued for Planning

KEYPLAN



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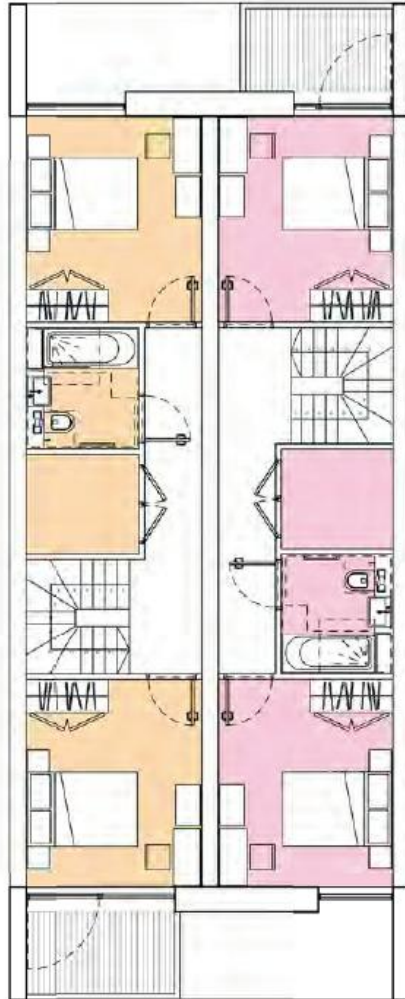
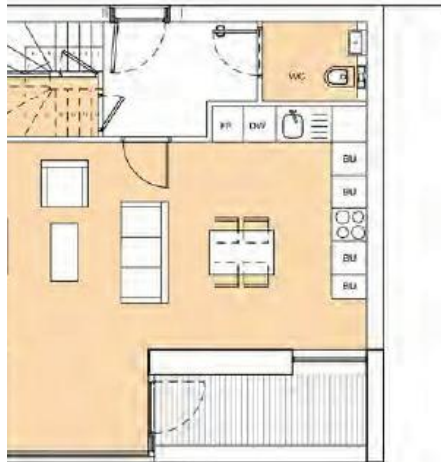
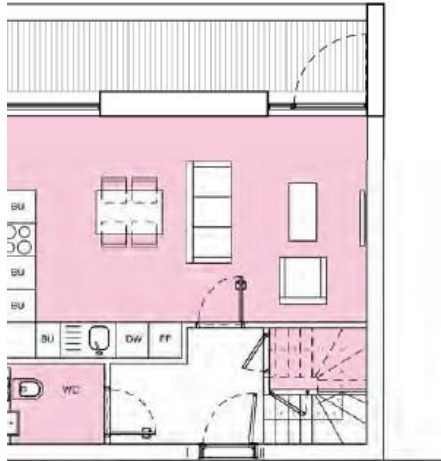
PROJECT
 HIGH ROAD, WOOD GREEN

SCALE/AT	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:250	23.04.2019	PI	AS	DB

TITLE
 GENERAL ARRANGEMENT PLAN
 SEVENTH FLOOR

STATUS
 PLANNING
 DRAWING NO.
 5865-20-008

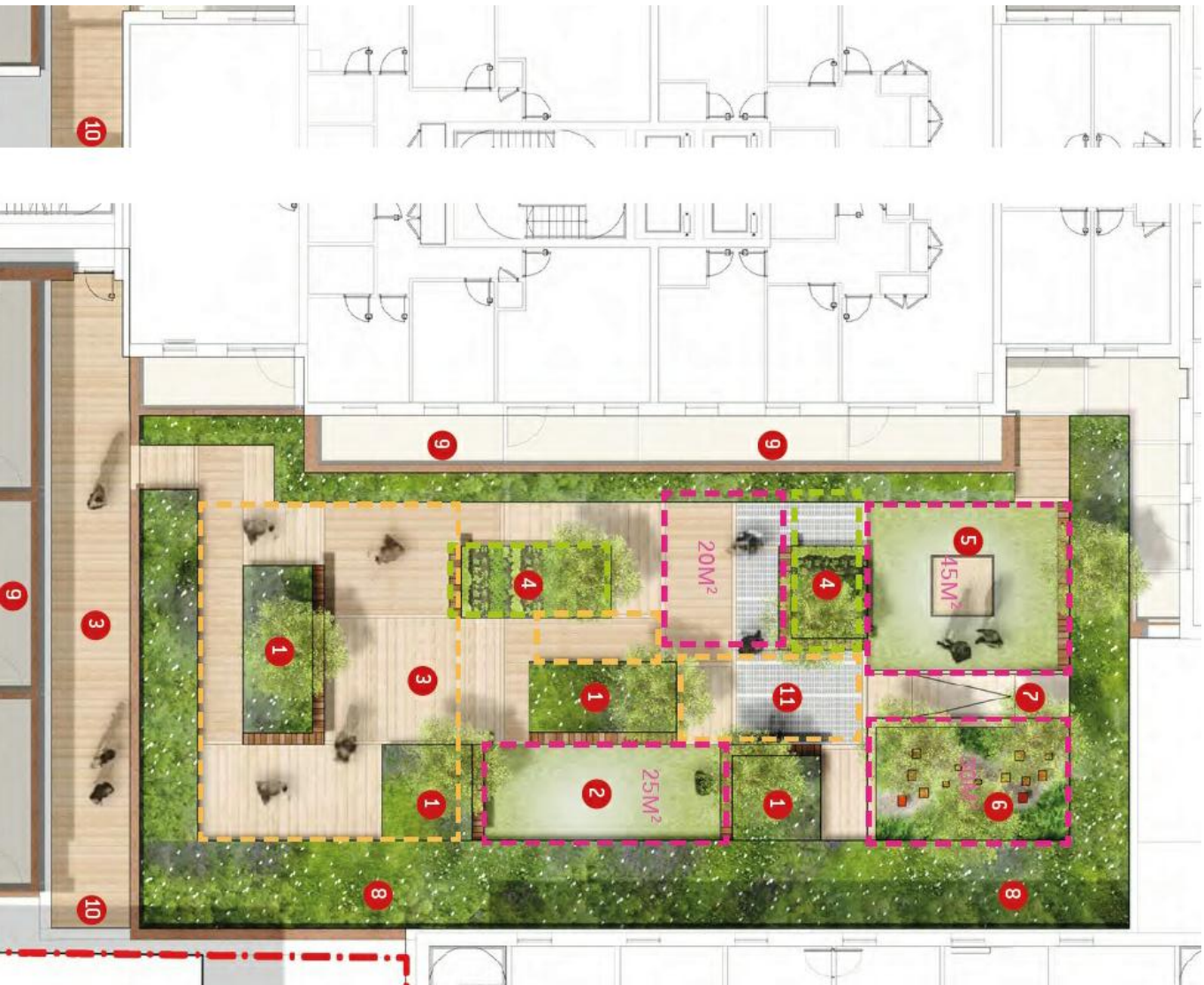
REV.
N



LOWER LEVEL

UPPER LEVEL

example duplex unit layout



- LEGEND**
- 1 Raised corten planters
 - 2 Astroturf
 - 3 Composite timber decking
 - 4 Self grow beds
 - 5 Sandpit
 - 6 Timber stepping stones
 - 7 Raised area
 - 8 Perimeter planting
 - 9 Private terraces
 - 10 Terrace entrance
 - 11 Vents to ground floor ca
- Play
 - Seating
 - Self-grow beds

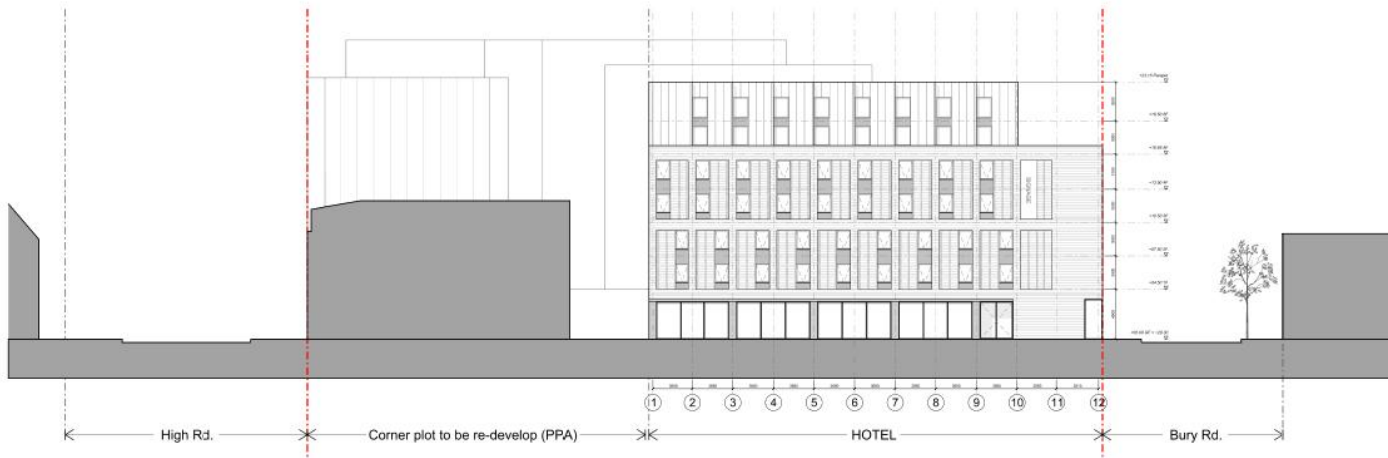
Amenity / playspace

High Road and Bury Road Elevations



Whymark Avenue Elevation

100_C:\ASSETS\30-000_Elevation.dwg



High Road CGI (note balcony screening amendment not shown)



High Road Bay Study:



High Road / Whymark Avenue CGI



Bury Road CGI



Courtyard CGI



Combined indicative massing with refused M&S site (taken from M&S application)



Combined indicative massing with refused M&S site (taken from M&S application)



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Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Building Control	No objection.	Noted.
Conservation	<p>Site and surroundings: The site does not contain any Listed or Locally Listed Buildings, and is not within a conservation area. Given the scale of the proposed development, there is the possibility that the development would affect the settings of several heritage assets nearby. The significance of each and the impact of the proposed development on that significance is assessed below.</p> <p>Legislation, Policy and Guidance Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 gives rise to a statutory duty to pay special attention to the desirability of preserving or enhancing the character and appearance of conservation areas in the exercise of planning functions. Section 66 (1) contains a similar duty, when considering planning applications that would affect a listed building or its setting, to have special regard to the desirability of preserving the building or its setting. Recent Court of Appeal decisions in the cases of <i>The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council</i>, and <i>the Queen (on the application of The Forge Field Society) v Sevenoaks District Council</i> emphasize that these considerations should be given considerable importance and weight.</p> <p>The NPPF states that great weight should be given to the conservation of designated heritage assets when considering the impact of proposed developments (paragraph 193), and that any harm to the significance of a designated heritage asset should require clear and convincing justification (paragraph 194). It also states that the effect on the significance of non-designated heritage assets should be taken in to account.</p> <p>London Plan Policy 7.8 requires that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. (Draft London Plan Policy HC1 continues this approach.) Haringey Local Plan Policy SP12</p>	Noted and conditioned.

seeks to conserve the significance of Haringey's heritage assets and their setting (including conservation areas, Statutory Listed Buildings and Locally Listed Buildings). Local Plan Policy DM9: Management of the historic environment continues this approach.

The setting of a heritage asset is defined in the NPPF as 'The surroundings in which an asset is experienced'. The Government's Planning Practice Guidance gives further detail on how settings should be taken in to account, highlighting the importance of views and visual considerations, and noting that other factors such as our understanding of the historic relationship between places may also play a role. Historic England's Historic Environment Good Practice Advice Note 3: The setting of heritage assets offers detailed guidance on the assessment of setting in decision taking. I have also had regard to Historic England's GPA 2: Managing Significance in Decision-Taking in the Historic Environment, and Conservation Principles (2008).

Assessment of proposals:

The applicants have provided enough information to understand the impacts of the proposal on the significance of various heritage assets, including an adequate Townscape and Visual Impact Assessment (TVIA). Key viewpoints in the TVIA were identified in consultation with Council officers. Noel Park Conservation Area: Noel Park Conservation Area is located to the north east of the site. It is a late Victorian planned estate comprising various streets of terraced houses, a school, community hall, and Church. It is significant as an example of a Victorian philanthropic housing development aimed at improving living conditions for tenants, and because of its carefully composed layout, townscape qualities, and architectural character. St Mark's Church and adjacent church hall are listed at Grade II. Both are set on a planned island site near the south-west boundary of the CA, which is an important townscape feature.

The proposed buildings would not be visible from most of the conservation area, but would be visible in some views from its south-west extremity (nearest to the development site) where St Mark's Church is Located. The viewpoint within the CA that is most likely to be adversely affected is assessed in the TVIA (View 13). The proposed building would be visible in the background of the view, but would be largely concealed behind foreground buildings. It would not be prominent, and would appear similar in scale to existing High Road buildings. Any impact on the setting of the conservation area or St Mark's Church and Church Hall would be negligible.

Bury Road and Westbeech Road were originally part of the Noel Park Estate, which spanned the railway when first built. Surviving original houses on these streets are in the same style as the rest of the estate. (Bury Road was originally a residential street with houses on both sides.) Later development following the closure of the railway separated these streets from the rest of the estate, and it is not part of the CA. However, this area does contribute to the setting of the Conservation Area. There is no direct visual connection, but it has a clear historical and aesthetic relationship with the estate, and contributes to our appreciation of its history. The impact of WW2 bomb damage and large developments along the High Road in the 1970s affected both the character of these streets, and the setting of the conservation area. This is noted in the Council's Noel Park Conservation Area Appraisal and Management Plan (2016) section 7, which specifically highlights the adverse impact of service access to large commercial premises.

None of the houses on Bury Road would be directly affected, but the proposed development would have a transformative impact on the character of the street. Large-scale commercial buildings serviced from Bury Road have severely compromised its original residential character. While the proposed replacement buildings would be larger still, their height and massing would step down towards Bury Road and would be articulated to relate more appropriately to the existing houses. Featureless rear walls and servicing entrances would be replaced by new maisonettes with entrances on the street - a considerable improvement that would restore some of the street's original layout and residential character. The detailing and materiality of the new building would complement the historic houses opposite, and in the nearby CA, and the new layout would reinstate a connection to the High Road that was lost when Dovecote Avenue was built over in the 1970s. Overall, this would provide a considerable improvement that would enhance and better reveal the historic character of these streets and their connection to the Noel Park Conservation Area. The improvements are in line with Local Plan Policy DM9 C, which states that the Council will have regard to the desirability of preserving or reinstating the original historic form, fabric, function or character of heritage assets and their setting.

Cheapside Parade: Cheapside Parade (on the High Road to the north of the site) was also built as part of the Noel Park Estate, and contributes to its setting. Its richly decorated facade includes the surviving frontage of the former Wood Green Empire Theatre by Frank Matcham, and makes a

positive contribution to the street scene. Although it is not currently included on the Council's published Local List, the terrace has sufficient heritage interest to warrant consideration in the planning process, and should be treated as a 'non-designated heritage asset'.

The proposed buildings would front on to the same stretch of High Road, but some distance south of Cheapside Parade, which would not be directly affected by the development. Any adverse impact on its setting would be caused by the increase in height on the development site: the existing buildings on the site (while completely different in character) are a similar height to the historic terraces. The TVIA analysis (view 2) shows that the visual impact would be minor because of the intervening distance. I also note that there are a number of existing buildings in the area of a larger scale – most notably Shopping City. Any adverse impact on the significance of the terrace would be negligible.

Turnpike Lane Station Complex: Turnpike Lane underground station (Grade II Listed) and bus station (Locally Listed) are located at the junction of Turnpike Lane and the High Road, south of the site. The station was built in 1932 as part of the Piccadilly Line extension to the design of Charles Holden, and is of considerable architectural interest. It is prominently located on an open island site opposite Duckett's Common. The group's layout, modernist architectural style, and low, horizontally articulated form set it apart from earlier buildings in the immediate area.

The TVIA analysis shows that the proposed new buildings would not be visible from the station, but would be visible in views of the station complex from Duckett's Common (View 7) and from Green Lanes (view 6). There would be a minor to moderate visual impact, with the new buildings appearing noticeably larger. However, they would be in the background of both views and would not impinge upon the open setting of the station or obscure it from view. The distinctive square towers with Underground signage would still be clearly visible. The wider streetscape is already quite mixed, and the proposed buildings would not look incongruous. The interior of the partially sunken station entrance hall is dramatically lit by large rectangular areas of glazing to the north, west and east facades. The proposed development would not have any impact on the level of daylight or sunlight illuminating the space, and so would not affect this feature of the interior.

Alexandra Palace and views: There are wide panoramic views from Grade II Listed Alexandra Palace and its surrounding park (contained within Alexandra Palace and Park Conservation Area).

There is a strategic view (identified in the London Plan) from Alexandra Palace towards Central London and St Paul's Cathedral. The proposed buildings would be visible in wide views from Alexandra Palace, but would not appear out of scale with surrounding buildings, or be particularly noticeable: the location offers panoramic views of the whole city, in which buildings of various types and scales are visible. The new buildings would sit a long way outside of the specific view corridor identified in the London Plan, and so would not affect the setting of Grade I Listed St Paul's. The proposed development also sits within the view corridor of a locally identified view of Alexandra Palace from Downhill Park. The TVIA indicates that the upper parts of the proposed buildings would be just visible above foreground buildings in this view, but would not obscure any part of Alexandra Palace itself. I am satisfied that there would be no adverse effect on the setting of Alexandra Palace through impact on this view.

Summary and Conclusions:

The development has the potential to affect the settings of various nearby heritage assets including the Noel Park Conservation Area and several Listed and locally listed buildings. I have assessed the likely impact of the proposed development on each of these, having regard to relevant legislation, policy and guidance. I am satisfied that there would be no harm to the significance of any designated (or non-designated) heritage asset. The proposed development would also improve the setting of Noel Park Conservation Area somewhat, through improvements in the Bury Road area that would enhance and better reveal the historic character of the streets and their connection with the Noel Park Estate.

Decision makers should give considerable importance and weight to the desirability of preserving or enhancing the significance of designated heritage assets, as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. The objective would be met in this case. The proposed development would also comply with the requirements of National and Local Policy relating to the historic environment.

Recommendations:

There is no objection to the proposed development on conservation grounds. Further details of the proposed development should be secured by condition in line with the design officer's specific advice. This could include external materials, landscaping materials, and boundary treatments and

	<p>waste storage on Bury Road.</p> <p>The site is not within an Archaeological Priority area, but is 0.8 hectares in area. GLAAS request that they are consulted on all major developments over 0.5 hectares, whether in an APA or not. GLAAS's published archaeological risk model indicates that there is a low (but not negligible) risk of a development of this size and location having archaeological implications.</p> <p><u>Supplementary comments:</u> I was aware of that [<i>comments raised by Historic England</i>]. We've always taken the view that it doesn't have sufficient heritage interest to be treated as a non-designated heritage asset (although it does have some). This would have been considered when the site was allocated. At that time it was decided that 'no buildings need to be retained'. We also just reviewed our local list of NDHAs and didn't include it.</p> <p>If we did treat it as a non-designated asset, we would have to take a balanced approach having regard to the level of significance. Retention would seem to be incompatible with redevelopment of the site in line with the Local Plan (and the various public benefits associated with that), so loss of the building would most likely be justified in any case. (In that scenario, we might be looking for some recording/mitigation).</p>	
Design Officer	<p>Summary This proposal is a well-designed redevelopment of a large and important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. The proposed blocks in the development are all well designed and proportioned, in distinctive, contrasting yet appropriate complimentary and contextual materials.</p> <p>In what is probably the stand-out, impressive, innovative contribution, the proposals include a hugely convincing solution to the site allocation requirement for a "laneway", in the form of an animated, landscaped public courtyard providing a connection from residential streets behind to the High Road, a transition between the hustle and bustle of the High Road and those quieter residential streets,</p>	Noted and conditioned

secondary frontage suitable for employment uses and a “dwell-space” providing outdoor seating and playspace for shoppers’, workers’ and residents’ rest, recreation and social interaction. As well as retail and employment, the proposals include a convincing and attractively designed hotel, providing employment, secondary frontage and transition on the other street connecting the High Road to the residential hinterland. The main bulk of the development over the retail and employment use contains a significant quantum of new housing in a mixture of sizes, tenures and affordability, yet all to good amenity standards. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street.

Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with potential developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.

Site Location and Context

1. The site sits the centre of the Borough of Haringey, in the heart of Wood Green town centre, right on Wood Green High Road, which connects Turnpike Lane tube station 100m to the south of the site with Wood Green Tube Station, 700m to its north. The High Road that runs along the south-western boundary of the site is a busy, vibrant shopping street that forms the heart of the Wood Green Metropolitan Shopping Centre. Whymark Avenue forms the south-eastern boundary, Bury Road the north-eastern and neighbouring existing buildings the north-western boundary.

2. The site of this application is currently occupied by a single, large floorplate retail building, and a row of adjoining medium floorplate retail buildings, with a service yard behind. The buildings are of mostly two storeys, probably built in the 1960s and probably purpose-built for the British Home Stores retail chain that vacated the site some two to three years ago. These ugly existing buildings are not considered to have any architectural merit; above their continuous ground floor retail frontage, their first floor is a blank façade of “brutalist” bush-hammered, pre-cast concrete panels, sometimes with high level “slit” windows, and have an alienating face to the High Road.

3. The site also includes the adjoining “Mothercare” & “Bonmarché” building, a similar larger-floorplate retail unit with a crème & green tiled 2nd storey onto the High Road. It stretches back to Bury Road, as does the former BHS unit, with the smaller units in between being less deep in plan,

leaving a roughly square service yard on the Bury Road frontage between them. Where the former BHS fronts Whymark Ave., its façade is the same bush hammered concrete, albeit with a blank white tiled ground floor, whilst both facades to Bury Road are of utilitarian blank brickwork. Part of the former BHS rises to 3 storeys here, with 4 storey stair cores.

4. Between the former BHS and the corner of Whymark Avenue are three smaller modern retail units that are not part of this development, nos. 16 – 20 High Road. The building containing them is modern, of three storeys, glass clad to both streets and containing a restaurant across both upper floors of all three shops. There is a small service yard behind, between it and the return side of this application site onto Whymark Ave. Between no. 20 and the former BHS store, there are two more small retail units that do form part of the application site. Both are long single storey retail extensions to the pavement line from the original 19th century 2 or 3 storey house, who's upper floors incongruously survive, well set back between blank party walls and severed from their context.

5. Whymark Avenue runs off the High Road and forms part of the south-eastern boundary of the site. This street transitions from retail frontage to the High Road, through secondary retail, service access for retail and, opposite the site two modest, fairly recent flatted blocks; Whymark House, with blank non-residential / retail-servicing ground floor and 2 floors of flats over; and York House, with part residential, part retail ground floor and resi above. At the corner of Bury Road and opposite, Whymark transitions to residential, two storey, terraced houses, Edwardian, of red brick and with prominent bay windows.

6. Bury Road runs off Whymark Avenue and parallel to the High Road, forming the north-eastern boundary to the site; this is a schizophrenic street, with low rise residential properties on most of its north-eastern side, including opposite the site, and larger-scaled backs-of-shops and entrances to service yards on its south-eastern site, including this site as existing. Most of the housing opposite was originally built as part of the Noel Park Estate by the "Artizans, Labourers and Industrial Dwellings Company", a philanthropic housing company, in the late nineteenth century, in a distinctive, well designed and built decorative style that has lead the larger part of the estate (but not this separated section) to be designated a Conservation Area. However, some of the housing on Bury Road further north of the site appear to be immediate post-war, post-bomb-damage, two and three storey flatted block replacements, albeit in similar brick and slate pitched roofs. Westbeech Road forms a T-junction with Bury Road opposite the site; this street was also laid out as part of the estate and the house on the corner of Bury and Westbeech is an excellent example of how corners were elaborated in distinctive, interesting ways with turrets and bays to address both street frontages

and treat the corner as special. Westbeech also forms the boundary of the estate, and the north-east side of Bury Road opposite the side becomes, from there, the fences and outbuildings of back gardens of the houses on Whymark Road.

7. Beyond the application site to the north-west, there are further to retail properties, with frontage to the High Road and generally service access from Bury Road. Immediately adjacent is no. 42a, a small retail unit with two storeys of flats above. Beyond that is another large floorplate retail unit, the former Marks & Spencer's at no. 44-46; it's rear is immediately adjacent to the application site, large scaled and of four storeys. The current Sainsbury's is beyond that. The character of this side of the High Road then changes to older, more traditional Edwardian retail parades of 3-4 storeys, although with the 8-9 storey high 1970's Page High housing atop service yards and multi-storey car park at the northern end of the Bury Road, behind.

8. The opposite, south-western side of the High Road, is more consistent than this side, consisting of a mostly late nineteenth century, three storey, red brick retail parade, usually with flats above. The wider context is generally of low rise, two and three storey, red brick and slate pitched roofed terraced housing, but the High Road frontage and Wood Green Metropolitan Centre forms a focus of intensity, with several existing higher rise and larger floorplate buildings, such as the up-to-8 storey former Shopping City (now The Mall) and up to 12 storey office towers by Wood Green Station about 0.5km beyond to the north-west.

Planning Policy Context

9. Wood Green, including the location of the site, is identified in the London Plan as a Metropolitan Town Centre and is one of the Growth Areas identified in the Council's Local Plan 2013.

10. Haringey's Local Plan; Site Allocations Development Plan Document (DPD) contains detailed provisions on the Growth Area / Area of Intensification, and specific site allocations for a number of sites in the area, "Sites in Wood Green Metropolitan Centre", including this application site, which forms part of SA14: 16-54 Wood Green High Rd.. This has been further developed in the Wood Green Area Action Plan (AAP) DPD, which contains twelve AAP area wide policies and further site allocations including once again this application site, as WG SA14: 16-54 Wood Green High Rd.. The two documents are at different stages; the Site Allocations DPD has been adopted (July 2017); the Wood Green AAP was recently consulted for a second Preferred Options Consultation (February – March 2018); a report on the consultation and revisions to the draft AAP is currently being prepared. The Site Allocations DPD has the full weight of a recently adopted document, although

the version in the emerging AAP is the most recently published site allocation and has some weight.

11. The adopted DPD Site Allocation SA14 reads:

Comprehensive redevelopment of current High Road frontages for mixed use development consisting of town centre uses at ground and first floor level, with residential above, and a potential new CrossRail 2 station entrance onto Wood Green High Road.

Site Requirements include an allocation site wide masterplan that also shows it does not compromise coordinated development of neighbouring sites, provide one or more “laneways” across the allocation site, heights and building lines that respond to context, the potential for a taller building beside Turnpike Lane station, ground and first floor town centre uses and a wider pavement along the High Road frontage.

12. The emerging AAP Site Allocation WG SA14 reads:

Comprehensive redevelopment of current buildings for mixed use development consisting of town centre uses at ground and first floor level, with residential and employment uses above.

The draft AAP introduces a requirement for new employment floorspace but is otherwise similar.

13. There has been a previous application for the former M&S site part of this site allocation, adjoining this application site. The application, ref. no. HGY/2018/1472, was for a similar mix of development, albeit containing no non-residential use apart from (part) ground floor retail filling their High Road frontage. The design approach had similarities but also crucial differences to this application. It also proposed a lower proportion of affordable housing. That application was refused at committee 23/10/2018, and is now subject of an appeal, yet to be decided. The rest of the Allocation Site comprises Sainsbury’s (nos. 50-56), no. 42a & nos. 16-20, three units with a restaurant over that forms the rest of the block where Whymark Ave. meets the High Road.

14. Other neighbouring allocated sites include the block on the immediate opposite side of Whymark Avenue, “SA15 (Land Between) Westbury and Whymark Avenues” in both the adopted Site All0cations DPD and most recent draft Wood Green AAP. The almost identical allocations identify the site for redeveloped town centre uses and residential, but with a “landmark” (SA) or “gateway” (AAP), with an acceptance that this could be the site for a tall building, although dropping down in height to retained neighbouring buildings. The allocation site covers the Whymark Avenue frontage up to opposite the Bury Road corner and envisages all the existing buildings on the site could be redeveloped. In the opposite direction, beyond Sainsbury’s, Allocation Site SA13 (draft WG SA12) “Bury Road Car Park” sits behind but does not include the retail frontage; this allocation is

also similar, but commits to retaining to higher quality original late 19th century / early 20th century retail parades; a pair of short terraces originally built as part of the Noel Park estate, either side of the stub of Dovecote Avenue, and Cheapside Parade beyond. Under this allocation, Dovecote Avenue's severed connection to Bury Road would be reinstated as a further "laneway", with complimentary development to that on SA14, improving its relationship to retained High Road frontage, on the remainder. Following the last Wood Green AAP public consultation, changes to WG SA12 (but not to WG SA 14) are being contemplated, potentially including retention of some existing buildings on that site.

15. The Noel Park Conservation Area is nearby but not immediately adjacent to the application site; its significance and the impact of this proposal is dealt with by the Conservation Officer's report. The immediately adjacent housing on the opposite side of Bury Road and retail parade just up the High Road that were originally built as part of the Noel Park Estate are not part of the conservation area as they are detached by a former railway (the Palace Gates Line, closed in the 1960s) and other later developments. They do however form a significant part of the local context.

16. Ducketts Common is a large local park only a short walk from the application site, opposite Turnpike Lane Station, along the south-western side of Green Lanes, the southern continuation of the High Road. It contains sports and children's play facilities, café, seating, planting, grasslands and mature trees. There is also a children's playground at the north-eastern end of Whymark Avenue about 250m from the site. However, the site lacks existing immediate doorstep play facilities. There are some street trees along both The High Road and Bury Road but otherwise there is little local greenery in the setting of the site.

Principal of Development & Masterplan

17. The principle of development with the uses proposed is established by the Site Allocations.

18. In accordance with those allocations, the applicants include a Masterplan Approach [section 4 of their Design & Access Statement] for the rest of the allocation site (that is the Sainsbury's etc. site and the former M&S site to the north-east and the smaller retail units to the south west of this application site), as well as the SA15 "Westbury & Whymark Aves." allocated site on the opposite side of Whymark Ave., connecting the site to Turnpike Lane Station. This shows how these proposals for this site can fit in with the actual real proposals for the neighbouring site to the north-west (the "M&S Site", subject to a previous application as mentioned above), that a similar pattern of development to this proposal could successfully develop the rest of this and neighbouring Allocation Sites.

19. The applicant's Design and Access Statement also explains how their masterplan has evolved in tandem with the masterplan for the "M&S Site", which had been going through its own pre-application process for much of the same time as this application. The architects of the two sites started with different approaches; this application with taller blocks along the street edges, as well as creating a new route through and public space within their site, the proposals for the neighbouring site being a "podium" of similar height to existing surrounding heights, with blocks of greater height set back from the site edges. Both contrasting approaches are reasonable but contrasting responses to contrasting site conditions within their respective sites, but both proposals have evolved, in a collaborative Masterplanning exercise, to accommodate their differences.

20. One difference is that this site will propose a "Laneway" crossing the site, in accordance with the Site Allocations requirement, unlike the M&S site proposals. The site is over 2x as large as M&S, so has more room to accommodate a Laneway. The applicants for this application, and those of the M&S Site, have also shown that one Laneway (plus potentially Dovecote) would be sufficient to improve access to the Bury Road houses, and reduce their isolation. It is also important that the currently severed stump of Dovecote Avenue is repaired and turned into a Laneway as part of either a development on the Page High/Bury Road Carpark site or by modifications to the existing building (possibly to open up parts of the undercrofts). This application site is nevertheless an improvement to the M&S site application in including the laneway, in accordance with the allocation site requirement. It would be highly regrettable and a huge missed opportunity for both sites to be redeveloped without at least one laneway being created, and this proposal would appear to be the most viable proposal to create such a laneway.

21. The other major difference in approach is between the two approaches is that between "podium-and-blocks" in the M+S site and "taller-blocks-on-the-street" model here. The two proposals represent alternative but equally viable development patterns. Both sites and the whole of the site allocation could be developed in either a podium-and-blocks or a taller-blocks-on-the-street pattern, but as is made clear in the allocations, towards the northern end, height of blocks on the High Road would have to drop down to the existing 3 storey retail parades further north. The use of different approaches provides this transition in the allocation and the different approaches can be accommodated in the designs of the two. If the M+S Site and Sainsbury's Site followed the same design approach as this scheme, the block on their parts of the High Road frontage would have to step down in height gradually across their frontage from probably a floor lower than this site at its southern boundary, 7 storeys, to a floor higher than their northern neighbour at the northern end of

the Sainsbury's site, 4 storeys. Corners and end elevations in both schemes, including fenestration, have been designed to accommodate the neighbouring proposal.

22. Towards the back of this proposal, set-back upper floors leave a three-storey residential elevation along Bury Road, creating a much better relationship to the houses opposite on Bury Road than the existing blank service elevations and service yard. The proposal rises two floors set back from the street elevation, and the ends of the blocks either side of the laneway rise another two floors, considerably further set back. This would match closely with the proposals for the M+S site, which has almost identical three storey townhouses on the frontage, but with much taller blocks further set back.

23. Where the two sites meet on the High Road frontage, they are separated by a small retail unit, not part of any development and therefore likely to remain. This building will be something of a transition from the seven-storey frontage of this proposal to the three-storey frontages of the buildings further up, including the existing former M+S and if it is redeveloped in line with the current appeal proposal, it's intended three-storey frontage and well set-back higher residential block.

24. To the south-east, the masterplan for this proposal includes a potential complimentary development for the corner site at the junction of the High Road and Whymark Avenue, which would be a simple continuation of their High Road fronting block, which could also turn the corner and join up with the proposed hotel in this application. They then also show the potential for a higher block on the corner site, allocation site SA15. This shows how the proposal successfully integrates with and sets a design pattern, form, height and quality benchmark for intended development to the south.

Pattern of Development & Streetscape Character

25. As noted above, the pattern of development of the proposal can be described as of larger scaled blocks lining and defining streets and spaces of an urban scale. They propose buildings of an urban scale on the High Road frontage, with a tall retail ground floor, six floors of residential middle and a set-back attic floor. The context opposite is of retained older retail parades, but these are of a consistent good quality, whereas the application site and the rest of the allocated sites along this north-eastern side of the High Road are of no great quality. They will also be sunny and not block day and sunlight from the High Road except early in the morning.

26. The three main street frontages of the application site, whilst streets of very different character, are all designed in an appropriate, street, pedestrian and neighbour friendly manner. The High Road frontage would extend the strong retail parade established by Cheapside, the short

terraces either side of Dovecote Avenue and the longer terraces on the opposite side of the High Road, with a lofty retail ground floor, equivalent to a two storey height, with residential maisonettes, set behind large recessed balconies, over three doubled floors above, with a set-back 7th floor. The Site Allocation requests that the building lie be set-back to create a wider pavement, but as this site is between two smaller properties that are unlikely to be redeveloped, it is considered more appropriate that these proposals continue the existing building line, with widened pavement around the entrance to the laneway and the main contribution of additional public space being the generous public courtyard.

27. The more residential character of Bury Road would be repaired with this development, replacing the existing service yards and blank facades with an active residential frontage, with front gardens, residential front doors and a stepped two and three storey residential frontage. This will give active frontage and passive surveillance to this currently ill-overlooked section of street (directly opposite is a row as garages and the back of a flatted block), instead, extending the best character of the existing Bury Road, that of the surviving stretches of the Noel Park Estate, onto the other side of the street. It would also cunningly hide the ugly service elements of the development; the refuse stores, disabled and bicycle parking.

28. The hotel frontage onto Whymark has a taller and predominantly glazed, active ground floor (opening onto the hotel reception / bar / restaurant), with bedroom accommodation on 6 floors above, dropping two floors to a five storey all residential elevation onto Bury Road. The bedroom floors are arranged as groups of two floors, with the top two, which face only onto Whymark, as a sharply contrasting, roof-like structure, set back, in contrasting light-weight metal cladding and zig-zag profile. This will have a distinctive form, as befits a hotel, which should seek to stand out from surrounding residential and commercial blocks, whilst mediating to some degree between the High Road and residential side streets.

29. At the centre of the site, the proposed new “laneway” and new public square provides the fourth streetscape contribution of the development and a new piece of public realm potentially of tremendous public benefit. The laneway, consisting of the passageway from the High Road to the square, the square itself, and the passageway from the square through to Bury Road, would make a significant contribution to improving the interconnectivity and permeability of the local street network, providing a useful, more direct route from the residential “hinterland” to the facilities of the town centre, a more gradual transition from the busy, anonymous High Road to the quieter residential hinterland, secondary town centre frontage suitable for less retail focussed town centre uses which

often create more, better jobs and provide additional services and a “breathing space” with seating and greenery off the busy primary frontage. Heights around the square drop from seven storeys on the High Road side to five on the Bury Road side, with three storeys only immediately either side of the passageway through to Bury Road.

Overall Height, Tall Buildings, Impact on Views

30. This section considers the design of the taller elements. The height of the taller elements of this proposal itself falls below the normal threshold of tall buildings, which is adopted in the councils’ Local Plan Strategic Policies (2013) as 10 floors or over; the highest elements of this proposal are of 8 storeys.

31. The tallest height is only located within the centre of proposed blocks; on the High Road and square facing blocks (Blocks A, B, D & E), the only places where there is a 7th floor, that top floor is set in from the sides of by 1-2m, and substantially set back at the ends, by at least 6m, creating large roof terraces. Height further drops to the Bury Road side in two steps of two storeys each to five and then three storeys. The images and renderings produced demonstrate that the taller elements would be less visible (often invisible) from immediately surrounding streets.

32. The application site falls within the identified viewing corridor of the Locally Significant View no. 21, from Downhills Park Road to Alexandra Palace. The applicants have successfully demonstrated in their Townscape and Visual Impact Assessment (TVIA) barely rises high enough to be visible in this view; from the viewpoint the proposal would just be visible over the roofs of houses in the foreground, whilst the whole of the existing view of Alexandra Palace would remain visible, and no more obstructed than at present.

33. The TVIA also assesses a number of local views of the proposal, from local streets, as well as from Ducketts Common park and including from within the Noel Park Conservation Area. Many of these show the proposal would not be visible or only barely visible, obstructed by foreground buildings and trees. Close up views from Bury Road generally show the proposal would have a better or no worse impact than the existing building neighbouring the site. It is fair to say that the only viewpoints from which the proposal would have a significant impact are those from the High Road itself or from some places on the street that runs off the High Road directly opposite the site, Coleraine Road (D&AS p92). These views will honestly express the importance of the High Road. The height of the proposal will be visible but will not be out of character with other buildings along the High Road; it will be of a comparable height to the long length of buildings around The Mall, and also of Page High.

34. The proposals would replace existing buildings of a poor architectural quality, that are of an exceptionally low height, lower than the better 3-4 storey Victorian / Edwardian buildings of the parts of the High Road that will not change, and of an unsustainable low height and lack of site intensity given the need for housing and improved town centre opportunities, with taller buildings of a much better quality of design that are still of a human scale. The proposals represent a step up in scale compared to existing buildings on the site and its immediate vicinity, but this is to be expected on a busy high street, in a site identified as suitable for comprehensive development, in a designated Metropolitan Centre. The plans for the M&S Site will also be of a similar height, and the council has previously agreed, in the adopted Site Allocation DPD (2017), that there could be buildings of this height on the site and that heights could step up to a taller building on the High Road / Westbury Avenue corner, beside Turnpike Lane.

Elevational Treatment, Materials and Fenestration, including Balconies

35. The applicants overall elevational treatment strategy, including materials, fenestration and balcony distribution, has been determined by a specific response to different contexts, with distinct strategies for the High Road, the public courtyard, Whymark Avenue (the hotel) and the Bury Road blocks. Each is treated with a distinct character in itself, and elements that meet the ground or the sky, turn corners and form links are further distinguished, with distinct bases, tops and links. Functions are also expressed in this way, with, for instance, a distinct elevational treatment and material palette for retail and commercial units and the hotel.

36. As the applicants explain, this approach has advantages in creating a unity across the development along with a contextual approach to specific locations, such as using a complimentary brick palette and fenestration pattern to the existing houses opposite along Bury Road. Specifically here, the ground floor maisonettes form a distinct townhouse form, with front doors off the street behind front gardens, domestic scaled fenestration, repeated bays and a darker red brick palette, complemented by green glazed brick highlights, all picking up on characteristic elements of the Noel Park Estate housing opposite. The palette varies with a lighter brick where the elevation line steps back from 2nd floor up; balconies and roof terraces for the flats of these levels appear here, behind either solid brick parapets or dark painted metal balustrades.

37. The hotel forms a transition between the residential architectural treatment along Bury Road and the town centre treatment of the High Road. The brick materials palette and scale of fenestration relates to the domestic context of the Noel Park Estate and the speculative Edwardian terraced houses further down Whymark Avenue, whilst the repetition of identical windows, largely

glass ground floor base and block scale elevational composition expresses the hotel function and relates more to the scale and monumentality of a town centre location. The small number of ground floor bedrooms, all around the corner into Bury Road, have raised window cills to give them privacy from passers-by, whilst the corner is marked by a larger window onto the hotel managers' office. There are no balconies in the hotel block.

38. The High Road elevations are designed to have a strong urban identity of their own, as befits a major transformation of a large stretch of town centre frontage, part of a longer stretch of anticipated redevelopment. The design also goes with the site allocation and AAP acceptance that the north-east side of the High Road at the Turnpike Lane end will be transformed into a modern, higher density urban town centre, whilst the opposite, south-western side of the High Road will have little change. Therefore, contextualism is less important than accommodating functions, elegantly and effectively, and in this the elevational treatment of this part of the proposal is exemplary. Retail frontage is distinct, creating a lofty, highly transparent shopfront base, with a strong frame that clearly provides and distinguishes a signage zone that also acts as a clear separation of retail from residential above. The residential floors then clearly express the duplex flat layout, and set accommodation back from the street frontage of recessed balconies, bay windows behind a screen. Elevationally this forms a gridded façade, of an urban scale and orderly repetition, containing within the frame richer, more varied, more domestically scaled elements contained by the frame. These comprise a projecting bay window, with an upper level balcony behind, screened by a "curtain" of aluminium fins, a central panel of pigmented, textured concrete and balancing floor to ceiling windows, with access to the main lower level balcony from both sides. The concrete panel provides warmth and colour to the overall elevation and for residents using their balcony, whilst the screen in front of the bay/upper balcony and the fins that from the sides of the frame provide privacy from neighbouring flats and from the street, unless they are directly opposite.

39. Of equal significance to the main elevations, the way the two High Road blocks turn corners is significant and carefully composed in both the entrance to the laneway and where it meets neighbours. A corner element of tall thin windows establishes a scale and softens each corner, whilst the light pigmented concrete of the High Road framing elements is carried through as floor height panels of tall, thin proportions, with a dignified, stone-like appearance. These flank elevations accommodate occasional windows onto the laneway, giving passive surveillance and a third aspect to those flats, whilst avoiding overlooking by off-setting, whilst to the two end flanks, these elevations will look high quality if left with no neighbours built up against them, but could equally be built up to.

40. The courtyard / square at the heart of the development also forms a tradition between residential Bury Road and the commercial High Road, but also importantly forms a distinct space in its own right, as a place to stop and sit and that it accommodates workspace units. The elevations of the blocks otherwise facing Bury Road and The High Road follow the elevational compositions of those blocks, but the “link blocks” to the north-west and south-east of the courtyard have a distinct identity of their own, of light coloured metal cladding with alternating solid metal and clear glass balustrades to balconies. Around the square, this sits over a concrete walled base housing business units and residential entrances, taking the town centre identity and materials palette from the High Road into the courtyard, intended to be a lively extension to the town centre. The residential elevations above will form a transition between those facing the High Road and the brick architecture of those facing Bury Road. The alternating clear and solid balcony materials will provide each flat with contrasting balconies; one with more light, but more visible, the other providing greater privacy and hiding of clutter. Elevations onto the two private communal podium gardens follow the same pattern as those onto the central square, only without the ground floor concrete base as there is no public access to these.

Residential Quality (flat, room & private amenity space shape, size and quality)

41. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.

42. Similarly, all residential units are provided with private amenity space in compliance with or better than London Plan and Mayoral Housing SPG requirements, in the form of balconies or roof terraces. All the flats in Blocks A & D, lining the High Road, have one balcony overlooking the High Road and another on the more private side overlooking the central square or one of the private podium gardens; they have either solid masonry or aluminium fin balustrades, giving them privacy and hiding clutter. Flats in blocks B & D have two balconies onto the central space or podium gardens, with privacy provided by a solid lower part to the balustrade. Flats in Blocks C and E have either inset balconies off the Bury Road street side or projecting balconies onto the interior spaces like those of B & D. The townhouses on Bury Road have private front gardens, and most have a 1st floor private terrace onto the courtyard or one of the podium gardens. The flats on the top floors of all blocks have larger roof terraces.

43. All flats would also be able to use a variety of private communal external amenity spaces; the two large central podium courtyards incorporating children’s playspace will be accessible to all residents of Blocks A and D and quieter, sunlit roof terraces of a more “adult” appeal to Blocks B, C,

E and F. The houses on Bury Road would not access these but they have their own front doors off the street, accessed through small front gardens. All flats and townhouses, and indeed the rest of the general public, neighbouring residents, workers and visitors, would have access to the amenity space, including doorstep children's playspace, in the courtyard.

44. The alignment of the site is fortunate for developers, with the two bounding streets, Wood Green High Road and Bury Road, running at close to exactly 45° of due north. Therefore, provided flats are aligned with or perpendicular to these streets, they will not have a face close to due north facing. There are single aspect flats within the scheme; 70 of the 197 units, but that is a small proportion of the total and includes none with purely north or purely south aspects. Those single aspect flats facing into the courtyard and podium gardens all benefit from projecting balconies, allowing angular views in a different direction, and greater quantities and variety of day and sunlight, whilst their single aspects are north-westerly or south-easterly, which will provide good day and sunlight outlook with protection from the greatest danger of overheating.

45. In general, the quality of residential accommodation proposed is consistently high, and notably with no external visual distinction or difference in quality between housing of different tenure or affordability.

Daylight, Sunlight and Privacy / Overlooking of Neighbours

46. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:

"...D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
- b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development..."

47. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".

48. The assessment finds that the impact of the development on existing neighbouring residential

properties is remarkably and impressively favourable, with virtually no noticeable detrimental effects on windows. In particular, the assessment finds of the houses on the opposite side of Bury Road, the only affected windows are mostly ground floor, and only those directly opposite; they would lose a noticeable amount of daylight, to below the 27% Vertical Sky Component (VSC) recommended in the BRE Guide, but mostly to the 18-21% range, which is considered good by London standards. They would nearly all retain adequate sunlight access and as these houses are dual aspect with unaffected rear, will not be significantly adversely affected. The houses on Whymark are all unaffected (except one window), but the flats, which all face the development would lose noticeable amounts of daylight. However, these are part of another Allocated Site and can be expected to be redeveloped soon. Upper floor windows on the High Road facing the proposed development (generally of unknown current use but all in principle suitable to be residential) would lose noticeable amounts of daylight, but they currently receive very high amounts (well over 27% NSL) and would retain very good levels in the 20-24% range.

49. Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a surprisingly good result for a higher density scheme. In particular, 501 of 597 rooms (84%) would receive daylight of or over the BRE Guide recommended levels. Of the rooms that do not meet the daylight levels recommended in the BRE Guide, 24 are bedrooms, 72 living/dining/kitchens, of which 43 would meet the recommended levels for living/dining rooms.

50. The one area where these proposals fail to meet the BRE Guide recommendations from a day or sunlight point of view is regarding sunlight to open spaces. The Guide recommends that external amenity space should be sunny, and defines that as at least 50% of their area receiving at least 2 hours of sunlight at the equinoxes. The central public courtyard and two first floor private communal podium fall below that recommendation, which is not surprising as they are nearly surrounded by 5-7 storeys of building; the central space having just the two narrow laneways to the north-east and south-west, the south-eastern podium having a narrow gap at its southern corner and the north-western podium a wide but north-west facing gap to the neighbouring M&S site. However, they will all receive some sunlight; the applicants' architects and landscape architects have carefully designed the central courtyard around the late afternoon and evening sun it will receive, the southern podium will receive a "burst" of mid-day sun, ideal for young families, and they are designed with planting to cope. The applicants' consultants also show that all three will receive generous amounts of sunlight in the summer, covering the 4 months either side of the solstice, when the sun is higher in

the sky and people are more likely to be outdoors for longer. There are also four private communal roof terraces that will receive year-round generous sun, as will most of the residents' private balconies.

51. Normally in the case of higher density developments it is necessary to note that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, it is normally explained that full or near full compliance with the BRE Guide is not to be expected. However, in this case, the proposals, even when cumulative impact of those with the neighbouring BHS Site are taken into account, do achieve near full compliance with the BRE Guide. This proposal therefore achieved a high quality of day and sunlight access.

52. There are no concerns with overlooking and privacy with respect to neighbouring dwellings as at present there are none close enough to be affected.

Conclusions

53. This proposal is a well-designed redevelopment of a large and important part of an allocated site within the Wood Green Metropolitan Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. The proposed blocks in the development are all well designed and proportioned, in distinctive, contrasting yet appropriate complimentary and contextual materials.

54. In what is probably the stand-out, impressive, innovative contribution, the proposals include a hugely convincing solution to the site allocation requirement for a "laneway", in the form of an animated, landscaped public courtyard providing a connection from the residential streets behind to the High Road, a transition between the hustle and bustle of the High Road and those quieter residential streets, secondary frontage suitable for employment uses and a "dwell-space" providing outdoor seating and playspace for shoppers, workers and residents rest, recreation and social interaction.

55. As well as retail and employment, the proposals include a convincing and attractively

	<p>designed hotel, providing employment, secondary frontage and transition on the other street connecting the High Road to the residential hinterland. The main bulk of the development over the retail and employment use contains a significant quantum of new housing in a mixture of sizes, tenures and affordability, yet all to good amenity standards. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street.</p> <p>56. Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with potential developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.</p>	
<p>Transportation Officer</p>	<p>Site Location and Context The development site is located at 22-42 High Road, formerly occupied by BHS. The site has frontages on both High Road Wood Green and Bury Road. High Road is a busy classified road, with high volumes of traffic and accommodates several bus routes. High Road is characterised by relatively wide footways and includes several pedestrian crossings positioned along its length. In contrast to High Road, Bury Road is a back street and is not a very welcoming environment for pedestrians and cyclists, the reason being that it is not a destination in its own right, and is lacking in pedestrian crossing facilities and cycle facilities. It is noted that there is an existing raised table located at the northern end of the Bury road, which facilitates pedestrian movements.</p> <p>In terms of the parking situation, the adjoining streets are included within the 'Wood Green Inner Zone' controlled parking zone (CPZ) with parking controls operating Monday to Sunday 8AM to 10PM.</p> <p>The site has good access by rail/ underground and bus. It is served by 13 bus routes (230, 444, 231, 217, 67, 184, 221, W4, 123, 141, 29, 41 and 144) with very good frequencies. The rail/ underground service in close proximity consists of London Underground Piccadilly Line services, running through Turnpike Lane station, and national rail services available from Hornsey Station. Consequently, the site achieves a public transport accessibility level (PTAL) of 6a (with 0 being the worst and 6b being the best). The PTAL rates amongst the highest in London and is considered as 'excellent'.</p>	<p>Included in S106 and conditions</p>

It should be noted that the site is currently subject to Crossrail 2 safeguarding, and has been identified as a proposed worksite for the Turnpike Lane route alignment option.

Policy Context

Policy 6.13, of the London Plan sets out car parking standards, and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL is up to 1 space per unit. LBH is identified on the map 2.2, as part of the outer London.

Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.

In addition, Policy 6A.1, of the addendum includes parking standards for blue badge holders for non-residential uses, indicating that, at least one on or off street car parking should be provided, and designated for blue badge holders, even if no other parking is provided.

With regards to employment land uses, the addendum necessitates that disable car parking provision is provided for disabled employee, and provision for disabled visitors.

Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.

Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users.

Policy DM 32 on parking standards, part of the London Borough of Haringey Development Management DPD- January 2016, indicates that London Plan policies are valid when planning

proposals are assessed.

PolicyT6 Car parking of the emerging draft London Plan, indicates that car-free is the starting point for all developments, which are (or planned to be) well connected. Table 10.3 has the maximum parking standards based on location and PTAL score, for Outer London (PTAL4) Opportunity Areas the maximum parking provision is 0.5 parking spaces per unit.

Trip Generation and Impacts

The principles and methodologies for assessment of the residual highway and transportation impacts of the development is considered to be acceptable. The TRICS sites used to derive the trips rates for calculating the trip generation of the proposed development were approved by the Council a part of the Transport Assessment Scoping Report.

The baseline (existing) vehicle trip generation of the site is 52 two-way trips daily. The baseline AM and PM peak vehicle trip generation are 6 and 4 two-way trips respectively. The Transport Assessment explains that the nature of the existing retail use is such that it is not a primary trip generator to the town centre, and that people are likely to do so as part of an existing trip. It could be argued that some public transport trips would be generated by the existing site but included this would not materially affect the overall net public transport trip generation for the site. In fact, omitting the baseline public transport trip generation would show a higher net public transport trip generation for the proposal, and thus presents a more robust assessment.

The proposed trip generation of the site, including the residential, hotel and retail use is presented in the table below. The assessment finds a proposed vehicle trip generation of 7 and 9 two-way movements in the AM and PM peaks respectively. The predicted trip generation for public transport is 94 and 69 two-way trips in the in the respective AM and PM peak periods, which breaks down as 71 and 45 two-way underground trips in the AM and PM peaks respectively, and bus trips of 23 and 22 two-way trips for the AM and PM respective peak periods.

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

way											
Vehicles	2	4	7	4	4	9	86	91	176		
Walk	14	44	58	28	21	48	298	312	608		
Public Transport										296	603
Train/Underground	17		55	71	31	15	46	208	200		407
Bus/Tram/Coach	6		17	23	16	6	22	97	96		187
Cycle	1	14	15	7	1	8	22	26	50		
Total	63	205	268	133	68	201	1,017	1,021	2,031		

In terms of the net trip generation (i.e. comparison of the existing with the proposed) the assessment shows a net vehicle trip generation of nil two-way trips in the AM peak period and 5 two-way trips in the PM peak period. There is a net increase in the daily vehicle trip generation of the proposal but these trips occur outside of the peak traffic periods and therefore will have no significant consequences for the highway network. There is a predicted net increase in rail/underground trips, equating to 71 and 46 two-way trips in the AM and PM peak periods. The consequence to capacity on Piccadilly Line services through Turnpike Lane station is minimal. The net underground trip generation is 62 and 40 additional passengers in the AM and PM peak periods respectively, which in proportional terms equates to a respective 0.20% and 0.12% of total capacity (30,780 during the AM peak and 32,148 during the PM peak) of services during the AM and PM periods. The impacts to rail services at Hornsey Station is minimal, with 9 additional passengers through the station during the AM peak and 6 additional trips during the PM peak. The impact on bus services is an additional 23 and 22 two-way trips in the respective AM and PM. The total capacity of bus services is 5,952 (93 buses) during the AM and PM peak periods. The net development bus trip generation represents 0.0038% and 0.0037%. The impact on bus capacity is therefore insignificant.

Table 2: Proposed 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		
way											
Vehicles	-4	4	0	3	2	5	67	69	136		
Walk	14	44	58	27	21	49	296	312	608		
Public Transport										296	603

Train/Underground	17	55	71	31	15	45	208	200	407
Bus/Tram/Coach	6	17	23	16	6	22	97	96	187
Cycle 1	14	15	7	1	8	22	26	50	
Total	63	205	268	133	68	201	1,017	1,021	2,031

In summary, the Transport Assessment has demonstrated to the transport officer's satisfaction that the additional trips generated by the development can be accommodated within the capacity of the local public transport services with no detriment. No material impacts on the highway impacts will be created.

Pedestrian/cycle and public realm environment

There are three (3) local cycle routes consisting of routes 54, 79 and 56, in the proximity of the development. The Council's aspiration is to improve the cycle environment in Wood Green, in support of the anticipated intensification of Wood Green, as set out in the Wood Green Area Action Plan. Improve cycle and pedestrian routes and linkages within the Wood Green area is a key transport priority.

The Council is seeking to develop a shared surface scheme for Bury Road, in line with its objectives to enhance the public realm and provide improved pedestrian and cycle routes and linkages through Wood Green. A concept design is in development but improvements on Bury Road, under this proposal, will focus along the section fronting the site. The Council will be looking to deliver a standalone scheme for Bury Road but will develop the detailed design for a comprehensive scheme encompassing the entire length of Bury Road. Such a scheme for Bury Road will need to be delivered in phases, and will depend on the timing of developments and the level of funding that can be secured.

Access arrangements

The principal pedestrian accesses to the commercial use will be from the High Road, with access also being afforded via the new pedestrian route through the development. The residential and hotel element will be accessed mainly from Bury Road but the new pedestrian and cycle link through the site makes it possible to access these uses from High Road. The Council has identified the need for modifications to the public highways to enable this proposal. Those modifications consists of the

removal of the redundant vehicle crossover and reinstatement of footway and creation of a new vehicle crossover in Bury Road. These highway modifications will be secured and implemented as part of the highway improvements work to be secured through a Section 278 agreement. It should be noted that the applicant will need to commission a road safety audit on the final design of a highway scheme for Bury Road. Further changes in Bury Road include amendments to the existing on-street parking, in order to enable the development. Accordingly, the existing traffic management order (TMO) will need to be amended.

Car parking provision

The proposal includes a total of 14 accessible car parking spaces on-site. These spaces will be allocated thus: 11 no. spaces to the residential use and 3 no. spaces for the hotel use. No dedicated parking spaces are provided for the retail use.

The car parking provision for the family size units are below the parking provision required to support the Council's Development Management DMPD which require all three plus bed units to have access to an off street car parking space. However we have considered that, given the site has a good public transport accessibility level an enhance car club membership should be provided for the three plus bed units. Provided this is secured as part of the S.106 agreement, we have considered that the car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. We have also considered that the site has good public transport accessibility level. This is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

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

This development proposal will be dedicated as a car free/ car-capped development and the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this

development in any current or future controlled parking zone, residents will be eligible for visitors parking permits.

In accordance with Policy 3.8, the proposed development should include a total of 19 residential units which are 'wheelchair accessible' at the point of construction, or easily adaptable afterwards.

It has been accepted that not all of the 10% units included, will be wheelchair accessible residential units at the start of occupation, or at all times. Therefore, the percentage (%) of the wheelchair accessible units is subject to demand, and is likely to be varied over time. The 'Housing Supplementary Planning Guidance', (March 2016)-London Plan 2016 Implementation Framework, sets up standards and indicates that each designated wheelchair accessible unit, should have a car parking space. To comply with the guidance above, if all assigned wheelchair accessible units are in use, parking provision for this proposal should be a total of 19 spaces. For the reasons set out in the Transport Assessment, i.e. the ground floor is limited due to the provision of a pedestrian route that permeates the site and public realm space. Moreover, the flexible workspace and retail units further constrain the amount of space available for car parking.

Nevertheless, 3 additional car parking spaces for disabled users are planned to be included on the public highway, and located along Bury Road. Those spaces will not be allocated to residents of this development, but can be used by other Blue badge holders. These additional on-street disabled car parking spaces will be included within the design and scope of the highway scheme for Bury Road, which will be the subject of a Section 278 agreement.

Considering that not all disabled users who are residing in the wheelchair accessible units will have cars, it is accepted that there is no need for each unit to have an initial allocated car parking space, at all times, because the demand for parking spaces is expected to change over time, we will therefore require an obligation of the developer to submit a Car Parking Management Plan (CPMP). In addition as the development is a car free development it is not expected that the car parking demand generated by the development will overspill on-street, thus it is not expected to increase on-street car parking stress on Bury Road.

There are some roads to the south and east of the site which are subjected to lesser parking control

hours than the Wood Green Inner CPZ and may suffer from some residual car parking pressures, to that end we will request that the developer contributes a sum of £15,000 (fifteen thousand pounds) towards the design and consultation on parking control measure in these locations.

The Council would generally require the provision of an adequate number of disabled parking spaces for non-residential use. However, we note that the site has constraints that would preclude such provisions. Furthermore, the occupiers of the commercial uses are not known at this time. It is therefore recommended that the applicant produces a Car Parking Management Plan (CPMP) for the site, detailing how parking will be allocated for the proposed uses, management of the car park and other appropriate provisions relating to the use of the proposed car parking.

Additionally, the development must include Electric Vehicle Charging Points (EVCP) in accordance with London Plan requirements – a minimum of 20% active and 20% passive EV charging points from the outset.

Cycle Parking

This proposal includes a total of 350 long-stay secure cycle parking spaces and 38 short-stay spaces visitors to the proposed uses. The short-stay cycle parking spaces are in the form of Sheffield cycle stands and located in the courtyard on the ground floor. These are publicly accessible. Long-stay cycle parking for the residential use are located within the core of each block but are predominantly at ground floor level and basement level. A small number of cycles will be accommodated at floors 1, 3, 5 and 7. It is intended that cycle parking for the retail use will be provided in the back of house areas within each unit. Cycle parking for the hotel is provided in a secure cycle store to the rear of the hotel. It is noted that the 5% of the total cycle parking provision will be suitable for non-standard bicycles. The cycle parking provision accords with the London Plan in terms of quantum. However, details of all cycle will need to be submitted to the Council for approval prior to implementation of development and a condition to that effect is sought.

Delivery and Servicing

It is proposed that all refuse and recycling associated with the development will be undertaken from Bury Road, which is part of the existing refuse collection route. This will be undertaken via the proposed loading bays in Bury Road or within the existing parking restrictions. It should be noted that

the Council is not approving the loading bay in Bury Road as proposed. This provision will be considered more closely as part of the design of a public realm scheme in Bury Road. The Council is keen to avoid Bury Road from becoming a service road.

The Transport Assessment states that the management company will bring the bins to the kerbside in advance of collection. However, due to the amount of bins required the Council will need to be convinced that this is workable solution, and as such the Council is requesting the details of this arrangement to be set out in a delivery and service plan. The principle is generally acceptable but details of the pick-up, timings and frequency of refuse/recycling collection should be detailed in a Delivery and Servicing Plan (DSP).

Deliveries to the commercial use and the hotel will be principally from the existing loadings bays (northern and southern bay) in High Road, with ad hoc deliveries from Bury Road. Concerns as to whether the capacity of the loading bays would accommodate the demand created by the development were raised with the applicant at the pre-application stage. This has been addressed through a survey and analysis of the loading bays, which shows that the loading bays (northern and southern loading bay) are currently operating at 22% and 33% respectively and therefore there is ample capacity to accommodate delivery for this development.

Nevertheless, the arrangements for deliveries must be detailed in a Delivery and Serving Plan, to include access to parts of the site to enable servicing, for deliveries; measures to encourage better coordination with suppliers, aiming to make fewer trips, servicing bays, ongoing management and monitoring of deliveries (trips per day). A condition requiring the submission of a detailed DSP is recommended.

Construction Logistic Plan (CLP)

The 'Construction Logistics Plan' (CLP), is recommended to be secured by pre-commencement condition. The applicant can refer to the TfL's guidance document through this link when compiling this document. TfL has expressed opinion that they should be consulted upon submission of the final CLP.

The applicant/ Developer is required to submit a Construction Management Plan (CMP) and

Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Bury Road, the High Road, and the roads surrounding the site is minimised.

It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Given the sensitivity of this location the CMP will require monitoring. The developer will be required to pay £3,000 (three thousand pounds) per year towards monitoring of the CMP.

Travel Plans

The Council welcomes the submission of a Framework Travel Plan (TP) for the proposed development, incorporating the residential and non-residential elements of the scheme. The document is consistent with the content of a standard travel plan, but will need to include the final targets and measures appropriate for the development. Therefore a detailed Travel Plan will need to be submitted to the Council for approval in writing, within six (6) months of first occupation of the development.

S.106 Planning Obligations

On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this application

1. Car-free Development

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

2. Travel Plan (Residential)

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.
- c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units (3 plus bed units) including 3 years membership £100 (one hundred pounds) per year from membership for 3 years.
- d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
- e) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
- f) The applicants are required to pay a sum of, £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.

3. A Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the

	<p>following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. Control Parking Zone consultation CPZ The applicant developer will require to contribute by way of a Section 106 agreement a sum of £15,000 (Fifteen thousand pounds) towards the design and consultation on the implementing parking management measures to the south and east of the site, which may suffer from displaced parking as a result of residual parking generated by the development proposal. Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>5. Section 278 Highway Act 1980 The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be</p>	
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costed and implemented independently of this cost estimate. The cost of the –S.278 works have been estimated at £772,821 and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.

Reason: To implement the proposed highways works to facilitate future access to the development site.

6. Construction Management 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 the High Road, Bury Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Give the sensitivity of this location combined with the other developments proposed in the local are the CMP will require monitoring the developer will be require to pay £3,000 (three thousand pounds) per year toward the monitoring of the CMP.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.

7. Parking Management Plan

The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/ affordable):

1. Parking for the disable residential units 10% of the total number of units proposed (10/13)- wheel chair accessible car parking spaces)

	<p>2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.</p> <p>3. Family sized units 3+ bed units</p> <p>4. Two bed 4 four person units</p> <p>5. Two bed units</p> <p>6. One-bed and studios units.</p> <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.</p> <p>Conditions:</p> <p>1. Cycle parking Design and Layout The applicant will be required to provide accessible cycle parking space in line with the Local Cycle design standard including details of how residents/staff will gain access to the cycle parking areas, and maintenance arrangements of the areas reserved for cycle parking 5% of all cycle parking spaces must be able to accommodate larger cycles. Cycle parking spaces must be available before the occupation, with all spaces retained thereafter. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2. Electric Charging Points The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p> <p>3. Delivery and Servicing Plan and Waste Management Plan.</p>	
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The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

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

Additional comments:

As discussed, we can advise the applicant to have another think about how they might configure the parking differently to meet the uplift in cycle parking required by the GLA. I had a look at the plans and struggled to identify a location where these additional spaces can be accommodated. I note that the cycle parking provision includes a provision for non-standard bicycles such as cargo, adapted, bike with trailers and tricycles. The text at Para. 10.5.4 sets out that facilities for non-standard bicycles should be considered but Policy T5 does not specify the percentage.

So one possible solution would be to remove some of the space provided for non-standard bicycles and convert these to standard spaces – in order to accommodate the 28 long-stay spaces required. As non-standard cycle parking takes us more space than standard, it might be possible to accommodate these additional 28 cycle parking spaces in the cycle stores at basement and ground level. The other solution, which I discussed with you earlier, is to provide the level proposed from outset but secure a provision as part of the "Parking Management Plan" and as a "Travel Plan" measure that the cycle parking utilization / demand be reviewed on an annual basis and where additional cycle parking (up to the draft London Plan level) is required, the space provided for non-standard bicycles can then be converted to accommodate these additional spaces. In any case, the applicant will need to produce a plan that shows where these additional 28 long-stay spaces can be accommodated.

In regards to short-stay cycle parking, this could be a combination of spaces within the curtilage or in

	<p>the vicinity of the development. I imagine that some spaces can be incorporated into the public realm scheme for Bury Road but perhaps some of the short-stay spaces can be accommodated in the residential car park? There appears to be some space between the disabled car parking spaces (Block E, D and F) and the external wall of the retail unit where a cycle sheltered can be provided. There seems to be sufficient space along the Whymark Avenue frontage to accommodate some short-stay spaces. We will need to seek appropriate contributions to pay for cycle parking on the public highway.</p> <p>I am happy for the applicant to contact me directly to discuss the above or other options that would address the GLA's requirements.</p> <p><u>Final comments on cycle parking amendment:</u> This is ok. As long as they are confident that they can accommodate the additional cycle parking space we can secure the number required by condition.</p> <p>They seem to be indicating that all cycle parking – short and long stay is being accommodate within the curtilage of the site. If this is the case, we can ignore the option to look at included some in the public realm.</p>	
SuDS Officer	<p>We've taken a look through the drainage strategy for this proposed development and in general the site doesn't offer too much in the way of above ground SuDS solutions, therefore a below ground attenuation system is proposed.</p> <p>We can't seem to locate any drainage drawings to get a feel for the layout of the proposed drainage design, can we request drawings be made available to include overland flow routes across the site. We welcome the inclusion of Green Roofs across the development and permeable paving; we would prefer to see a deep substrate roof against the Sedum mat method, unless it can be justified. Other than those couple of points, the proposed drainage strategy looks Okay.</p> <p><u>Second Comments:</u> We are satisfied with the additional information that has now been provided to support the drainage strategy for this proposed development.</p>	Noted, amended and conditioned.

	<p>There is a good balance of above ground and below ground SuDS solutions across the site, the strategy appears to be robust enough and can see no reason why this application cannot progress.</p> <p><u>Final Comments (following comments from GLA):</u> Thank you for your email, we (LLFA) have reviewed the drainage strategy and the additional information that was provided by the applicant, the additional information has now addressed the comments raised in relation to SuDS selection from the hierarchy, climate change and storage, we are satisfied the criteria has been met.</p> <p>The site has been sensitivity tested for a 40% climate change, can we request another Haringey, pro-forma be completed to show the update from 30% to 40% CC. There will be the inclusion of deep substrate Green roof for control & Blue roofs that will provide storage, we accept there will be further development with regards to the SuDS solutions that will tie in with the architects and landscape architects plans for this proposal. We have no objection to this application progressing.</p>	
Carbon Management	<p>Energy Overall the scheme delivers an on-site carbon reduction of 37.70% against Building Regulations 2013. The energy efficiency measures that are to be installed on development will save 6.2% of the total carbon emissions. Savings from the community heating and hot water systems (CHP) are 30%. Carbon savings from renewable technologies (Solar PV) is 4%. In line with Policy 5.2 of the London Plan the remaining 63% will be offset. They have offered this value of the offsetting at £276,372.00</p> <p>These measures, including the site wide heat network, makes the scheme policy compliant and should be secured through conditions and legal agreement.</p> <p>Heating Network The Council believe that the number of residential units does not warrant a CHP system. And is at risk of putting future residents in economic disadvantage due to heating costs. The developer should reassess the need of implementing one as high operational costs could leave some residents in fuel poverty.</p>	Noted, conditioned and S106

	<p>But the Council should talk to the developers at the neighbouring site (44-48 High Road) to see if there are opportunities to share the energy centre and the heat loads. This would give occupiers cheaper heating costs. And is expected in London Plan Policy 5.6. IT would also reduce operational costs for the occupiers.</p> <p>Action: To review the CHP solution. And if still demonstrated as an acceptable technology, that the system will be run at the cost equivalent of (to the resident) of a communal boiler system. And that the system will be operated in line with the Heat Trust accreditation.</p> <p>Action: To engage with the neighbouring development to see if an energy centre can be shared, and therefore greater carbon savings be delivered. To demonstrate that this option has been exhausted.</p> <p>Action: Include a planning obligation for the heating arrangements on the scheme to meet the Heat Trust standard (or equivalent)</p> <p>Action: Include a planning obligation for the heating arrangements on the scheme to be designed and constructed following the CIBSE / ADE Heat Networks Code of Practice</p> <p>Renewable Technologies While renewable energies have been installed (through the use of ASHP for the commercial units and solar PV) there is still roof space that has not been used to maximize the impact. And the policy objective (Local Plan - SP:04) has not been reached yet.</p> <p>Action: To review the solar installations on the site including numbers and locations. And to maximize the number of PV installations on the roof.</p> <p>Offsetting In line with Policy 5.2 of the London Plan the remaining 63% will be offset. They have offered this value of the offsetting at £276,372.00</p> <p>It should be noted that offsetting is not secured through CIL, it is payable under s106</p>	
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Action: To secure £276,372.00 through s106 for carbon reduction.

Overheating Analysis

The dynamic simulation has been undertaken. For both weather scenarios (current and 2020 weather scenarios) and found:

Under the Current weather files

- Residential: 6% habitable rooms fail to meet the requirement of CIBSE TM59 criteria
- Communal Corridors: All pass the requirement

Future climate 2020s

- Residential: 53% habitable rooms fail to meet the requirement of CIBSE TM59 criteria
- Communal Corridors: All pass the requirement

Mitigation measures were then added to the scheme to address the overheating risk. These are:

- Night cooling to failed bedrooms
- Blinds are installed
- Windows, with low-emissivity G-Value 40%
- Mechanical Ventilation with Heat Recovery
- Purge ventilation via opening windows/doors

The model was then rerun and found:

Current weather

- Residential: 1% habitable rooms fail to meet the requirement of CIBSE TM59 criteria
- Communal Corridors: All pass the requirement

Future climate 2020s

- Residential: 4% habitable rooms fail to meet the requirement

Based on these simulations Carbon Management has the following points and actions:

	<p>Action: To confirm the locations in the scheme of the modelled units in the overheating assessment. This should be through drawings of each floor showing location and orientation.</p> <p>Action: To re-run the simulations but removing blinds. Blinds should only be included if they are fitted (and cannot be removed) to the development.</p> <p>Action: To demonstrate that the air quality (pollution) from the High Road will not impact on the internal air quality / spaces during openable windows on to the High Road.</p> <p>Action: To model the internal spaces for Noise from High Road, to ensure that during the summer months when residents have to open the windows, that they are not impacted on by noise from the High Road and the shops and services located there.</p> <p>Action: To confirm the insulation standard being used on the community heating network throughout the building.</p> <p>Action: To demonstrate that the openable windows will get enough through flow of air. As single aspect units will not get any through flow.</p> <p>Action: Once all remodeled, to demonstrate that none of the units do not over heat.</p> <p>Sustainability</p> <p>The applicant has proposed to undertake a BREEAM Assessment and secure a “very good” outcome, in line with policy. But the applicant has undertaken this assessment under the 2014 edition, but the Council expects a BREEAM assessment under 2018 – which is the more recent version.</p> <p>There is no assessment proposed on the sustainability of either the residential units. But due to the mixed use of this scheme many benefits would be shared. This standard should be conditioned to be delivered.</p>	
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	<p>Suggested Condition</p> <p>The development shall be constructed in strict accordance of the details so approved, and shall achieve the rating of BREEAM Very Good (New Construction 2018) for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) Polices 5.1, 5.2, 5.3 and 5.9 and Policy SP:04 of the Local Plan.</p> <p>Biodiversity There are limited biodiversity benefits offered by this development. Living roofs and living walls, greening of public realm, or bird / invertebrate boxes should be considered. Green infrastructure offers health and welling benefits, improvements in air quality, and climate change adaption alongside biodiversity improvements.</p> <p>Action: In line with Policy SP:13 the Council should secure biodiversity improvements through the design of the scheme.</p> <p>Sustainable Transport More can be done on this, and the travel plan proposals need to improve. I am sure Travel Planning will be very constructive on this.</p>	
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	<p>Parking and EVs There are 14 disabled parking bays as part of this development. The Wood Green Area Action plan seeks to have 100% active and smart charging infrastructure of bays. While the emerging London Plan requires 40% active provision.</p> <p>If only 40% of the bays are electric, then unless a management strategy is outlined to show how the electric bays will be allocated to residents, the Council recommend all bays to be electric. The Ultra Low Emission Zone (ULEZ) has been confirmed by the GLA on June 8th 2018 that the ULEZ will expand to North and South Circular roads – affecting all residents in Haringey. Therefore, in upcoming years, we expect to see a significant shift to plug-in vehicles.</p> <p>We recommend a rapid charging unit is installed to provide a charging solution for delivery services for the retail unit.</p> <p>Suggested Condition</p> <p>a) The applicant will deliver recharging infrastructure in 100% of the residential parking bays on site. This shall be maintained and fully operable thereafter.</p> <p>b) The applicant shall install a rapid recharging point to serve the delivery bays on site. This shall be maintained and fully operable thereafter.</p> <p>Reason: To comply with London Plan Policy 6.13 and Wood Green Area Action Plan Policy WG11.</p> <p><u>Second Comments:</u> Requests further information</p> <p><u>Additional Comments:</u> Issues that will be picked up in the conditions:</p> <p>- Overheating model in Block A to demonstrate that the units do not overheat in current weather patterns, and have a plan (if needed) if they do overheat in the future:</p>	
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- Management Plan to ensure that in the future if the retrofitting of cooling measures are required. That the residents have a pathway to ensure swift installation of measures;
 - Standard of the Living Roofs;
 - Post Construction BREEAM (2014) certificate for the non-domestic part of the development;
- and
- Management Plan for who gets access to the 20% EV charging points.

Overall

The scheme overall delivers a 36% carbon reduction beyond Building Regulation (2013) which in line with the policy expectation. This is achieved through lean (energy efficiency) measures, clean (energy generation), and green (renewables) measures.

Under Lean Measures

The scheme will use greater energy efficiency standards, such as improvements in glazing energy efficiency, thicker wall and roof insulation. These measures deliver a 6.6% improvement which is in line with similar buildings.

Under Clean Measures

The scheme will house a single energy centre that has a Combined Heat and Power (CHP) Unit that serves the whole development with all its hot water needs. This will work due to the hotel complex which will require hot water throughout the day. The site network will be conditioned to show the operating parameters of the network, and how at a future date it could be connected into the wider Wood Green District Energy Network. This wider network will deliver further efficiencies and carbon reduction. This site wide network will deliver a further 30% reduction in carbon.

The design of the connection to the Wood Green network will be secured via condition, and the scheme will be required to use best endeavors to connect.

Under Green Measures

The scheme will deploy a number of PV Solar Panels on the scheme. Ensuring that all appropriate roofs are used to generate power. This will generate at least a further 4% reduction in carbon. The final figure will be known at final design stage and this will be confirmed to the Council and secured

	<p>by condition to ensure that maximum opportunities for Green energy generation are secured.</p> <p>The rest A remaining 153.54 tonnes of Carbon which will emitted by the residential units will be offset by the developer. And a contribution of £276,372 will be secured by the legal agreement to deliver carbon reduction projects in the borough.</p> <p><u>Final Comments:</u> I think that I missed this point in my comments. We focused on the:</p> <p>“talk to the developers at the neighbouring site (44-48 High Road) to see if there are opportunities to share the energy centre and the heat loads. This would give occupiers cheaper heating costs. And is expected in London Plan Policy 5.6. It would also reduce operational costs for the occupiers.”</p> <p>But this was pushed back by both developers. You are right though that the future design and connection of their system should be done in a way to allow for future connectivity if the business case can be made.</p> <p>Therefore. to capture this I suggest the following is added to the conditions / legal agreement (it is based on a tweaked existing condition). :</p> <p>Condition Details of the hot water facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. This shall provide for no less than 28% total CO2 reduction (from Building Regulations 2013) shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment and heat loads across the site; c) flue arrangement and gas dispersal; d) operation specifications (in line with CIBSE ADE Code of Practise and London Heat Manual); e) management strategy for the community heating system (delivery plan for equipment, 	
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	<p>maintenance and renewal, and heat and power sales arrangement, consumer protection);</p> <p>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 route to the edge of the site, space in energy centre of heat exchangers and pumps, reserved conduit space through structure to deliver the pipework etc)</p> <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The hot water facility and associated agreed infrastructure shall be delivered in accordance with the details so approved, installed and operational prior to the first occupation. And shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p>	
Housing	<p>With regard to the podium gardens it depends on the management of them and what the design / spec / management strategy are. If the Council negotiates acquisition with them, then like previous schemes we will resolve this and tie it up in the Heads of Terms for the acquisition. I suspect if they think it might affect long term sales / marketing then they may want to manage it and outsource the contract, in which case the final design will be a bigger issue but that isn't something I would expect them to finalise at this stage. Peter</p> <p>The other two things (sort of three things) they would expect us to explore are:</p> <ul style="list-style-type: none"> • can the rented homes be social rent? • can the LLR be with no sale, just rent? • could the LLR be changed to rented (social) 	Noted and the affordable housing has been adjusted accordingly.

	<p>I assume the s106 will give us first refusal, then I suppose if members and senior officers are prepared to have a discussion then we should explore this option with the developer.</p>	
<p>Pollution</p>	<p>Air Quality</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>The following documents have been submitted with the application:</p> <ul style="list-style-type: none"> • An Air Quality Impact Assessment Report, 22-42 High Road, Wood Green, London referenced 7669 AQ final rev3 and dated September 2018, compiled by Phlorum Ltd and • The Transport Assessment referenced WHIT/16/3508/TA01, for 22-42 High Road, Wood Green Proposed Mixed Use Development by RGP dated September 2018. The comments from TfL were generally positive and the principle of the development and servicing strategy were accepted. However, it was requested that a loading bay survey should be undertaken to confirm sufficient capacity is available within the existing loading bays on High Road to serve the retail aspect of the 	<p>Noted and conditioned accordingly</p>

development.

Air Quality Impact Assessment:

Owing to the highly accessible location the proposals would be predominantly car free, except for disabled parking associated with the residential and hotel uses.

Delivery and servicing activity would be accommodated from existing loading bays on High Road and a repositioned loading area on Bury Road.

The main pollution sources in the vicinity of the application site are vehicles travelling on the local road network, primarily High Road (A105).

The residential energy centre includes 3 CHP units (SAV XRGi20) and 2 Boilers (Wessex Modumax MK3 254/508V), whilst the hotel energy centre includes 2 water heaters (Andrews SupaFlo SF63 EVO).

The residential energy centre will meet the residential heating and hot water demand as well as the preheating demand for the Hotel Water Plant. The estimated annual energy use is 1076.1MWh/year. The estimated annual energy use for the Hotel Hot Water Plant is 476MWh/year.

The proposed development will achieve air quality neutrality with respect to building emissions and transport emissions.

The assessment revealed that the proposed development will have a negligible effect on local air quality and is considered suitable for future residential and commercial development.

Find below my comments:

- Choosing a dispersion model: it is stated in the Defra guidance LAQM.TG (03) that “the model chosen should be capable of taking into account all relevant emission sources within London, for example; line (major road) and area (minor road, domestic heating, individual boilers, commercial

etc.) sources. The application should also be able to include point sources (i.e., chimney stacks) from nearby industrial sources. Where relevant the model should be able to determine the effect of height on air pollutant concentrations, if relevant for the planning application under consideration". The cumulative effect of emissions from the proposed and nearby industrial sources has not been considered or discussed in the report.

- Details of the centralised energy centre for domestic heating and hot water should be provided to the local authority. Providing further details on actual installed combustion plant and emissions performance prior to full operation of the development is a requirement.
- Please note that the 2017 data for LBH monitoring sites is now available for consultation. The report shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory.

Contaminated land:

A Site Investigation Report 22-42 High Road, Wood Green, London, N22 referenced C14174A and dated September 2018 and compiled by ads Consultancy was submitted with the application. This report presents amongst other issues a preliminary conceptual site model of contamination, identifying possible pollutant linkages. The conceptual model indicates potential pollutant linkages with a risk from the potential historical use of electricity sub-station, made ground and off- site historical usage.

The desktop search revealed that there is one (1) recorded potentially contaminative use recorded for the site, and a further twenty (20) within 250m of the site. Identified potential contaminant sources include:

- The existing buildings may include asbestos containing materials (ACMs). The existing electricity sub-station in the service yard may be a source of polychlorinated biphenyl (PCB) contamination.

- Effluent from leaking drains/sewers would provide a contaminant source.
- Contamination may be present within made ground including any remnant demolition rubble of the former buildings within the site.
- Potential soil gas generated from made ground or natural organic soils.
- Ground contamination migrating from adjoining sites.

The proposals comprise the demolition of existing retail buildings and the construction of new commercial and residential units. Potential receptors including Human Receptors and Surface Water/Watercourses. The site lies within a Source Protection Zone 1 (Inner Catchment). A Source Protection Zone 2 (Outer Catchment) is also located 6m to the north-east of the site. The record for the site comprises the electricity sub-station in the northern corner of the service yard.

An intrusive investigation work was undertaken within a service yard near centrally within the site (to the rear of Nos. 28 & 30), whereas areas of the retail buildings (occupied at the time of investigation) are to be investigated separately at a later date.

The results of the laboratory analysis (Table 5) indicate that one of the four samples of made ground tested contained an elevated concentration of benzo[a]pyrene that exceeded the respective screening values for the residential end uses. None of the results exceeded the respective soil screening criteria for a commercial/industrial end use.

No asbestos containing material (ACM) was found during sample preparation prior to chemical analysis and visual evidence of ACM was not recorded during this investigation.

Some evidence of hydrocarbon contamination was locally noted as dark grey staining and a hydrocarbon odour within the made ground in TP2, in addition to an iridescent sheen on the surface of the 'perched' groundwater standing at 1.10m depth in this pit on completion. No evidence of hydrocarbon contamination was encountered in the underlying practically impervious London Clay in TP2. No visual or olfactory evidence of hydrocarbon contamination was encountered in the remaining exploratory holes.

Three return visits to monitor gas levels at this site were made in July and August 2017 to record the

concentrations of landfill type gases (methane, carbon dioxide, oxygen) in the standpipe installed within BH1A. Assuming a positive flow rate of 0.1l/hr, the results give a Gas Screening Value (GSV) of 0.00061l/hr. This GSV falls within the modified Wilson and Card Characteristic Situation 1, as defined by the Construction Industry Research and Information Association, CIRIA Report C665, 'Assessing risks posed by hazardous ground gasses to buildings

This investigation may not have revealed the full extent of contamination on the site and appropriate professional advice should be sought if subsequent site works reveal materials that may appear to be contaminated. The report recommends that an intrusive investigation should be conducted including:

The boreholes and trial pits of this investigation were restricted to the service yard in the northern quarter of the southern side of the site, and further ground investigation is yet to be undertaken across the remaining south and north sides of the site. It is recommended that the further ground investigation work should include TPH and PCB testing on the near surface soils and 'perched' groundwater in order to further characterise the site contamination. If water is encountered during the additional works, it should be sampled and tested.

I recommend the following conditions:

Contaminated land: (CON1 & CON2)

CON1:

Before development commences, other than for investigative work and demolition:

a) Using information obtained from the Site Investigation plus maps an intrusive site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: - a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

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

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

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.

Management and Control of Dust:

1. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

2. Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA.

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

	<p>3. Prior to commencement of the development, details of the CHP must be submitted to</p> <p>a. evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction. A CHP Information form must be submitted to and approved by the LPA.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>NRMM</p> <ul style="list-style-type: none"> No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <ul style="list-style-type: none"> An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>As an informative:</p>	
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	<p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p><u>Additional Comment:</u> In theory, the side access to the balcony at lower level and a fully screened (using aluminum fins) upper floor is preferable to having openable windows directly on to the street. The Investigation of air quality with height and Air quality monitoring could be carried out to confirm that air quality improve with height as this is not always the case.</p> <p>Balconies and communal relaxation areas should be placed preferably away from polluted areas. If these options are to be progressed, mitigation measures should be considered including the adoption of non-openable windows to the polluted façade.</p>	
Licensing	<p>In terms of restaurant we have Tarshish on the High road which has the following hours:</p> <p>Live Music and Recorded Music Sunday to Thursday 1000 to 0100 Friday to Saturday 1000 to 0200 Late Night Refreshment Monday to Sunday 2300 to 0200 Supply of Alcohol Monday to 1000 to 2330 Sunday 1000 to 0100 The opening hours of the premises:</p> <p>Monday to Sunday 1000 to 0230</p> <p>The problem for the Hotel is going to be noise intrusion for its customers from any late operating venue.</p>	Noted and conditioned

	<p><u>Second comments:</u> Yes definitely, I would say the outside area should cease being used by 10pm at the latest.</p>										
Noise Team	<p>I have read the Noise Assessment Report produced by Cahill Design Consultants dated September 2018. There are no objections made in principle to this proposed development however the following conditions shall apply;</p> <p>External Plant Noise Design Criteria Noise arising from the use of any plant or any associated equipment shall be set at 10dB below the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant equipment does not cause noise nuisance within any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 and any mitigation measures necessary to achieve the required noise level shall be submitted to the Local Authority Planning Authority in writing, for approval. The plant shall be installed and maintained in accordance with the approved details. REASON: to ensure high quality residential development and protect the amenity of the locality</p> <p>Internal Noise Criteria in Habitable Rooms Section 4 of the report assessed the existing environmental noise level and predicted the glazing requirement for the proposed development at the North-east, North-west and South-east elevations. The report predicts that with the installation of the specified recommended glazing inclusive of a fully, or partially mechanically ventilated system the following internal noise levels in accordance with BS8233:2014 below will be achieved within the proposed residential units (with the windows closed);</p> <table border="0" data-bbox="392 1268 1845 1372"> <tr> <td>Time</td> <td>Area</td> <td>Maximum Noise level</td> </tr> <tr> <td>Daytime</td> <td>Noise 7am – 11pm</td> <td>Living rooms and Bedrooms 35dB(A)</td> </tr> <tr> <td></td> <td>Dining Room/Area</td> <td>40dB(A)</td> </tr> </table>	Time	Area	Maximum Noise level	Daytime	Noise 7am – 11pm	Living rooms and Bedrooms 35dB(A)		Dining Room/Area	40dB(A)	Noted and conditioned
Time	Area	Maximum Noise level									
Daytime	Noise 7am – 11pm	Living rooms and Bedrooms 35dB(A)									
	Dining Room/Area	40dB(A)									

Night Time Noise 11pm -7am Bedrooms 30dB(A)

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms 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

Vibration

Whilst the vibration measurements were compliant with the requirements under BS6472, ground borne noise from the Piccadilly Line was re-radiated within the building as airborne noise. As this will be applicable to the proposed development the following condition shall apply;

The building shall be so designed to ensure that the re-radiated noise is attenuated to 10dB below the recommended internal noise criteria outlined in BS8233:2014 for residential units and 5dB in commercial /retail premises.

Scheme of Sound Insulation

Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be submitted following consultation with the Council's Noise Team about the end user. The scheme shall be installed as approved prior to any commercial occupation of the site, including the music studio, and shall be maintained thereafter.

REASON: to protect the amenity of the locality.

Advisory – Construction and Demolition

Contractors/Developers undertaking noisy construction works within the London Borough of Haringey are restricted to the following dates and times;

Monday – Friday 08.00 – 18.00hrs

Saturday 08.00 - 13.00hrs

	<p>Sundays & Bank Holidays No Noisy Works</p> <p>(Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974)</p>	
EXTERNAL		
Greater London Authority	<p>Strategic issues summary</p> <p>Principle of Land Use: The proposal conflicts with the future ability to deliver a Crossrail 2 and is contrary to Policy 6.4 of the London Plan and Policy T3 of the draft London Plan. The redevelopment of this safeguarded site is not supported until such time as a decision is made by the Secretary of State on the Crossrail 2 alignment, or binding planning obligations are secured that prevent development of the site until the safeguarding direction is lifted, alongside an extended consent period. (paragraphs 16-20).</p> <p>Housing: 35% affordable housing by habitable room without public subsidy, which is uplifted to 40% through grant funding, including a 64LAR/36LLR tenure split in favour of affordable rent. This offer meets the Fast Track Route, provided that the rents and eligibility criteria accord with the London Plan and draft London Plan. An early review mechanism must be secured. (paragraphs 21-27).</p> <p>Urban design and heritage: Changes to the high road frontage, and to better activate the ground floor frontage of the hotel are required, as is a reduction in the number of units per core in buildings fronting the High Road, and improvements to the outlook of some flats are required. Conditions regarding accessible and inclusive design must be applied. (paragraphs 28-43).</p> <p>Sustainable Development: Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified. (paragraphs 44-49).</p> <p>Transport: The Council must secure a section 106 obligation to ensure the scheme does not conflict with the Crossrail safeguarding. Issues regarding the protection of London Underground assets, the availability of blue badge car parking, and an improvement of cycle parking must be addressed. (paragraphs 50-61).</p> <p>Recommendation</p> <p>That London Borough of Haringay be advised that the scheme does not comply with the London Plan for the reasons set out in paragraph 65 of this report.</p>	<p>Covered in S106 and conditions, or responded to accordingly.</p>

Context

1 On 10 December 2018, the Mayor of London received documents from Haringay Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor will provide the Council with a statement setting out whether he considers that the application complies with the 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 and 1B(c) of the of the Schedule to the 2008 Order:

- 1A: *“Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”*

- 1B(c): *“Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a building or buildings – outside Central London and with a total floorspace of more than 15,000 square metres”*

3 Once Haringay 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 Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The site is situated at 22-42 High Road in Wood Green, and is occupied by a terrace of buildings ranging from 1-3 storeys in height fronting the High Road, and increasing to 3-4 storeys in height adjoining the sites rear (north-eastern) boundary shared with Bury Road. The site adjoins Whymark Avenue along a portion of its south-eastern boundary, and is bounded by three storey terrace buildings containing ground floor retail fronting High Road to its immediate north-west.

6 The site is located within the Wood Green Metropolitan Town Centre, Noel Park Regeneration Area and Haringey Heartlands/Wood Green Opportunity Area. The site is subject to a 2015 safeguarding direction, and identified as an area of surface interest for the future delivery of Crossrail 2 via the Alexandra Park/Turnpike Lane alignment.

7 The application site is situated on the southern portion of the High Road, which is characterised by Victorian terraces of 2-3 storeys in height on its western side, and later developed retail units along its eastern side. The character of the high road is predominately that of established retail at ground floor, with residential and other uses situated above. To the south-east and north-east of the site, along Whymark Avenue and Bury Road, development is characterised by consistent groups of two storey Victorian terraced homes.

8 The adjacent A105 High Road forms part of the Strategic Road Network. The nearest section of the Transport for London Road Network is the A10 Great Cambridge Road which is located approximately 1.75 kilometres to the east of the site. The nearest station is Turnpike Lane which is located around 150 metres to the south and served by the Piccadilly Line. Wood Green Station, also served by the Piccadilly line, is located 700 metres to the north. The nearest national rail station is Hornsey, which is located approximately 700 metres to the west of the site. There are bus stops located directly outside the site on High Road, which provide access to bus routes 67, 121, 123, 184, 221, 230, 232 and 329. A further three bus routes can be accessed on Westbury Avenue within 150 metres of the site. Due to the ready availability of a variety transport connections, the site achieves a Public Transport Accessibility Level (PTAL) of 6b (on a scale of 0-6b where 6b is the highest).

Details of the proposal

9 The proposal comprises the demolition of existing buildings, and the redevelopment of the site to provide mixed use development in a series of buildings ranging from three to eight storeys in height. The development will comprise:

- 197 new residential units;
- A new 134 room hotel, including public restaurant at ground floor;
- 3,450 sq.m (GEA) of A1 retail floorspace fronting High Road;
- 525 sq.m (GEA) of flexible workspace.

10 The proposed buildings are situated in a perimeter formation around a new internal courtyard, which provides a new ground level pedestrian linkage between High Road and Bury Road across the site.

Case history

11 The scheme has been subject to pre-application advice, with an advice note (GLA4601) issued in August 2018. The pre application advice confirmed that, until such time as a decision is

made by the Secretary of State on the Crossrail 2 alignment, the redevelopment of the site is contrary to Policy 6.4 of the London Plan and Policy T3 of the draft London Plan and ought to be refused.

12 There is no other relevant planning history for the site.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

- Principle of development *London Plan; Wood Green/Heartlands Opportunity Area Planning Framework*

- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG;*

- Affordable Housing *London Plan; Housing SPG; Housing Strategy; Mayor's Affordable Housing and Viability SPG;*

- Urban Design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;*

- Inclusive Design *London Plan; Accessible London: Achieving an Inclusive Environment SPG;*

- Sustainable Development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy;*

- Transport *London Plan; The Mayor's Transport Strategy*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Haringey Development Management Policies DPD (2017), Haringey Local Plan: Strategic Policies DPD 2013 (as amended 2017), Haringey Local Plan: Site Allocations DPD (2017), and the 2016 London Plan (Consolidated with Alterations since 2011).

15 The following are also relevant material considerations:

- The draft Haringey Wood Green Area Action Plan

- The National Planning Policy Framework;

- National Planning Practice Guidance; and

- Draft London Plan (consultation draft August 2018, including suggested minor changes) which

should be taken into account on the basis explained in the NPPF.

Principle of development

Crossrail 2 safeguarding

16 The proposal has been reviewed against the latest Crossrail 2 project proposals and 2015 safeguarding directions. As advised at the pre-application stage, the scheme conflicts with the future ability to deliver a Crossrail 2 alignment via Alexandra Palace as well as the provision of a new Crossrail 2 Station and associated infrastructure at Turnpike Lane. The nature of the proposal does not lend itself to any form of temporary permission which could overcome that conflict. The proposal is contrary to Policy 6.4 of the London Plan and Policy T3 of the draft London Plan, which require development to provide adequate protection for transport schemes with priority given to securing the delivery of Crossrail 2. In the absence of binding planning obligations being secured that would prevent development of the site until or unless the safeguarding direction is lifted, alongside an extended consent period, the proposal cannot be supported until such time as a decision is made by the Secretary of State on the Crossrail 2 alignment. GLA officers would welcome further discussion with the Council and applicant on suitable planning obligations to overcome this issue.

17 Notwithstanding this significant in-principle matter, the following comments on the proposals are made for considerations should the safeguarding direction over the site be lifted.

Land use

18 The site is located in the Haringey Heartlands/Wood Green Opportunity Area. Policy 2.13 and Table A1.2 of the London Plan identify this area as having a capacity to accommodate a minimum 1,000 new homes and 2,000 jobs, with scope for intensification in Wood Green Town Centre and improved transport linkages. London Plan Policies 2.15, 4.7 and 4.8 provide support for the improvement and enhancement of Town Centres within London as well as mixed use development. These principles are similarly reflected in the policies of the draft London Plan. Policy 2.3 of the London Plan recognises the pressing need for more homes in London and sets an annual target for Haringey of 1,502 additional homes per year between 2015 and 2025, which subsequently increases to an annual target of 1,958 homes in Policy H1 of the draft London Plan.

19 Policy 4.5 of the London Plan and Policy E10 of the draft London Plan support the provision of high quality serviced accommodation within opportunity areas and town centres in outer London outside of the Central Activities Zone.

20 Given the above policy context, the proposal for a residential-led mixed use development

incorporating the provision of active ground floor retail, flexible workspace and a 134 room hotel is consistent with London Plan and draft London Plan Policy.

Housing

Affordable housing

21 London Plan Policy 3.12 requires borough councils to seek the maximum reasonable amount of affordable housing, having regard to its own overall target for the amount of affordable housing provision. In this instance, Policy SP2 of the Haringey Strategic Policies Document (March 2013) sets a borough wide target of 40% of new housing developed in the borough to be affordable.

Policies

3.11 and 3.12 of the London Plan and policies H5 and H6 of the draft London Plan seek to maximise the delivery of affordable housing, setting a strategic target of 50% of all new housing being affordable.

22 The Mayor's Affordable Housing and Viability SPG, sets out a 'threshold approach' to planning applications, whereby schemes meeting or exceeding a specific threshold of affordable housing (in this case 35%) by habitable room without public subsidy, and which meet the Mayor's preferred tenure mix, are not required to submit viability information or be subject to late stage viability review mechanisms.

23 The scheme proposes 40% affordable housing on a habitable room basis, which equates to a total 74 units. Of these, 64% (45 units) will be offered at London Affordable Rent Levels, and the remaining 36% (29 units) will be offered at London Living Rent levels. The affordable housing statement submitted with the application has quantified that the scheme would provide a minimum of 35% affordable housing by habitable room without public subsidy, with an uplift in provision to 40% being achieved through the application of grant funding obtained through a Registered Provider partner under the developer-led route in the Affordable Homes Programme 2016-21.

24 The applicant's affordable housing offer meets the Fast Track Route requirements in terms of quantum, and the tenure split meets the minimum 30%/ 30% low cost rent/intermediate (it should be noted that the remaining 40% tenure split should be at the instruction of the Council). Therefore, the GLA would not require a viability assessment or a late stage viability review in this case; however, the Section 106 agreement should secure an early review mechanism, to be triggered if an agreed level of progress is not made within 2 years of permission being granted, with other requirements as stated for the Fast Track Route as set out in the Mayor's Affordable Housing and Viability SPG

	<p>Residential tenure and unit size mix 25 London Plan policies 3.8 and 3.11, as well as draft London Plan policy H12, encourage a choice of housing based on local needs with affordable family housing stated as a strategic priority. The scheme proposes 197 residential units of which 14% are 1 bed units, 57% are 2 bed units, 24% are 3 bed units and 5% are 4 bed units. The mixture of unit sizes is considered acceptable, noting the relatively high provision of 30% family sized units (3 or more bedrooms).</p> <p>Children's playspace 26 London Plan Policy 3.6 and draft London Plan Policy S4 set out the expectation that housing proposals should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. Using the methodology within the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG, it is anticipated that there will be approximately 81 children within the development based on current housing mix. The guidance sets a benchmark of 10 sq.m. of useable child playspace to be provided per child, with under-5 year olds playspace provided on-site as a minimum. As such the development should make provision for 810 sq.m. of playspace.</p> <p>27 The scheme incorporates roof terraces and a central courtyard at ground floor, which will collectively provide 495 sq.m of designated play space for under 5's. Whilst the quantum of on-site provision for 0-5 year olds is accepted, the overall quantum of playspace provided falls below that required by the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG, therefore offsite contribution towards the upgrade of community play facilities in the surrounding area should be investigated with the Borough. The on-site provision of suitable play equipment for 0-5 year olds and any contributions to off-site play areas deemed appropriate, must be secured via planning conditions and the s106 agreement.</p> <p>Urban Design 28 The design principles of chapter seven in the London Plan and chapter three of the draft London Plan outline that all developments should achieve a high standard of design which responds to local character, enhances the public realm and provides architecture of the highest quality.</p> <p>Density 29 London Plan Policy 3.4 seeks to optimise the potential of sites having regard to local context, design principles and public transport accessibility. The application proposes a gross residential</p>	
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density of 246 units per hectare and 741 habitable rooms per hectare. This partially exceeds the desired range outlined within Table 3.2 of the London Plan, which indicates an appropriate density of 45-260 units per hectare and 200-700 habitable rooms per hectare on schemes in an urban context. However, the London Plan notes that preferred density ranges should not be applied mechanistically.

30 Draft London Plan Policy D6 outlines that the higher the density of a scheme, the greater the level of scrutiny is expected, particularly of the qualitative aspects of design set out in draft London Plan Policy D4. Where development proposals exceed a residential density of 405 units/ha in areas of PTAL 4 to 6, the scheme must be subject to particular design scrutiny in respect to draft London Plan Policy D2, and must include a proposed management plan.

31 29 Given that the site has excellent transport links resulting in a PTAL rating of 6b (on a scale where 0 is worst and 6b is best), and is also within an Opportunity Area, the proposed residential density is supported, subject to satisfactory resolution of the outstanding design concerns raised in the following paragraphs.

Massing and scale

32 The architectural approach is generally well considered. However, further work on the High Road frontage is required to better integrate with the surrounding low-rise streetscape and shop fronts. The applicant should investigate omitting vertical fins to balconies at higher levels on the high road frontage, and explore a range of materials and solid to void ratios on the façade, in order to soften the appearance of the development.

33 As requested at pre-application stage, a Townscape and Visual Impact Assessment (TVIA) has been provided which demonstrates an acceptable impact on the listed Turnpike Station building in the surrounding context.

Design, layout and public realm

34 The concept of a new public courtyard at the heart of the scheme is strongly supported, and the overall layout and design of the scheme would provide an improvement to both the public realm and permeability of the site.

35 The ground floor layout of the proposed hotel in the eastern corner of the scheme should be amended to create a more active frontage at the corner of Bury Road and Whymark Avenue, through replacement of the proposed office with a more active use such as the proposed restaurant.

36 As advised at the pre application stage, standard 12 of the Mayor's Housing SPG outlines that each residential core should be accessible to no more than eight units on each floor. The proposed scheme contains 13 residential units per core in the phase 2 affordable housing component, which is unacceptable. It is acknowledged that there are some constraints imposed by the ground floor retail space limit the opportunity to provide a second core. However, the applicant should explore options to stagger access to these units from alternate floors, thereby achieving a maximum of 8 units per core.

37 Several units within the two residential blocks fronting High Road have very narrow separation distances to the adjacent units, which will result in poor daylight, outlook and potential overlooking issues. The applicant should seek to address this through changes to the scheme.

38 As advised at the pre-application stage, several units within the two residential blocks fronting High Road (blocks A and D) have very narrow separation distances to the adjacent units, which will result in poor daylight, outlook and potential overlooking issues. The applicant must address this through changes to the scheme.

Inclusive design

39 The design and access statement submitted with the application addresses key points regarding inclusive access, including the building entrances and circulation spaces. Conditions of approval should be included with any consent to ensure the development will be delivered to meet the highest standards of accessible and inclusive design, in accordance with Policy 7.2 of the London Plan and Policy D3 of the draft London Plan.

Heritage

40 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should '*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*'.

41 The NPPF states that when considering the impact of the proposal on the significance of the designated heritage asset, great weight should be given to the assets conservation. Significance can

be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HC1 'Heritage conservation and growth' of the draft London Plan, as well as London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.

42 The application site does not fall within a conservation area, nor does it contain any listed buildings. Notwithstanding this, the site is located broadly in the locality of the Noel Park Conservation Area as well as in relative proximity to the Grade II listed Turnpike Underground Station

Building which is situated approximately 110 metres south east of the site.

43 As requested at pre-application stage, a Townscape and Visual Impact Assessment (TVIA) has been provided which demonstrates less than substantial impact on the listed Turnpike Station building in the surrounding context. Having regard to the statutory duty in respect to listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the relevant paragraphs in the NPPF, it is acknowledged that there would be some harm to the setting of heritage assets caused by reason of larger buildings becoming visible in the backdrop to nearby listed buildings and conservation areas. Notwithstanding this, GLA officers consider the resulting harm to be less than substantial and decisively outweighed by the public benefits of the scheme, which include the further optimisation of the site within the designated Opportunity Area, the provision of new public realm and the improved permeability of the site. The scheme therefore complies with Policy 7.8 of the London Plan and Policy HC1 of the draft London Plan and is supported.

Sustainable Development

Energy

44 An on-site reduction of 222 tonnes of carbon dioxide per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the non-domestic buildings,

equivalent to an overall saving of 41%. An on-site reduction of 93 tonnes of carbon dioxide per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the domestic buildings, equivalent to an overall saving of 38%.

45 Given the scale of the development, and in line with the GLA guidance, a CHP-led strategy is not considered the optimal for the site. The applicant must review their heating strategy and investigate all other heating technologies for their suitability to supply the heating loads.

46 Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified. Detailed comments have been forwarded to the applicant under separate cover in this regard.

Flooding and drainage

47 Detailed comments regarding flood risk and drainage have been forwarded to the LPA and applicant under separate cover. The applicant must provide a Flood Risk Assessment (FRA) as required under the NPPF for sites in Flood Zone 1 larger than 1 hectare.

48 The surface water drainage strategy for the proposed development does not comply with Policy 5.13 of the London Plan Policy SI.13 of the draft London Plan, as it does not give appropriate regard to the drainage hierarchy. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, particularly blue/green roofs, must be provided. Revised attenuation storage volume calculations that account for 40% climate change, and exceedance pathway information should also be provided. Attenuation Storage layout should be shown on a plan of the development.

49 The scheme does not meet the water consumption targets for residential components of the development, and this must be addressed in accordance with Policy 5.15 of the London Plan and SI.5 of the draft London Plan.

Transport

Crossrail 2 safeguarding

50 The application site is covered by the 2015 safeguarding directions relating to delivery of Crossrail 2. As discussed previously under the principle of development section of this report, and as the applicant was advised at pre-application stage, the scheme therefore conflicts with Policy 6.4 of the London Plan and Policy T3 of the draft London Plan, which require development to provide adequate protection for transport schemes with priority given to securing the delivery of Crossrail 2.

Until such time as a decision is made by the Secretary of State on the Crossrail 2 alignment, a binding planning obligation would need to be secured to prevent development of the site until the safeguarding direction is lifted (alongside an extended consent period). GLA officers would welcome further discussion with the Council and applicant on the wording of this planning obligation.

51 There are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. In order to safeguard the integrity of the underground the applicant must liaise with London Underground and TfL, and the Council should incorporate appropriate conditions as required.

Car parking- residential

52 The residential components of the proposed development will be car free in line with draft London Plan policy T6. The applicant is proposing a total of 11 on-site blue badge spaces from the outset, which equates to one per dwelling for 6% of dwellings, which is draft London Plan compliant. The draft London Plan states that 10% of residential units should have access to disabled parking should demand be increased in future. The applicant must therefore demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining disabled parking bays to a total of one per dwelling for 10% of dwellings can be requested and provided when required. Four parking spaces should also be equipped with electrical charging facilities, with passive provision for the remainder of parking spaces.

Car parking - hotel

53 The proposed hotel element of the development will be car free in line with draft London Plan policy. The applicant is proposing 3 blue badge parking spaces for the hotel element of the development, which is in line with draft London Plan requirements and is therefore welcome. At least one of these spaces should be provided with electric charging facilities with passive provision for the remaining spaces, and this should be secured by condition. The lack of coach parking provision on site, and the measures proposed to ensure coach bookings to the site are not made, are also welcomed.

Car parking – retail and flexible workspace

54 The applicant is proposing no general car parking for either the retail or flexible workspace elements of the development, this is in line with both London Plan and draft London Plan standards

and is therefore welcome. Both the retail and flexible workspace elements of the development should each have their own disabled parking bay to adhere to draft London Plan standards.

Cycle parking

55 A total of 406 cycle parking spaces are proposed (368 long stay and 38 short stay) which satisfies the standards of the London Plan. However, in order to comply with the renewed standards of the draft London Plan, the following elements of the provision should be uplifted: residential long stay; residential short stay; retail long stay; and retail short stay (where higher minimum standards are applicable in a Metropolitan Centre).

56 The provision of cycle parking at basement and ground floor level and close to the core of the building enabling easy access to/ from residential units is welcomed. Also welcomed is the provision of short-stay cycle parking spaces in the public realm. Cycle parking provision should be guided by the London Cycling Design Standards. The scheme must ensure that 5% of cycle parking spaces are able to accommodate larger models of bicycle. Lockers and changing rooms should be provided for the commercial element of the development.

Healthy streets and walking

57 An assessment must be provided which reviews the proposal and surrounding site vicinity against the healthy streets indicators and principles of the draft London Plan.

58 The improved pedestrian permeability of the site is supported. A pedestrian comfort level assessment must be undertaken at three locations along the High Road for the current and proposed conditions, and any mitigation measures identified secured by condition as appropriate.

Other matters

59 A Framework Travel Plan has been submitted and the measures outlined within it must be secured and monitored through the section 106 agreement. A detailed Construction Logistics Plan in line with TfL Guidance must be secured by condition, along with a full Delivery and Servicing Plan which includes the commitments provided in the draft document submitted with the application.

60 The full delivery and servicing plan should show how deliveries will be restricted during peak hours. The applicant should also undertake an observation survey of stopping and loading on High Road and Bury Road to inform both their approach to taxi pick-up/ drop off and on-street loading. The proposals must be aligned to the Mayor's Vision Zero approach to road safety and not cause

congestion on the High Road.

Local planning authority's position

61 Council Officer's from the London Borough of Haringey are still currently assessing the application. The proposal is intended to be presented to Council Committee in February 2019.
62 Haringey Officer's have expressed a desire to include a Grampian condition which prohibits the development in the event that the safeguarding of the site for Crossrail 2 remains in place. This approach is supported by both Transport for London and GLA Officers, subject to a separate s106 obligation also being secured to restrict development in these circumstances.

Legal considerations

63 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

64 There are no financial considerations at this stage.

Conclusion

65 London Plan policies on principle, housing, urban design, sustainable development and transport are relevant to this application. The below issues must be addressed to ensure the proposal

complies with the London Plan:

- **Principle of Land Use:** The proposal conflicts with the future ability to deliver a Crossrail 2

	<p>and is contrary to Policy 6.4 of the London Plan and Policy T3 of the draft London Plan. The redevelopment of this safeguarded site is not supported until such time as a decision is made by the Secretary of State on the Crossrail 2 alignment, or binding planning obligations are secured that prevent development of the site until the safeguarding direction is lifted, alongside an extended consent period..</p> <ul style="list-style-type: none"> • Housing: 35% affordable housing without public subsidy, which is uplifted to 40% by habitable room through grant funding, including a 64LAR/36LLR tenure split in favour of affordable rent. This offer meets the Fast Track Route, provided that the rents and eligibility criteria accord with the London Plan and draft London Plan. An early review mechanism must be secured. • Urban design and heritage: Changes to the high road frontage, and to better activate the ground floor frontage of the hotel are required, as is a reduction in the number of units per core in buildings fronting the High Road, and improvements to the outlook of some flats are required. Conditions regarding accessible and inclusive design must be applied. • Sustainable Development: Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified. • Transport: The application conflicts with the 2015 safeguarding directions relating to delivery of Crossrail 2, Policy 6.4 of the London Plan and Policy T3 of the draft London Plan and is not supported. Binding planning obligations are required to prevent development of the site until safeguarding direction is lifted, alongside an extended consent period. Alternatively, the application should be refused. Notwithstanding this, issues regarding the protection of London Underground assets, the availability of blue badge car parking, and an improvement of cycle parking must be addressed. 	
Metropolitan Police (Secure by Design)	<p>Section 1 - Introduction: Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference the above application we 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 relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p>	

It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with London Borough Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).

We have met with the project Architects Shephard Robson to discuss Crime Prevention and the Secured by Design (SbD). The Architects have made mention in the Design and Access Statement with reference to design out crime or crime prevention and have specified some features of the consultation. They have also stated that further consultation will be required to review the strategy for Partition walling, Access Control Strategy, CCTV Strategy, Lighting Strategy, We would appreciate your intervention in maintaining the dialogue between the design team and ourselves and I await sight of the SbD Homes & Commercial application forms along with the proof of Certified Test Standard's for proposed physical security products.

Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency was to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

(1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.

(2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.

	<p>Informative: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p><u>Comments on gating the courtyard:</u> In respect of the gate I would most defiantly support the gate strategy and would seek for the location to as close to the building line as possible, the gate/frame should be UKAS certified to LPS 1175 SR1 as a minimum, if there was an issue regarding size that prevented the LPS certification the we would need to review the design to ensure there are no climbing aids and that any fob readers were located so as to not assist climbing, ant press to exit or break glass would need to be protected so they couldn't be interfered with from the public realm side.</p> <p>In regard to the communal stair cores we would welcome a access strategy that would include full access to the podium and permitted access to each stair core, potentially there will need to be additional CCTV surveillance on the vulnerable communal corridor routes and some form of rule setting on the podium deck itself.</p> <p>Many thanks for the initial response on this as it is all too common for us to not be spoken too on these matters.</p>	
Archaeology	Rear of Massoro Menswear may have fragments of Dovecote Villas. Conservation officer view	Conservation

	should be sought.	officer is aware and accepts that this is acceptable.
Cadent National Grid	Low or medium pressure gas pipes – highly likely there are gas pipes in vicinity. Read guidance associated and establish actual position of mains, pipes, cables etc.	Conditioned
Environment Agency	<p>The previous use of the proposed development site presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 1.</p> <p>The <i>Site Investigation Report by Ground Engineering dated September 2018 (ref: C14174A)</i> submitted in support of this planning application provides us with confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. It is our opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the Local Planning Authority.</p> <p>In light of the above, we believe that the proposed development will be acceptable if planning conditions as set out below are 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 be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.</p> <p>Condition EA 1 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. Cont/d.. 2</p>	Noted and conditioned

	<p>Reasons To ensure that the site does not pose any further risk to human health or the water environment by managing any on-going contamination issues and completing all necessary long-term mitigation measures. This is in line with paragraph 170 of the National Planning Policy Framework. The proposed development will include piling which may penetrate the thickness of the London Clay and introduce a preferential pathway to the underlying principal aquifer.</p> <p>Note: The long-term groundwater monitoring will need to target the deeper aquifer and demonstrate that the proposed development is not impacting the underlying Lambeth Group, Thanet Sand and Chalk (the groundwater bodies are in hydraulic continuity with each other).</p> <p>Condition EA 2 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons To ensure that the development is not 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.</p> <p>No investigation can completely characterise a site. The condition may be appropriate where some parts of the site are less well characterised than others, or in areas where contamination was not expected.</p> <p>Condition EA 3 No infiltration of surface water drainage into the ground at 22-42 High Road, London, N22 6BX 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.</p> <p>Reasons To ensure that the development is not put at unacceptable risk from, or adversely affected by,</p>	
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unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

Additional comment

This is supported in Section 7 of the 'Sustainable Drainage Strategy by ads consultancy dated September 2018' submitted in support of the application where it states 'The surface water from the site will initially be intercepted via green roofs and similar landscaping features before it is ultimately intercepted by attenuation tank system. The surface water is then gradually released into the existing public surface water sewer system '. Additionally, Section 6 of the 'Sustainable Drainage Strategy' confirms 'Due to the existing low permeable sub soils on site and high perched water tables, the infiltration rate will be very slow and would result in very large soakaways that could be susceptible to flooding (i.e. once the sub-soil is waterlogged the soakaways will keep overflowing). Cont/d.. 3

Condition EA 4 Piling, deep foundations and other intrusive groundworks 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, deep foundations and other intrusive groundworks does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and the Environment Agency's approach to groundwater protection, February 2018 Version 1.2
<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the EA guidance. During piling works (especially if the piles extend to the Chalk within SPZ1 saturated zone) due to the proximity of nearby potable abstractions the weekly groundwater monitoring for in-situ parameters and turbidity should be considered. The monitoring wells will need to be a minimum 5m deeper than the deepest pile in this area.

Condition EA5 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local

planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

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 The Environment Agency's approach to groundwater protection March 2017 Version 1.0
<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

Additional Information

Site Investigation and groundwater monitoring

The results of the preliminary intrusive investigation presented in the '*Site Investigation Report by Ground Engineering (dated September 2018)*' suggest that made ground and perched water are impacted by hydrocarbon contamination. The site is located within a SPZ1 with the underlying Mid-Chilterns Chalk (Principal Aquifer) overlaid by London Clay.

The results of the intrusive investigation completed to date on site and nearby developments confirm that the thickness of London Clay in this area ranges around 25-29m below ground level. The proposed scheme includes buildings up to 8-storeys high with a basement and will require piling, '*The ground conditions are considered suitable for bored of CFA, but not driven piles as the vibrations during installation of driven piles could damage the existing adjoining building*'. Depending on the termination depths of the piles these works may penetrate the full thickness of the London Clay, introduce Cont/d.. 4

preferential pathways and impact the underlying principal aquifer. We therefore require the installation of deep wells to monitor groundwater quality in the deeper aquifer and demonstrate that the development is not impacting controlled waters. The monitoring wells will need to terminate a minimum of 5m deeper than the deepest pile in the area.

We note the recommendation in the '*Site Investigation Report*' to undertaker further intrusive investigation across the northern and southern parts of the site. However, any intrusive investigation

works based on the proposal *'It is recommended that the further ground investigation work should include TPH and PCB testing of the near surface soils and perched groundwater in order to further characterise the site contamination'* is not sufficient to characterise the underlying aquifer and assess impacts of the proposed development to the deeper aquifer.

Model Procedures and good practice We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
4. Refer to the contaminated land pages on GOV.UK for more information.

We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:

- BS5930:2015 Code of practice for site investigations;
- BS 10175:2011 A2: 2017 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns but more may be required to establish the conceptual site model and groundwater quality. See RTM 2006 and MNA guidance for further details).
- Use MCERTS accredited methods for testing contaminated soils at the site.

A Detailed Quantitative Risk Assessment (DQRA) for controlled waters 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

	<p>information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a “Competent person” E.g. a suitably qualified hydrogeologist. 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. Document ‘Groundwater Protection 3’ version 1.1 August 2013 provided further guidance on setting compliance points in DQRAs. This is now available as online End 5</p> <p>guidance: https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments</p> <p>Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m.</p> <p>Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:</p> <ul style="list-style-type: none"> <input type="checkbox"/> upflow percolation column test, run to LS 2 – to derive kappa values; <input type="checkbox"/> pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and <input type="checkbox"/> LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test. <p>Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11.</p> <p>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.</p>	
Transport for	Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of	Noted and the

<p>London (CR2 Safeguarding Team)</p>	<p>State for Transport on 24 March 2015. I confirm that the application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction.</p> <p>That London Borough of Haringey be advised that application ref: HGY/2018/3145 be refused on the basis that TfL / Crossrail 2 has reviewed the application against the latest project proposals and 2015 Safeguarding Directions and considers they conflict with the future ability to deliver a Crossrail 2 alignment via Alexandra Palace and the provision of a new Crossrail 2 Station and its associated infrastructure at Turnpike Lane. The nature of the proposals do not lend themselves to any form of temporary permission.</p> <p>The applicant has indicated a wish to continue discussions with TfL and the Greater London Authority (GLA) to explore a possible solution. One option open to TfL/Crossrail 2 in the event that the application, but for the Crossrail 2 Safeguarding Directions, is supported in principle by the Local Planning Authority and the Mayor, is to require that any grant of planning permission be subject to a section 106 obligation (to which TfL would be a signatory) restricting development on any land subject to the Crossrail 2 Safeguarding Directions until such time as the land is no longer subject to the Safeguarding Directions, or unless otherwise agreed with TfL and the Local Planning Authority.</p> <p>In addition, any decision to grant planning permission by the Local Planning Authority should be subject to the following Crossrail 2 condition C1. None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in writing by the Local Planning Authority which:-</p> <ul style="list-style-type: none"> (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works, (ii) Accommodate ground movement arising from the construction thereof, <p>Transport for London Crossrail 2 Safeguarding Manager 4th Floor, North Wing 55 Broadway London</p>	<p>agreement shall be included within the S106 Legal Agreement.</p>
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	<p>SW1H 0BD Phone: 020 3054 7018 www.TfL.gov.uk (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures. The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), 1(ii) and 1(iii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.</p> <p>Informative: Transport for London is prepared to provide to information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements. In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk , which is updated on a regular basis.</p> <p><u>Final Comments:</u></p> <p>Following a borough liaison between LBH and some TfL colleagues, it is my understanding the applicant is happy to accept the s106 condition, which CR2 will be a signatory to, as well as the Grampian condition.</p> <p>This is great news for us and I just wanted to thank you for liaising with the applicant and us to help resolve the issue. Your help is much appreciated.</p>	
TfL Stage 1 Comments	Crossrail 2 Safeguarding You will be aware that Transport for London (Crossrail 2) has advised the Council that this planning	Accepted that the S106 / Grampian

	<p>application should be refused as the proposals would conflict with the future ability to deliver a Crossrail 2 alignment via Alexandra Park and the provision of a new station and associated infrastructure at Turnpike Lane. This objection is set out in the TfL, Crossrail 2 letter to the Council dated 9 November 2018. You will also note that Crossrail are willing to explore possible solutions with the developer, indicating possible section 106 obligations as well as conditions. Haringey Council are therefore urged to consider these options and convene further discussions as necessary.</p> <p>The comments below are therefore without prejudice to the advice about Crossrail 2 conflicts.</p> <p>Proposed development</p> <p>We understand the development to be made up of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Land use C3: 197 residential units <input type="checkbox"/> Land use C1: 134 bedroom hotel <input type="checkbox"/> Land use A1: 3,454sqm <input type="checkbox"/> Land use B1/D1: 527sqm <p>Site description</p> <p>The site is bounded by the A105 High Road to the west; Whymark Avenue to the south; and Bury Road to the east.</p> <p>The adjacent A105 High Road forms part of the Strategic Road Network (SRN). The nearest section of the Transport for London Road Network (TLRN) is the A10 Great Cambridge Road which is located approximately 1.75 kilometres to the east of the site.</p> <p>The nearest station is Turnpike Lane, located around 150m to the south, which is served by the Piccadilly Line. Wood Green station, also served by the Piccadilly line, is located around 700m to the north. The nearest national rail station is Hornsey, which is located approximately 700 metres to the west of the site. There are bus stops located directly outside the site on the High Road. These provide access to bus routes 67, 121, 123, 184, 221, 230, 232 and 329. A further 3 bus routes can be accessed on Westbury Avenue within 150m of the site.</p> <p>Due to the aforementioned public transport connections, the site achieves a Public Transport Accessibility Level (PTAL) of 6b (on a scale of 0-6b where 6b is the highest).</p>	<p>condition can be used to overcome the safeguarding issue.</p> <p>Other suggestions conditioned and included in S106 or addressed in report.</p>
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	<p>Trip generation The applicant has provided a multi modal assessment of trips which is in accordance with TfL guidance and therefore accepted.</p> <p>Car Parking Residential TfL welcomes that the proposed development will be car free in line with draft London Plan policy T6 as this is a Metropolitan Town Centre. The applicant is proposing a total of 11 on-site blue badge spaces from the outset, which equates to one per dwelling for 6% of dwellings, which is draft London Plan compliant. The draft London Plan states that 10% of residential units should have access to disabled parking should demand be there. The applicant must therefore demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining disabled parking bays to a total of one per dwelling for 10% of dwellings can be requested and provided when required. 20% of parking spaces should be equipped with electrical charging facilities, with passive provision for the remaining.</p> <p>Hotel TfL welcomes that the proposed C1 hotel element of the development will be car free in line with draft London Plan policy. The applicant is proposing 3 blue badge parking spaces for the hotel element of the development, which is in line with draft London Plan requirements and is therefore welcome. TfL request that at least one of these spaces is provided with electric charging facilities with passive provision for the remaining spaces. TfL welcomes no coach parking provision on site and the measures proposed to ensure coach bookings to the site are not made.</p> <p>Retail & flexible workspace The applicant is proposing no general car parking for either the retail or flexible workspace elements of the development, in line with draft London Plan standards and is therefore welcome. Both the retail and flexible workspace elements of the development should each have their own disabled parking bay to adhere to draft London Plan standards.</p> <p>Taxis TfL advise the applicant to enter discussions with the Council to convert the pay and display residential parking on Whymark Avenue for taxi use relating to the hotel, taking into account ramp</p>	
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deployment for accessible access. In line with the Mayor's Transport Strategy, electric charging facilities for taxis should be considered.

Cycle Parking

350 cycle parking spaces (345 long stay plus 5 short stay) are proposed for the residential element of the development, in line with current London Plan standards. The long stay provision should increase by 25 spaces and short stay by 1 space to adhere to draft London Plan requirements. A total of 10 cycle parking spaces (7 long stay plus 3 short stay) is proposed for the C1 hotel element of the development, which is in line with draft London Plan standards and is therefore welcome. The applicant is proposing a total of 43 cycle parking spaces (13 long stay plus 30 short stay) for the retail element of the development. The applicant should increase long stay provision by 1 space and short stay provision by 32 spaces to adhere to draft London Plan standards. The applicant is proposing a total of 5 cycle parking spaces (4 long stay plus 1 short stay) for the commercial element of the development, in line with draft London Plan standards and is therefore welcome. In total, the applicant should increase long stay cycle parking by 26 spaces and short stay by 2 spaces, as shown in the table below, to adhere to draft London Plan standards.

Table comparing cycle parking proposals to draft London Plan standards

Table comparing cycle parking proposals to draft London Plan standards

Land use		Draft London Plan min standards		Development proposal	Draft London Plan min requirement		Development proposal	
		LS* spaces	SS** spaces		LS spaces	SS spaces	LS spaces	SS spaces
C3/C4	1 bed unit	1.5 per unit	1 per 40 units	49 units	74	6	345	5
C3/C4	2 + bed unit	2 per unit		148 units	296			
CI	Hotel	1 per 20 bedrooms	1 per 50 bedrooms	134 bedrooms	7	3	7	3
BI	business offices (outer Lon)	1 per 150 sqm	1 per 500 sqm	525 sqm	4	1	4	1
AI	Food retail	1 per 175 sqm	1 per 20 sqm for first 750 sqm; thereafter 1 space per 150 sqm	1,430 sqm	8	42	7	20
AI	Non-food retail	1 per 250 sqm	1 per 60 sqm for first 1000 sqm; thereafter 1 space per 500 sqm	2,024 sqm	5	19	5	9
Total					394	71	368	38

*LS = long stay; **SS = short stay. Note: all floorspace figures are GEA.

We welcome the provision of cycle parking at basement and ground floor level and close to the core of the building enabling easy access to/ from residential units. TfL also welcome the provision of short-stay cycle parking spaces in the public realm. Cycle parking provision should be guided by the London Cycling Design Standards (LCDS). The applicant should ensure that 5% of cycle parking spaces are able to accommodate larger models of bicycle. Lockers and changing rooms should be provided for the commercial element of the development.

Healthy Streets & Walking

In line with the Healthy Streets principles of the draft London plan, the applicant should review their proposals and surrounding site vicinity against TfL’s healthy streets indicators that can be found at: <http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf>. This should focus on the on-site

public realm created by the scheme and the frontages of the site onto the highway network, as well as connectivity to Turnpike Lane station and the Coleraine Road bus stop, which is located outside the site on High Road. The nearest street crossings on High Road should also be assessed. TfL request the applicant undertakes Pedestrian Comfort Level Assessments at 3 locations along their High Road frontage for the current and proposed conditions (pedestrian numbers, footway width). TfL guidance can be found at: <http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf> Please contact TfL if further advice is required.

London Underground Infrastructure

There is no objection in principle to the above planning application. However, there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. Therefore, the planning application will need to demonstrate to the satisfaction of London Underground engineers that:

- the development will not have any detrimental effect on London Underground tunnels and structures either in the short or long term
- the design must be such that the loading imposed on London Underground tunnels or structures is not increased or removed
- London Underground offer no right of support to the development or land

Therefore TfL requests that the grant of planning permission be subject to conditions. Further details of the conditions required have already been submitted in a letter from London Underground to the Council.

Travel Plan

TfL welcomes the submission of a Framework Travel Plan and the measures outlined within it. The Council should secure, enforce, monitor, review and ensure the funding of the Full Travel Plan through the Section 106 agreement to ensure conformity with draft London Plan policy T4.

Freight

Construction

The access points and site layout shown on the construction logistics diagrams are acceptable. The

	<p>Council should ensure the applicant provide a detailed CLP in line with TfL guidance, which can be found at: http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf</p> <p>Deliveries The commitments in the draft Delivery and Servicing Plan (DSP) should be included in the full DSP. The full DSP should show how deliveries will be restricted during peak hours. The applicant should undertake an observation survey of stopping and loading on High Road and Bury Road to inform both their approach to taxi pick-up/ drop off and on-street loading. TfL require assurance that the proposals are aligned to the Mayor’s Vision Zero approach to road safety and that they do not cause congestion on the High Road.</p> <p>Summary I trust that the above provides you with a better understanding of TfL’s current position on the document. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.</p>	
<p>GLA - Carbon / Sustainability</p>	<p>Overview of proposals 1. The Energy Hierarchy has broadly been followed; the applicant should submit additional information to ensure compliance with the London Plan policies.</p> <p>BE LEAN 2. A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development.</p> <p>CO2 and Energy Performance Domestic 3. The domestic element development is estimated to achieve a reduction of 16 tonnes per annum (7%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development.</p> <p>4. The applicant has provided the ‘be lean’ DER and TER output sheets from the modelling software.</p> <p>Non-domestic Carbon Saving</p>	<p>Noted. These were referred to LBH Low Carbon Officer and have been fed into the comments.</p>

5. The non-domestic element of the proposed development is estimated to achieve a reduction of 25 tonnes per annum (5%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development.

6. The applicant has provided the 'be lean' BRUKL sheets from the modelling software.

Energy Demand and Fabric Energy Efficiency

7. In line with the latest GLA guidance (Table 8) the applicant should report the energy demand following the energy efficiency measures.

8. In line with the latest GLA guidance the applicant should report the overall Part L Fabric Energy Efficiency (FEE) performance of the development for both the baseline and the 'be lean' stages of the energy hierarchy in MWh/year and kWh/m2. The percentage of improvement (%) should also be provided.

Cooling and Overheating

9. The demand for cooling and the overheating risk will be minimised through purge ventilation, a window g-value of 0.4 and MVHR units.

Domestic

10. A Dynamic Overheating Analysis has been undertaken to assess the overheating risk within the dwellings using the CIBSE TM59 methodology and the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario.

11. The results show that the design proposals are not anticipated to meet the CIBSE recommendations for comfort for 6% of the habitable spaces. However, with the introduction of blinds, compliance is achieved. The applicant should confirm that the blinds will be included in the base build and demonstrate that they do not interfere with the effective opening area of windows.

12. The applicant is also required to investigate and adopt further passive measures, such as external shading, to avoid the risk of overheating now and in future climate.

13. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.

Non-domestic

14. The area weighted average (MJ/m²) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.

BE CLEAN

District heating

15. The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. However, given the site's location in a DH opportunity area and the number of potential DH networks in the vicinity, the applicant is required to provide evidence of correspondence with the borough where they clearly demonstrate that they have fully investigated any potential to connect to a DH network.

16. The applicant should provide a commitment to ensure that the development is designed to allow future connection to a district heating network. Drawings demonstrating how the site is to be future-proofed for a connection to a district heating network should be provided; these should include space provision for heat exchangers in the plant room, isolation valves, safe-guarded pipe route to the site boundary etc.

17. The applicant is proposing to install a site-wide heat network where all apartments and non-domestic building uses will be connected. A heating schematic showing the route of the heat network linking all buildings and uses on the site has been provided.

18. The site-wide heat network will be supplied from a single energy centre located in the Block B basement. An internal layout plan has been provided.

Combined Heat and Power

19. The applicant is proposing to install a 100kWe gas fired CHP unit sized to provide circa 55% of the residential site's heat loads and 65% of the hotel's hot water demand.

	<p>20. A reduction in regulated CO2 emissions of 161 tonnes per annum (21%) will be achieved through this second part of the energy hierarchy.</p> <p>21. The applicant should confirm that the plant efficiencies used when modelling carbon savings are based on the gross fuel input for gas rather than the net values often provided by manufacturers.</p> <p>22. The applicant is required to confirm that the NOx emission standards set out in the SPG on Sustainable Design and Construction will be met. The applicant should also outline any mitigation measures required to meet the NOx emission standards and demonstrate that the additional spatial requirements can be accommodated on site.</p> <p>23. The applicant should also include a commitment that the CHP operator will be required to monitor and provide evidence on a yearly basis, in the form of an annual maintenance report, to demonstrate continued compliance with the air quality emission limits.</p> <p>24. The anticipated distribution losses for the proposed network should be calculated based on the length of distribution pipes and the network's operating temperatures.</p> <p>25. However, and most importantly, given the scale of the development (<500 units) and in line with the GLA guidance, a CHP-led strategy is not considered the optimal for the site. The applicant should review their heating strategy and investigate all other heating technologies for their suitability to supply the heating loads.</p> <p>BE GREEN</p> <p>26. The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels and Air Source Heat Pumps (ASHPs).</p> <p>27. A reduction in regulated CO2 emissions of 113 tonnes per annum (14%) will be achieved through this third element of the energy hierarchy.</p> <p>Heat pumps</p> <p>28. The ASHPs will be supplying the space heating and cooling demand of the hotel, the retail</p>	
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and the flexible workspace areas. Further information on the heat pumps should be provided including: a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.

b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).

c. Manufacturer datasheets showing performance under test conditions for the specific source and sink temperatures of the proposed development and assumptions for hours spent under changing source temperatures. Whether any additional technology is required for hot water top up and how this has been incorporated into the energy modelling assumptions.

PVs

29. 34 kWp of PV is being proposed; the net proposed PV area (m2) should also be confirmed. A roof layout has been provided, however, it shows that there is additional space for a further PV installation. The applicant is required to maximise the on-site savings from renewable energy technologies, regardless of the London Plan targets having been met, and therefore the PV proposals should be reviewed.

DOMESTIC CARBON SAVINGS

Based on the energy assessment submitted at stage I, the table below shows the residual CO2 emissions after each stage of the energy hierarchy and the CO2 emission reductions at each stage of the energy hierarchy for the domestic buildings.

Table: CO2 emission reductions from application of the energy hierarchy

Total residual regulated CO2 emissions (tonnes per annum)	Regulated CO2 emissions reductions (per cent)
Baseline i.e. 2013 Building Regulations	246
Energy Efficiency	230 16 7%
CHP	161 69 28%
Renewable energy	154 7 3%

	Total	93	38%	
Thames Water	<p>Waste Comments</p> <p>Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position for foul water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.</p> <p>Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</p> <p>Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. The proposed development is located within 15m of a strategic sewer. Thames Water request that the following condition be added to any planning permission.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to</p>			Noted and conditioned

prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. 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.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.

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 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 'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site

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

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains and have contacted the developer in an attempt to agree how the, asset will be diverted / development will be aligned. We have been unable to agree a position in the time available and as such Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main.

Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to

	<p>underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.</p> <p>Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water 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-largesite/ Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and</p>	
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infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The proposed development is located within 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/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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-your-development/Working-near-or-diverting-our-pipes>

Supplementary Comments

	<p>Please supply foul water existing and proposed points of connection to the public sewer system as well as connection method into any proposed connection point. If pump connection, please supply discharge pump rate. This data can then be used to determine the impact of the proposed development on the existing sewer system.</p>	
<p>NEIGHBOURING PROPERTIES</p>	<p><u>Response 1 – Objection:</u> The height of the proposed building and closeness will cause unreasonable overcrowding to the area. The proposed storeys and significant people who will eventually live in and park around the building will impact on our road safety and create an enormous amount of traffic to an already congested High Road. Significant raising of numbers of shoppers and residents who will use and live in the building will overpopulate an already busy neighbourhood and complicate parking for the residents.</p> <p><u>Response 2 – Support:</u> I think this sounds like a great idea. It will bring new homes and businesses to the area and improve a tired and run down high street. Fingers crossed it is approved!</p> <p><u>Response 3 – Support:</u> The Future Wood Green Business Improvement BID supports this planning application. The lower end of the High Road needs significant investment to attract businesses back into some of the vacant shop units.</p>	<p>Noted</p>

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FRAME PROJECTS

Haringey Quality Review Panel**Report of Formal Review Meeting: 22 - 42 High Road**

Wednesday 15 November 2017

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

Panel

Peter Studdert (chair)

Phyllida Mills

Tim Pitman

David Ubaka

Lindsey Whitelaw

Attendees

John McRory	London Borough of Haringey
Adam Flynn	London Borough of Haringey
Wendy Robinson	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Rebecca Ferguson	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Site address

22 - 42 High Rd, Wood Green, London, N22 8HQ

2. Presenting team

Dan Burr	Sheppard Robson Architects
Jenna Fife	Sheppard Robson Architects
Caroline Keane	Gerald Eve LLP

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The development site falls within Wood Green Town Centre, and within a Primary Shopping Area with a Primary Frontage in the Local Plan Proposals map. The location of the site on the High Road close to Turnpike Lane Station, makes it important for the wider regeneration of the Wood Green area, as well as being suitable for mixed use redevelopment. The comprehensive redevelopment of the site and creation of a residential led mixed use scheme would meet the long-term land use vision and aspirations for the site, and would be in accordance to the strategic land use designations in the Site Allocations DPD and emerging Area Action Plan for Wood Green. It would also be supported by Local Plan Policies SP2 and SP10 and London Plan Policy 3.3 which respectively seek to maximise the supply of housing to meet London and local housing targets.

5. Quality Review Panel's views

Summary

The Quality Review Panel is generally supportive of the proposals for 22-42 High Road, which promise high-quality development for a key site in Wood Green. The panel supports the mix of uses and the proportion of affordable housing. Scope remains to refine the massing, to improve the relationship with neighbouring houses as well as views both locally and further afield. As design work continues, the panel would encourage further exploration of: the bulk and massing of the development as it steps back from the High Road frontage; the architectural expression; location and nature of the play space; and quality of internal circulation. Further details on the panel's views are below.

Massing and development density

- The panel supports the scale of the development on the High Road frontage, but would encourage a greater stepping down in the massing towards Bury Road at the rear, to create a more neighbourly relationship with the houses opposite and the adjoining Conservation Area.
- Whilst articulation can help to reduce the visual impact of the development at the rear of the site, the panel feels that a reduction in proposed building heights of one storey (behind the High Road frontage) may be necessary in order to reach an acceptable scale at the rear of the site.
- In particular, the long view of the proposals approaching the site along Westbeech Road would be that of a 'wall' of development, and would feel like an encroachment of the scale of the High Street into the domestic scale of the Conservation Area, and this should be mitigated both by some reduction in scale and more articulation of the silhouette of the development.

Place-making and landscape design

- The scheme seems to successfully integrate into the existing context of the High Road.
- The courtyard represents a potentially successful extension of the 'laneways' concept (as outlined in the AAP), and has potential to become a high-quality space, offering welcome respite from the busy High Road.
- The panel would like further clarity in the nature of the uses, types of commercial occupant and activity in the courtyard, which will be critically important to the success of the scheme.
- Establishing a clear vision for the look and feel of the courtyard will help to inform decisions about its design.



- It may be necessary to adopt a pro-active approach to attract businesses that will help create a strong 'brand' for the development – for example through rent subsidies and curating the mix of commercial occupants.
- The panel would encourage further thought about the provision and location of play space.
- Child densities for the affordable housing are likely to be higher than for the market housing, and this should influence the location and design of play spaces - to maximise their value to families, whilst minimising potential noise issues or conflicts between different tenure groups.
- The current proposal to have the main play space at first floor level right next to market housing may therefore need to be reconsidered.
- Play facilities for the ground level courtyard should be carefully integrated with landscape design that provides visual amenity. Robust maintenance plans will be needed to ensure that this courtyard is a successful shared space.
- The panel notes that there are plane trees on the opposite side of the High Road, and would encourage planting of additional plane trees to complement these.
- Adjusting the scale of the opposing openings to the central courtyard, with a larger entrance off the High Road could reflect the greater numbers of people that will use that entrance. The panel feels that the courtyard should not be gated, if this can be avoided. Lighting strategies can be utilised to discourage anti-social behaviour.

Configuration and scheme layout

- The panel supports the disposition of the different parts of the development across the site. The proposed location of the hotel seems sensible.
- The panel agrees with the off-set locations of the opposing entrances into the courtyard. However, it notes that an opportunity has been missed to adjust the orientation of the entrances, to better frame views, as their locations are governed by phasing.
- Currently the entrance onto Bury Road is aligned to the middle of the terrace of houses, and would have been better located aligned with the handsome corner building at the end of the terrace at Westbeech Road.
- The panel welcomes the location of the residential entrances within the courtyard, but suggests that some further thought is required to ensure that cycle parking is conveniently located near each core. Further thought is also needed to resolve conflicts between servicing requirements (with particular reference to bin storage and access), wheelchair access and parking.



- Access to cycle storage from the residential cores can be achieved through the provision of 'wet' lobbies, with appropriate and robust finishes that can withstand the passage of cycles.
- The panel notes that there are currently a significant number of dark corridors within the residential accommodation. It would encourage the design team to rethink the circulation, and provide windows into the cores and corridors.

Architectural expression

- The palette of materials proposed for the High Road frontage has appropriate richness and contrast. There is scope for refinement to ensure that the façade carries enough civic 'weight' and solidity.
- There is also scope for the elevational treatment to 'celebrate' entrances into the courtyard.
- The panel suggests that the upper levels of the hotel should be designed as a lighter element, that could 'float' within the roofscape, creating a marker within the streetscene.
- However, the panel also notes that future development of the corner site (not within the curtilage of the current proposals) could reduce the visibility of the hotel from the High Road.
- It would encourage some further consideration of the Bury Road residential frontages, to avoid 'boxlike' elevations. For example, individual units could be articulated more clearly; the maisonettes and apartments currently seem to look like three-storey townhouses.
- The panel would welcome further information about the 'internal' courtyard elevations, and how these will shape and support the activity within the courtyard.
- For example, projecting balconies, or a projecting façade, at first floor level could create a sheltered space at the edge of the courtyard.

Next Steps

- The panel would welcome a further opportunity to review the proposals at a Chair's Review, as the details of the proposal are refined further.



Appendix: Haringey Quality Charter**Policy DM1 Delivering High Quality Design**

All development is required to be of a high standard of design and compatible with, and contributing to, the distinctive character and amenity of the local area. The Council expects proposals to be design-led, and will support proposals for new development that:

- a) make a positive contribution to a place, improving the character and quality of an area;
- b) relate positively to neighbouring structures, new or old, to create a harmonious whole;
- c) confidently address feedback from local consultation;
- d) demonstrate how the quality of the development will be secured when it is built; and
- e) is inclusive and incorporates sustainable design and construction principles.

Haringey Consultation Draft Development Management Policies DPD (2015)



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FRAME PROJECTS

Haringey Quality Review Panel

Report of Chair's Review Meeting: 22 - 42 High Road

Wednesday 9 May 2018

River Park House, 225 High Road, London, N22

Panel

Peter Studdert (chair)

Phyllida Mills

Attendees

Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Wendy Robinson	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Bruna Varante	London Borough of Haringey
Sarah Carmona	Frame Projects

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Emma Williamson	London Borough of Haringey
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Rebecca Ferguson	Frame Projects

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1. Site address

22 - 42 High Road, Wood Green, N22

2. Presenting team

Dan Burr	Sheppard Robson Architects
Jenna Fife	Sheppard Robson Architects
Caroline Keane	Gerald Eve LLP

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The location of the site is on Wood Green High Road, a Metropolitan Town Centre designated in the London Plan, close to Turnpike Lane Station. The site falls within Wood Green Town Centre, and within a Primary Shopping Area with a Primary Frontage in the Local Plan Proposals map.

The applicant has engaged in further pre-application discussions with Haringey Council and is near to submission for the comprehensive redevelopment of the site to create a residential led mixed-use scheme consisting of a part 5, part 7 and part 8 storey building comprising 2,500m² of commercial floorspace, 209 residential units, and a 136-bed hotel. There are expected to be two phases of development, but a single planning application. Officers generally support the scheme and it is considered likely to meet principle policy requirements for the comprehensive redevelopment of this site.

5. Quality Review Panel's views

Summary

The Quality Review Panel is generally supportive of the scheme, and feels that the feedback from the previous review has been very well addressed. It particularly welcomes the changes to internal planning, both at ground floor level and above, and the evolving architectural expression. At a more detailed level, the panel highlights some aspects of the architectural expression that offer scope for further refinement, in order for the scheme to meet its full potential as a high-quality development.

Subject to the comments outlined within this report, the panel offers its support for the scheme. Further details on the panel's views are provided below.

Massing, configuration and scheme layout

- Further to the previous feedback of the panel, it now feels that the massing as shown in the current proposals is acceptable. In particular, greater variety and articulation within the different elements and rooflines of the scheme has visually broken down the massing of the scheme as it fronts onto Bury Road. Long views approaching the site from Whymark Road are now much more convincing.
- The panel also welcomes the changes to internal planning within the scheme. These changes will significantly enhance the liveability of the scheme for the residents. Provision of 41% affordable housing within the scheme is also welcomed.
- It recognises the improvements that have been made to the circulation spaces, and notes that whilst some of the internal corridors remain longer than would be ideal, on balance it feels that this is an acceptable level of compromise, as the levels of daylight have been increased within the corridors through the inclusion of extra fenestration at the ends of the corridors.
- The panel agrees with the design team that it will be very important for the courtyard space to remain open, to avoid the creation of a gated development.

Place-making and landscape design

- The panel supports the naming of the central courtyard as 'Duckett's Yard' to help enhance a unique sense of place, and welcomes the aspiration to embed this as a visual theme within the signage and landscape of the space.
- The 'portal' or entrance way could be considered as part of the public art of the courtyard, and it could help to reinforce the visual theme of 'Duckett's Yard'.



- The interface between the private market housing and the play space for the affordable housing should be very carefully considered so as to avoid undermining social cohesion between the different resident groups.

Architectural expression

- At a detailed level, the architectural expression of the High Road frontage is generally working well. However, the panel wonders whether an adjustment to the relative visual proportions of the ground and first floors would present a more resolved articulation for this important façade, in addition to reinforcing a more 'civic' presence for the retail accommodation at ground level.
- Consideration of the position and size of the lowest white band within the elevation and its relation to the darker fascia adjacent could help in this regard.
- Whilst understanding the architectural aspiration underpinning the materiality of the façade fronting onto the High Road, the panel questions whether the combination of architectural metalwork and bush hammered concrete offers the most appropriate solution, as there are potentially negative associations with this palette of materials.
- The panel would encourage the design team to consider the inclusion of planters and benches (as exemplified by the Golden Lane estate), which could soften the living environment for the residents whilst enhancing levels of privacy.
- The refinements to the rear elevation of the development at Bury Road are welcomed by the panel. Varying the rhythm of the fenestration of the lower levels of accommodation creates a more dynamic and domestically-scaled architecture, whilst the set-back at the uppermost level looks convincing, and will be visually perceived as a roof due its materiality.
- The panel identifies scope for further improvement in the architecture of the hotel, with particular reference to how the building both addresses and turns the corner at the junction of Bury Road and Whymark Road. Current proposals present a solid brick wall at the corner of the building.
- The panel notes that the ground floor rooms abut the back edge of the pavement, and it questions whether this accommodation is adequately protected in terms of privacy and amenity, or whether it may be appropriate to consider how these aspects might be improved.
- The panel finds the external design of the hotel, whilst inoffensive, rather dull and uninspired, and wonders whether a more exuberant and lively building would be more appropriate here.

Next Steps

The panel offer their support for the proposals, subject to the comments above. It is confident that the project team will be able to address the points raised in the review, in consultation with Haringey officers.

Appendix: Haringey Quality Charter**Policy DM1: Delivering High Quality Design**

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- 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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Report for:	Planning Sub Committee Date: 09 May 2019	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.

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. Awaiting GLA Stage II submission (requires S106 being finalised). Meeting being arranged between independent viability consultant, LBH and applicant.	Samuel Uff	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Land at Haringey heartlands (Clarendon Gasworks) HGY/2019/0362	Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings D1 and D2, forming Phase 1 of the Eastern Quarter, including the construction of 99 residential units, 439m ² (GIA) of commercial floorspace, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.	May Planning Sub-Committee.	Valerie Okeiyi Martin Cowie	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 (197 units), flexible	May Planning Sub-Committee.	Samuel Uff	John McRory

	retail units, flexible workspaces, a hotel, and a public courtyard, with associated site access, car and cycle parking, and landscaping works.			
423-435 West Green Road (former Red House Care Home) 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 88 residential units, associated car and cycle parking spaces (including within new basement) and improved connections to adjacent park	Aiming for June Planning Sub-Committee.	Chris Smith	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. Currently under consideration and discussions with the applicant taking place.	Valerie Okeiyi	John McRory
67 Lawrence Road N15 HGY/2018/3655	Variation of Condition 2 pursuant to planning permission dated 17 January 2018 (ref: HGY/2016/1212) to substitute drawings involving separation of the live/work units, reduction in width of vehicle access, reconfiguration of the bin store, and provision of additional bicycle storage and basement plant room (amended floorspace figure of 6,643 GIA)	Under consideration Draft S106 with the applicants	Valerie Okeiyi	John McRory
45-63 Lawrence Road N15 HGY/2018/3654	Variation of Condition 2 pursuant to planning permission dated 17 January 2018 (ref: HGY/2016/1213) to substitute drawings involving reduction of number of units to 75, rearrangement of bicycle storage, slight reduction of building mass, alterations to dwelling layouts and sizes,	Under consideration Draft S106 with the applicants	Valerie Okeiyi	John McRory

	slight amendments to the public realm, and other minor amendments to the approved scheme			
Tottenham Chances 399-401 High Road N17 HGY/2018/1582	Refurbishment of existing premises and extensions to provide 24 flats	Under considerations. Discussions taking place with the Applicant.	Valerie Okeiyi	John McRory
Tottenham Hale Station	Various alterations to existing consent	Conditions under discussion.	Gareth Prosser	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.	Under consideration Draft 106 sent to the applicants	Laurence Ackrill	John McRory
Former Taxi Care Centre, 38 Crawley Road	Residential development for 29 units including pedestrian/cycle link through the site to connect with Lordship Rec. Max four storeys. Includes masterplan demonstrating wider development of site allocation (Barber Wilson – SA60).	Under consultation.	Chris Smith	John McRory
1-6 Crescent Mews, N22	Redevelopment of site to create residential development comprising approximately 30 residential units	Under consultation.	Tobias Finlayson	John McRory
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				

19 Bernard Road N15 4NE	Demolition of existing building. Erection of 3 commercial units and 53 residential units - Part 4/Part 5/Part 6 storey building and associated amenity, landscaping and cycle parking areas.	Application received, validation pending. Pre-application committee targeted for 8 th April 2019.	James Hughes	Robbie McNaugher
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.	Valerie Okeiyi	John McRory
Clarendon Gasworks (Eastern Quarter)	Reserved Matters application to be submitted April 2019 for blocks D3 and D4 only of the eastern quarters.	Pre-application discussions taking place on the eastern quarters Application to be submitted in May	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS				
22, 22a & 24 Broadlands Road and 13 Denewood Road	Revised scheme for circa 29 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
Marsh Lane Depot	Erection of Office building, Workshop, Salt Storage building (retained), Bin Repair enclosure repositioned, Gatehouse and Other Ancillary buildings/stores.	Submission expected soon.	Chris Smith	Robbie McNaugher
175 Willoughby Lane	Provision of 4,530 sqm (GIA) of industrial floor space, provided at ground and mezzanine level, with HGV access incorporated through the floorplan. The upper levels propose to include two levels totalling 3,160 sqm (GIA) of commercial (B1) floorspace and 188 residential units, reaching up to eleven storeys (above ground industrial level).	Pre-app letter to be issued.	Chris Smith	Robbie McNaugher

867-869 High Road N17 8EY (Former Sainsbury's supermarket site)	Hybrid planning application - 300 residential units + approximately 120m ² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces. Height Range of 3 – 6 storeys and there would be a taller building of approximately 26 storeys.	Further pre-application guidance to be issued.	James Hughes	Robbie McNaugher
78-92 Stamford Road	Demolition of existing two storey buildings and erection of part 3 storey and part 7 storey mixed use building consisting of 1997sqm of commercial space (including 5no tethered residential units) and 34 residential flats (17x1bed, 10x2bed, 7x3bed).	2 nd Pre-app meeting arranged.	Chris Smith	Robbie McNaugher
48-54 High Road, Wood Green	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 – pre-app letter issued. Revised scheme to be submitted.	Chris Smith	John McRory
Somerlese Courtenay Avenue N6 4LP PRE/2018/0241	Replacement house on the site of Somerlese in Courtenay Avenue.	Pre-app report issued on amended proposal.	Gareth Prosser	John McRory
48-50 Park Avenue, N22	Demolition of existing buildings and redevelopment of the site to provide 18 residential units, arranged of a single block of accommodation.	Demolition requires justification before principle of development is accepted.	Chris Smith	John McRory
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 (204m ²) 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	Valerie Okeyi	John McRory

		residential is considered acceptable. One of the main issues relates to the loss of a number of large trees.		
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.	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. The applicant is addressing this.	Nathaniel Baker	Robbie McNaugher

Peacock Industrial Estate, White Hart Lane	Mixed use scheme of 282 residential units and 3000 sqm commercial/retail space.	Pre-application note issued. Further pre-application advice sought from applicant.	James Hughes	Robbie McNaugher
157-159 Hornsey Park Road	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Early pre-application discussions taking place	Valerie Okeiyi	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-application meeting has taken place. Concerns remain around a lack of comprehensive development. Officers have met with one landowner to seek a masterplanned approach.	Martin Cowie	Robbie McNaugher
High Road West	Comprehensive redevelopment of site for residential led mixed-use scheme	Ongoing pre-application discussions taking place.	Martin Cowie	Robbie McNaugher
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
42 Oakleigh Hampstead Lane London N6 4LL	Erection of replacement dwelling	Pre-application meeting held – principle acceptable although conservation, design and arboriculture issues to be resolved.	Gareth Prosser	John McRory
Gladstone House, N22	Demolition of existing buildings and erection of 15 storey mixed use commercial and residential for 44 dwellings	Height was main concern, given that it abuts Noel Park CA.	Samuel Uff	John McRory

36-38 Turnpike Lane London N8 0PS	Erection of 14 residential flats. (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-app meeting to be held 2/5. Uplift of 10 units.	Tania Skelli	John McRory
1 Farrer Mews London N8 8NE	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats)	Pre-app meeting to be held 9/5. 2 phase development.	Tania Skelli	John McRory
Mansfield Heights Great North Road London N2 0NY	Upwards extension of buildings to create 12no. additional residential apartments	Pre-app meeting to be held 20/5. Just arrived.	Tania Skelli	John McRory
Major Appeals				
Goods Yard 36 and 44-52 White Hart Lane HGY/2018/0187 HGY/2018/0188	Hybrid Application (layout, scale, appearance, landscaping and access within the site reserved 330 residential units + Conservation Area Demolition. Non- determination appeal	Statement of Common Ground agreed. Public Inquiry on-going.	James Hughes Manager: Robbie McNaugher	
44-46 High Road HGY/2018/1472	Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A4) plus associated site access, car and cycle parking, landscaping works and ancillary development.	Hearing To be held 9 th July 2019	Nathaniel Baker Manager: John McRory	

423-435 Lordship Lane HGY/2017/3679	Demolition of existing building and erection of part 1, part 5, part 6 and part 7 storey building comprising commercial uses (use class A1, A2, A3, A4, A5) at ground floor and 50 residential dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space	Appeal submitted. No timetable set.	Chris Smith Manager: John McRory
26-28 Brownlow Road HGY/2018/0309	Demolition of existing buildings; erection of a part-3 and part-4 storey building with additional inset top floor comprising 27 flats; erection of 3 detached dwellings to the rear with 4 parking spaces, provision of 3 disabled parking spaces at the front; cycle, refuse and recycling storage; provision of new access onto Brownlow Road and accessway to the rear	Written reps appeal. Council's case being prepared.	Tobias Finlayson Manager: John McRory
Appeals Expected			
Ashley Park	Demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 131.9 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works	Application refused at committee in February.	Nat Baker
Kerswell Close	Pocket housing scheme	Application refused under delegated powers	Chris Smith

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 25/03/2019 AND 26/04/2019

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****CLUP Applications Decided: 1**

Application No: **HGY/2019/0893** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 28/03/2019
 Location: 257 Albert Road N22 7XL
 Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate loft conversion with rooflights.

FUL Applications Decided: 8

Application No: **HGY/2019/0445** Officer: Shay Bugler
 Decision: GTD Decision Date: 12/04/2019
 Location: 27 Dukes Avenue N10 2PX
 Proposal: Replacement of existing off street parking bays and the erection of a single storey dwelling house to the rear of the site.

Application No: **HGY/2019/0464** Officer: Samuel Uff
 Decision: GTD Decision Date: 15/04/2019
 Location: 90 Dukes Avenue N10 2QA

Proposal: Erection of single storey rear extension, rear and side dormer roof extensions, with installation of 3 x front rooflights and rear outbuilding (use as home office), in conjunction with excavation and re-landscaping of central section of rear garden and alterations to the boundary treatment and widening of front driveway.

Application No: **HGY/2019/0520** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 05/04/2019
 Location: 5 Elgin Road N22 7UE
 Proposal: Erection of single storey rear extension to replace existing rear conservatory.

Application No: **HGY/2019/0601** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/04/2019
 Location: 33 Coniston Road N10 2BL
 Proposal: Construction of a single storey rear extension and extension of existing rear dormer.

Application No: **HGY/2019/0604** Officer: Laurence Ackrill
 Decision: REF Decision Date: 16/04/2019
 Location: 13 Windermere Road N10 2RD
 Proposal: Retention of bicycle storage box to front garden

Application No: **HGY/2019/0646** Officer: Roland Sheldon
 Decision: GTD Decision Date: 15/04/2019
 Location: Flat C 62 Alexandra Park Road N10 2AD
 Proposal: Erection of rear dormer to second floor flat.

Application No: **HGY/2019/0648** Officer: Roland Sheldon
 Decision: GTD Decision Date: 28/03/2019
 Location: Flat B (Garden Flat) 99 Victoria Road N22 7XG
 Proposal: Increase in height and rebuild of roof of existing single storey ground floor rear side infill extension.

Application No: **HGY/2019/0815** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/04/2019
 Location: 72 Vallance Road N22 7UG
 Proposal: Hip to gable and rear dormer roof extension and installation of 2 x front rooflights.

NON Applications Decided: 1

Application No: **HGY/2019/0684** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/03/2019
 Location: 1 Thirlmere Road N10 2DL
 Proposal: Non material amendmenmt to planning permission granted under HGY/2019/0059 to change the material of the approved roof extension from zinc cladding to hanging tile.

PNE Applications Decided: 1

Application No: **HGY/2019/0670** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 03/04/2019
 Location: 257 Albert Road N22 7XL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m

RES Applications Decided: 1

Application No: **HGY/2019/0934** Officer: Matthew Gunning
 Decision: GTD Decision Date: 08/04/2019
 Location: Garage Court Rear Of 59-81 Alexandra Road N10
 Proposal: Approval of details pursuant to condition 6 (site investigation) attached to planning permission HGY/2016/1159 (partial discharge of sections b) and c) only)

Total Applications Decided for Ward: 12WARD: **Bounds Green****CLDE Applications Decided: 2**

Application No: **HGY/2019/0720** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 11/04/2019
 Location: 110B Myddleton Road N22 8NQ
 Proposal: Certificate of lawfulness: existing use of 1x1 bed flat

Application No: **HGY/2019/0722** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 15/04/2019
 Location: 130 Myddleton Road N22 8NQ
 Proposal: Certificate of lawfulness: existing use. 3 self-contained units

COND Applications Decided: 2

Application No: **HGY/2019/0248** Officer: Roland Sheldon
 Decision: GTD Decision Date: 04/04/2019
 Location: 8 Sidney Road N22 8LS
 Proposal: Variation of conditions 2 (approved plans) and condition 4 (details of foundations) of planning application HGY/2017/0781.

Application No: **HGY/2019/0814** Officer: Roland Sheldon
 Decision: GTD Decision Date: 26/04/2019
 Location: Land to rear of 453-455 High Road N22 8JD
 Proposal: Removal of Condition 9 (Code for Sustainable Homes) of planning permission HGY/2015/0437 and condition 7 (equivalent standard of Code for Sustainable Homes) of planning permission HGY/2016/4070.

FUL Applications Decided: 4

Application No: **HGY/2019/0425** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/03/2019
 Location: 36 Palmerston Road N22 8RG
 Proposal: Ground floor rear extension and roof extension, in conjunction with the conversion of the existing first floor flat to 2 x self-contained flats.

Application No: **HGY/2019/0562** Officer: Samuel Uff
 Decision: GTD Decision Date: 01/04/2019
 Location: 16 Woodfield Way N11 2PH
 Proposal: Erection of glazed link from extension to the detached garage.

Application No: **HGY/2019/0652** Officer: Roland Sheldon
 Decision: GTD Decision Date: 05/04/2019
 Location: Flat A 121 Nightingale Road N22 8PT
 Proposal: Proposed single storey ground floor side to rear extension.

Application No: **HGY/2019/0749** Officer: Tania Skelli
 Decision: GTD Decision Date: 24/04/2019
 Location: 18 Northbrook Road N22 8YQ
 Proposal: Erection of a single storey rear extension to existing maisonette.

PNC Applications Decided: 1

Application No: **HGY/2019/0369** Officer: Mercy Oruwari
 Decision: PN GRANT Decision Date: 28/03/2019
 Location: 73A Nightingale Road N22 8PT
 Proposal: Notification for Prior Approval for a Proposed Change of Use of a building from Office Use (Class B1(a)) to a Dwellinghouse (Class C3)

PNE Applications Decided: 1

Application No: **HGY/2019/0371** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 25/03/2019
 Location: 29 Myddleton Road N22 8LY
 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.

RES Applications Decided: 1

Application No: **HGY/2019/0716** Officer: Neil McClellan
 Decision: GTD Decision Date: 28/03/2019
 Location: 35 Maidstone Road N11 2TR
 Proposal: Approval of details pursuant to conditions 4 (Construction Method Statement) and 5 (landscaping) attached to Appeal reference APP/Y5420/W/17/3191445 (Haringey planning reference HGY/2017/0035)

Total Applications Decided for Ward: 11

WARD: **Bruce Grove**

CLUP Applications Decided: 3

Application No: **HGY/2019/0762** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 27/03/2019
 Location: 74 Dunloe Avenue N17 6LA
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 3 x rooflights to the front roofslope.

Application No: **HGY/2019/0882** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 27/03/2019
 Location: 128 Clonmell Road N17 6JU
 Proposal: Certificate of lawfulness for proposed rear dormers and insertion of 2 x rooflights to the front roofslope.

Application No: **HGY/2019/0897** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 03/04/2019
 Location: 15 Dunloe Avenue N17 6LB
 Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate a loft conversion with rooflights.

FUL Applications Decided: 17

Application No: **HGY/2018/2751** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 02/04/2019
 Location: 467-469 High Road N17 6QA
 Proposal: Erection of first floor rear and side extension to serve existing retail premises; replacement ground floor door on side elevation to replace existing (retrospective).

Application No: **HGY/2019/0472** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 27/03/2019
 Location: 263 Mount Pleasant Road N17 6HD
 Proposal: Erection of a rear roof dormer (retrospective) and the conversion of the property from a single dwelling house in to three self-contained flats. (1x3-bedroom and 2x1-bedroom).

Application No: **HGY/2019/0474** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 01/04/2019
 Location: Flat B 40 Handsworth Road N17 6DE
 Proposal: Erection of a rear dormer window.

Application No: **HGY/2019/0482** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 28/03/2019
 Location: 20 St Margarets Road N17 6TY
 Proposal: Single storey rear extension

Application No:	HGY/2019/0538	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	17/04/2019
Location:	365 High Road N17 6QN		
Proposal:	Erection of 2 storey rear extension to create 2 new self-contained units. Demolition of rear external WC and temporary wooden Shed. Additional works to include removal of internal secondary entrance door, removal of small section of partition at Ground floor level to create new access to proposed GF self-contained unit and removal of window at first floor half landing to create new access to FF proposed self-contained unit.		
Application No:	HGY/2019/0577	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	28/03/2019
Location:	23 a & b Drayton Road N17 6HJ		
Proposal:	Replacement of timber framed windows for uPVC equivalents		
Application No:	HGY/2019/0588	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	17/04/2019
Location:	46 Philip Lane N15 4JE		
Proposal:	Replace the existing partially glazed timber front door with a new partially glazed composite front door.		
Application No:	HGY/2019/0605	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	17/04/2019
Location:	51 Gloucester Road N17 6DG		
Proposal:	Replace the existing glazed timber front door with a new partially glazed composite front door.		
Application No:	HGY/2019/0620	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	23/04/2019
Location:	Flats A & B 14 Elsdon Road N17 6RY		
Proposal:	Replacement of the existing partially glazed timber front door with a new partially glazed composite front door.		
Application No:	HGY/2019/0624	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	23/04/2019
Location:	132 Greyhound Road N17 6XN		
Proposal:	Replacement of the existing partially glazed timber front door with a new partially glazed composite front door.		
Application No:	HGY/2019/0635	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	23/04/2019
Location:	Flats 1-4 Woodnook Kitchener Road N17 6DT		
Proposal:	Replacement of the existing partially glazed timber front door with a new partially glazed composite front door.		
Application No:	HGY/2019/0673	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	25/04/2019
Location:	52 Winchelsea Road N17 6XH		
Proposal:	Replace the existing partially glazed timber front door with partially glazed composite front door.		

Application No: **HGY/2019/0678** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/04/2019
 Location: 108 The Avenue N17 6TG
 Proposal: Conversion of ground and first floor flat into a single dwelling.

Application No: **HGY/2019/0679** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 74 Dongola Road N17 6EE
 Proposal: Replace the partially glazed timber front door to a partially glazed composite door.

Application No: **HGY/2019/0680** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 57 Greyhound Road N17 6XP
 Proposal: Partially glazed timber door to partially glazed composite door.

Application No: **HGY/2019/0683** Officer: Sarah Madondo
 Decision: GTD Decision Date: 15/04/2019
 Location: 8 Radley Road N17 6RL
 Proposal: Conversion of existing dwelling into two flats including single storey rear extension and loft conversion.

Application No: **HGY/2019/0753** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 45 Newlyn Road N17 6RX
 Proposal: Replace the partially glazed timber door to a partially glazed composite door.

Total Applications Decided for Ward: 20

WARD: **Crouch End**

CONM Applications Decided: 1

Application No: **HGY/2018/2529** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 04/04/2019
 Location: 159 Tottenham Lane N8 9BT
 Proposal: Removal of Condition 1 (Time limit) and Variation of Condition 2 (approved drawings), Condition 3 (materials), Condition 5 (waste storage), Condition 8 (cycle parking) and Condition 24 (landscaping) attached to planning permission HGY/2014/0484.

FUL Applications Decided: 10

Application No: **HGY/2018/2690** Officer: Roland Sheldon
 Decision: GTD Decision Date: 02/04/2019
 Location: 141 Ferme Park Road N8 9SG
 Proposal: Erection of third floor rear extension above existing 2-storey rear projection, rear dormer with 2 front rooflights, erection of single storey ground floor rear extension in association with conversion of building into five self-contained flats.

Application No:	HGY/2019/0455	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	12/04/2019
Location:	41 Avenue Road N6 5DF		
Proposal:	Erection of front porch and part single, part 3-storey and 2-storey rear extensions (extensions previously allowed on appeal HGY/2018/1951).		
Application No:	HGY/2019/0518	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	26/03/2019
Location:	Ground Floor Flat 19 Mount View Road N4 4SS		
Proposal:	Erection of front bin store, replacement double glazed sash windows within the front of ground floor flat, erection of single storey ground floor side infill extension and alterations to rear ground floor fenestration.		
Application No:	HGY/2019/0523	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	25/03/2019
Location:	1 Wychwood End N6 5ND		
Proposal:	Single storey ground floor rear extension.		
Application No:	HGY/2019/0638	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	02/04/2019
Location:	Flat 1 111 Crouch Hill N8 9RD		
Proposal:	Ground floor rear extension and alterations to existing glass garden door.		
Application No:	HGY/2019/0659	Officer:	Shay Bugler
Decision:	GTD	Decision Date:	11/04/2019
Location:	11 Priory Gardens N6 5QY		
Proposal:	Single-storey side and rear extension, side and rear dormer windows to existing loft.		
Application No:	HGY/2019/0709	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	24/04/2019
Location:	Flat A 9 Gladwell Road N8 9AA		
Proposal:	Formation of rear dormer		
Application No:	HGY/2019/0741	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	12/04/2019
Location:	Ground Floor Left Flat 1 15 Fairfield Road N8 9HG		
Proposal:	Erection of a single storey rear extension and single storey side infill extension with partially sloped and partially flat roofs to the rear of the property.		
Application No:	HGY/2019/0750	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	25/04/2019
Location:	Shepherds Hill Allotments Montenotte Road N8 8RL		
Proposal:	Construction of shed for use by plot holders of existing allotment gardens (Class use D1).		
Application No:	HGY/2019/0839	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	23/04/2019
Location:	16 Bourne Road N8 9HJ		
Proposal:	Replacement of three ground floor windows on the flank elevation of the property with new timber hung sash double-glazed windows and the replacement of the ground floor rear door and one rear window with a new double-glazed uPVC door and window.		

NON Applications Decided: 2

Application No: **HGY/2019/0973** Officer: Samuel Uff
 Decision: GTD Decision Date: 05/04/2019
 Location: 9 Crescent Road N8 8AZ
 Proposal: Non-material amendment to planning permission HGY/2018/0797 for a single storey side extension, to allow for an increased width, increased ridge height and gable end to the extension.

Application No: **HGY/2019/1118** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/04/2019
 Location: Redleaf Christchurch Road N8 9QL
 Proposal: Non-material amendment following a grant of planning permission HGY/2018/3213 involving a single storey infill extension, internal alterations and alterations to the external wall finishes to approved ground floor rear extension.

RES Applications Decided: 4

Application No: **HGY/2019/0498** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 18/04/2019
 Location: 163 Tottenham Lane N8 9BT
 Proposal: Approval of details pursuant to condition 11 (Construction Management & Logistic Plan) attached to planning permission HGY/2018/1874

Application No: **HGY/2019/0505** Officer: Roland Sheldon
 Decision: REF Decision Date: 03/04/2019
 Location: Alyn Court Crescent Road N8 8AN
 Proposal: Submission of details pursuant to condition 3 (Samples of materials) of planning permission ref 2016/0569 dated 26/05/2016.

Application No: **HGY/2019/0614** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 02/04/2019
 Location: 19 Hurst Avenue N6 5TX
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permissions HGY/2017/3007 and HGY/2018/2703.

Application No: **HGY/2019/0992** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 09/04/2019
 Location: Alford House Stanhope Road N6 5AL
 Proposal: Approval of details pursuant to conditions 6 (secure and covered cycle parking facilities) & 7 (details of refuse storage) attached to planning permission HGY/2016/1742.

TEL Applications Decided: 1

Application No: **HGY/2019/0521** Officer: Roland Sheldon
 Decision: PN REFUSED Decision Date: 26/03/2019
 Location: Telecommunications Mast 36037 3-5 Avenue Road N6 5DS
 Proposal: Installation of 9 no. antennas fixed to new support poles, with 15no. ERS (Ericsson Radio System) Units fixed to free standing frames / support poles. There will also be 2no. radio equipment cabinets and ancillary development.

TPO Applications Decided: 3

Application No: **HGY/2019/0797** Officer: Matthew Gunning
 Decision: GTD Decision Date: 26/03/2019
 Location: 34 Weston Park N8 9TJ
 Proposal: Lime (T1): Reduce to most recent pruning points

Application No: **HGY/2019/0807** Officer: Matthew Gunning
 Decision: GTD Decision Date: 09/04/2019
 Location: Kingsmead Court 17 Avenue Road N6 5DU
 Proposal: Works to trees protected by a Group TPO: G1 3 Lime Trees Reduce back to previous points 3 Meters approx, leaving no furnishings, remove epecormic basal growth reasons for work: good arboricultural practice

Application No: **HGY/2019/0808** Officer: Matthew Gunning
 Decision: GTD Decision Date: 16/04/2019
 Location: Redleaf Christchurch Road N8 9QL
 Proposal: Works to tree protected by a TPO:
 Lime (T1): Reduce all round by approx. 1m and thin by 15%
 (all other tree works to be dealt with under a Section 211 Notice)

Total Applications Decided for Ward: 21

WARD: **Fortis Green**

ADV Applications Decided: 1

Application No: **HGY/2019/0438** Officer: Roland Sheldon
 Decision: GTD Decision Date: 25/03/2019
 Location: 26 Southern Road N2 9JG
 Proposal: Proposed fascia sign for dental surgery.

CLUP Applications Decided: 3

Application No: **HGY/2019/0828** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 26/03/2019
 Location: 57 Barrenger Road N10 1HU
 Proposal: Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate a loft conversion and replacement of existing front porch.

Application No: **HGY/2019/1001** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 11/04/2019
 Location: 2C Twyford Avenue N2 9NJ
 Proposal: Certificate of Lawfulness for proposed hip to gable and rear dormer extension to facilitate a loft conversion

Application No: **HGY/2019/1152** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 26/04/2019
 Location: 2 Greenham Road N10 1LP
 Proposal: Certificate of Lawfulness for proposed single storey rear extension.

FUL Applications Decided: 9

Application No: **HGY/2018/3657** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 18/04/2019
 Location: Tetherdown Hall Tetherdown N10 1ND
 Proposal: Installation of louvres, roof cowls and exhausts, timber screening & external condenser.

Application No:	HGY/2019/0401	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	26/03/2019
Location:	Flat A 11 Kings Avenue N10 1PA		
Proposal:	Construction of a lower ground and ground floor rear extension, alterations to side elevation fenestration and conversion into two flats.		
Application No:	HGY/2019/0433	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/04/2019
Location:	Block B 326 Dukes Mews N10 2QN		
Proposal:	Demolition of the existing Building B, and the erection of a replacement 2-storey building with accommodation at roof level to facilitate the creation of 4 x self-contained flats and associated cycle and refuse storage.		
Application No:	HGY/2019/0437	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/04/2019
Location:	494 Archway Road N6 4NA		
Proposal:	Construction of a part single, part two storey side and rear extension and side dormer roof extension to facilitate the conversion of a single family dwelling into 4 x self-contained flats.		
Application No:	HGY/2019/0442	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	02/04/2019
Location:	43 Tetherdown N10 1NH		
Proposal:	Erection of rear dormer, insertion of 2 front rooflights.		
Application No:	HGY/2019/0522	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	08/04/2019
Location:	63 Twyford Avenue N2 9NP		
Proposal:	Erection of single storey side and rear extension, replacing existing.		
Application No:	HGY/2019/0551	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	18/04/2019
Location:	58C + 60C Tetherdown N10 1NG		
Proposal:	Erection of 2-storey rear extensions at basement and ground floor level to flats 58C and 60 C Tetherdown. Erection of outbuildings in rear gardens.		
Application No:	HGY/2019/0565	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	08/04/2019
Location:	20 Coldfall Avenue N10 1HS		
Proposal:	Erection of single storey side and rear extension to existing original rear outrigger projection and associated erection and alterations at and adjacent to existing rear terrace to provide timber decked area and access ramp to rear garden.		
Application No:	HGY/2019/0758	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	18/04/2019
Location:	Westside 68 Fortis Green N2 9ES		
Proposal:	Replacement of top floor aluminium framed white windows with aluminium/timber composite frames of altered design and replacement front elevation plywood balcony fronts and handrails on the first and second floors of altered height and design, in compliance with current building regulations.		

NON Applications Decided: 3

Application No: **HGY/2019/0865** Officer: Roland Sheldon
 Decision: GTD Decision Date: 26/03/2019
 Location: 69 Grand Avenue N10 3BS
 Proposal: Non-material amendment to planning application HGY/2018/1343: revised front door design.

Application No: **HGY/2019/0942** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 03/04/2019
 Location: 25 Dukes Avenue N10 2PS
 Proposal: Non material amendment following grant of planning permission HGY/2017/2827 (Demolition of existing 3 No. single storey garages. Proposed lower ground and upper ground floor level single family dwelling to provide 3 No. bedrooms) for; 1) revised building and front access layout with associated amendments to all elevations; 2) reversal of location of bedrooms and living accommodation from lower to upper floor and vice-versa; 3) adjustments to the material palette to change material of the external cladding to the building from bronze/corten metal cladding to off-white metal cladding, and to the design of the external boundary wall; 4) increased boundary wall height to the north corner.

Application No: **HGY/2019/1061** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 17/04/2019
 Location: 1 Muswell Mews N10 2BF
 Proposal: Non material amendment to planning permission reference HGY/2018/0133 for omission of skylights on the flat roof; insertion of operable windows on the ground floor; replacement of the first floor external wall finish from rainscreen panels (brickslop) to metal louvered panels; Alterations to basement floor level; Adjustments to positions of Ground Floor doors, windows and fixed glazed wall.

PNC Applications Decided: 1

Application No: **HGY/2019/0616** Officer: Roland Sheldon
 Decision: PN NOT REQ Decision Date: 23/04/2019
 Location: Storage Unit between Blaenavon, Fortis Green, and 60 Eastern Road N2 9LA
 Proposal: Prior Approval for change of use from B8 (Storage and Warehouse Use) to C3 (dwelling house).

RES Applications Decided: 3

Application No: **HGY/2019/0126** Officer: Tania Skelli
 Decision: GTD Decision Date: 04/04/2019
 Location: 1 Greenfield Drive N2 9AF
 Proposal: Discharge of details pursuant to condition 6 (Construction Management Plan) of planning permission ref. HGY/2016/3152 dated 8/12/2016 for the demolition of the existing building and construction of a replacement dwelling.

Application No: **HGY/2019/0342** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/04/2019
 Location: 109 Fortis Green N2 9HR
 Proposal: Approval of details pursuant to condition 8 (Energy Strategy) attached to planning permission HGY/2017/0432

Application No: **HGY/2019/1146** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 25/04/2019
 Location: Flat A 11 Kings Avenue N10 1PA
 Proposal: Approval of details pursuant to conditions 5 (storage and collection of refuse) and 6 (secure and covered cycle parking facilities) attached to planning permission HGY/2019/0401

TPO Applications Decided: 1

Application No: **HGY/2019/0407** Officer: Matthew Gunning
 Decision: GTD Decision Date: 28/03/2019
 Location: 18 Church Vale N2 9PA
 Proposal: Works to tree protected by a TPO: Oak (T1) located in garden of 20 Church Vale: Reduce southern side by 2-3 metres (overhang to No.18) to suitable pruning points

Total Applications Decided for Ward: 21

WARD: **Harringay**

ADV Applications Decided: 1

Application No: **HGY/2019/0902** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/04/2019
 Location: 1 Salisbury Promenade Green Lanes N8 0RX
 Proposal: Display of 1 x internally illuminated shop-front and signage

CLDE Applications Decided: 2

Application No: **HGY/2019/0630** Officer: Mercy Oruwari
 Decision: REF Decision Date: 27/03/2019
 Location: 2 Coningsby Road N4 1EG
 Proposal: Certificate of lawfulness for the existing use of the property as 2x2-bedroom and 1x3-bedroom self-contained flats.

Application No: **HGY/2019/0950** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/04/2019
 Location: 574 Green Lanes N8 0RP
 Proposal: Certificate of Lawfulness for existing use as three self-contained flats

CLUP Applications Decided: 5

Application No: **HGY/2019/0723** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 15/04/2019
 Location: 14 Venetia Road N4 1EJ
 Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 3 rooflights and Juliet balcony proposed use

Application No: **HGY/2019/0729** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 16/04/2019
 Location: 4 Alroy Road N4 1EF
 Proposal: Certificate Of Lawfulness for the erection of rear dormer with linked roof extension above outrigger, installation of 2 front rooflights.

Application No: **HGY/2019/0812** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 12/04/2019
 Location: 62 Warham Road N4 1AT
 Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate a loft conversion with rooflights.

Application No: **HGY/2019/0848** Officer: Laina Levassor
 Decision: PERM REQ Decision Date: 24/04/2019
 Location: 75 Fairfax Road N8 0NJ
 Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate loft conversion with rooflights.

Application No: **HGY/2019/0974** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 12/04/2019
 Location: 19 Mattison Road N4 1BG
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope with Juliet balcony and over rear outrigger and insertion of 2 x rooflights to the front roofslope.

FUL Applications Decided: 13

Application No: **HGY/2019/0312** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 03/04/2019
 Location: 85 Allison Road N8 0AP
 Proposal: Erection of single storey rear 'wraparound' extension; Formation of rear roof dormer extensions and insertion of front roof lights; Erection of replacement rear garden outbuilding

Application No: **HGY/2019/0316** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 29/03/2019
 Location: 50 Hampden Road N8 0HT
 Proposal: Erection of single storey rear extension along side return passage, as per the approved scheme in planning permission reference HGY/2018/1682, with alterations to the rear window and roof details of that scheme.

Application No: **HGY/2019/0543** Officer: Samuel Uff
 Decision: REF Decision Date: 25/03/2019
 Location: Flat A 302 Wightman Road N8 0LT
 Proposal: Change of use of upper floors from C3 residential flat to B1 office use, in conjunction with a part two storey, part three storey rear extension; rear dormer roof extension; and 3 x front rooflights.

Application No: **HGY/2019/0559** Officer: Samuel Uff
 Decision: GTD Decision Date: 01/04/2019
 Location: Ground Floor Flat 35 Raleigh Road N8 0JB
 Proposal: Single storey rear and rear infill extension

Application No: **HGY/2019/0636** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 17/04/2019
 Location: 2 Willoughby Road N8 0HR
 Proposal: Change of use of building from medical clinic on the ground floor and flat on the first floor to a single (4-bedroom, 5-person) dwelling house.

Application No: **HGY/2019/0639** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 17/04/2019
 Location: 52 Wightman Road N4 1RU
 Proposal: Formation of 1 bedroom flat in loft level with associated rear roof dormer extension, extension to form additional storey above rear outrigger projection, and insertion of roof lights to front roof slope.

Application No: **HGY/2019/0655** Officer: Samuel Uff
 Decision: GTD Decision Date: 18/04/2019
 Location: 37A-C Colina Mews N15 3HS
 Proposal: Creation of an additional floor through the erection of a roof extension to the existing dwellings within this terrace, in conjunction with amended building façade to brickwork; alterations to windows and doors; addition of front and rear windows; and installation of 4x rooflights to the existing flat roof rear extension.

Application No: **HGY/2019/0672** Officer: Shay Bugler
 Decision: GTD Decision Date: 09/04/2019
 Location: Ground Floor Flat 57 Mattison Road N4 1BG
 Proposal: Erection of a single storey side infill extension

Application No: **HGY/2019/0675** Officer: Shay Bugler
 Decision: GTD Decision Date: 11/04/2019
 Location: 70 Hampden Road N8 0HT
 Proposal: Demolition of existing rear external staircase and replacement it with a new staircase and privacy screen; erection of a single storey rear extension.

Application No: **HGY/2019/0730** Officer: Roland Sheldon
 Decision: GTD Decision Date: 15/04/2019
 Location: Flat 4 543A Green Lanes N8 0RL
 Proposal: Erection of roof extension involving the creation of a new pitched roof on top of existing flat roof and including a rear dormer window and 2 front roof lights, in order to extend existing first floor flat 4.

Application No: **HGY/2019/0855** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 23/04/2019
 Location: Ground Floor Flat 90 Hampden Road N8 0HS
 Proposal: Erection of single storey rear extension

Application No: **HGY/2019/0862** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 25/04/2019
 Location: 62 Warham Road N4 1AT
 Proposal: Erection of single storey side and rear 'infill' extension in side return passage.

Application No: **HGY/2019/0901** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/04/2019
 Location: 1 Salisbury Promenade Green Lanes N8 0RX
 Proposal: Replacement of existing front extension

PNE Applications Decided: 1

Application No: **HGY/2019/0886** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 24/04/2019
 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 3.95m and for which the height of the eaves would be 2.95m

RES Applications Decided: 1

Application No: **HGY/2019/0895** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 17/04/2019
 Location: 590-598 Green Lanes N8 0RA
 Proposal: Approval of details pursuant to condition 10 (Construction Management Plan and Construction Logistics Plan) attached to planning permission HGY/2016/1807

TPO Applications Decided: 1

Application No: **HGY/2019/0816** Officer: Matthew Gunning
 Decision: GTD Decision Date: 04/04/2019
 Location: 38 Duckett Road N4 1BN
 Proposal: Works to tree protected by a TPO T2 Tilia sp (Lime) - Good - Crown reduce by 4m. (Other work included but not covered by TPOs, see tree report for more details)

Total Applications Decided for Ward: 24WARD: **Highgate****FUL Applications Decided: 7**

Application No: **HGY/2019/0081** Officer: Shay Bugler
 Decision: GTD Decision Date: 26/03/2019
 Location: 10 Bishops Road N6 4HP
 Proposal: Replacement of glazing to rear of the property; addition of solar shading panels to improve environmental performance and replacement of lantern roof light with flat roof including green roof, terrace and roof light.

Application No: **HGY/2019/0393** Officer: Laurence Ackrill
 Decision: REF Decision Date: 25/03/2019
 Location: 16 Southwood Avenue N6 5RZ
 Proposal: Erection of modified safety railing on the roof of the ground floor rear extension and installation of access door.

Application No: **HGY/2019/0525** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 04/04/2019
 Location: 26E North Hill N6 4QA
 Proposal: Application of render to the recessed part of the front facade and part of side elevation at ground floor level, in addition to changes approved under extant planning permission ref. HGY/2018/1442

Application No: **HGY/2019/0568** Officer: Tania Skelli
 Decision: REF Decision Date: 02/04/2019
 Location: 445 Archway Road N6 4HT
 Proposal: Erection of new build shed to rear of garden (Retrospective)

Application No: **HGY/2019/0581** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 03/04/2019
 Location: 14 Cholmeley Park N6 5EU
 Proposal: Replacement first floor bay windows and single first floor rear windows with double glazing units.

Application No: **HGY/2019/0597** Officer: Tania Skelli
 Decision: GTD Decision Date: 08/04/2019
 Location: 43 Toyne Way N6 4EG
 Proposal: Erection of rear ground floor extension, rear dormer and 2 no. skylights to roofslopes (Class use C3).

Application No: **HGY/2019/0642** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 16/04/2019
 Location: Heathways Courtenay Avenue N6 4LR
 Proposal: Enlargement of existing first floor rear terrace with 1.1m high clear glazed balustrading to match existing on rear side and 1.7m high obscure glazed balustrading on north side.

RES Applications Decided: 2

Application No: **HGY/2019/0386** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 29/03/2019
 Location: 191-201 Archway Road N6 5BN
 Proposal: Approval of details pursuant to condition 16 (drainage strategy) attached to planning permission HGY/2015/2517

Application No: **HGY/2019/0781** Officer: Roland Sheldon
 Decision: GTD Decision Date: 24/04/2019
 Location: Whistlers Cottage Townsend Yard N6 5JF
 Proposal: Discharge of conditions 3 (External materials/finishes) and 8 (Construction Management Plan) of planning permission HGY/2018/2392

TPO Applications Decided: 3

Application No: **HGY/2018/3608** Officer: Samuel Uff
 Decision: GTD Decision Date: 12/04/2019
 Location: 5 Southwood Lawn Road N6 5SD
 Proposal: Pruning of tree roots and 25% crown reduction and crown rebalancing.

Application No: **HGY/2019/0075** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 01/04/2019
 Location: 55A Cholmeley Park N6 5EH
 Proposal: Works to various trees covered by a Group TPO

Application No: **HGY/2019/0820** Officer: Matthew Gunning
 Decision: GTD Decision Date: 16/04/2019
 Location: Oak Tree Cottage Hampstead Lane N6 4LA
 Proposal: Works to tree protected by an Area TPO: T 1 Oak Remove deadwood from through the Crown, remove Ivy, remove all shrub under storey growth within 1.5M of stem base to allow for unimpeded inspection of root collar, re-inspect when in full leaf

Total Applications Decided for Ward: 12WARD: **Hornsey****FUL Applications Decided: 4**

Application No: **HGY/2019/0306** Officer: Samuel Uff
 Decision: GTD Decision Date: 29/03/2019
 Location: 54 High Street N8 7NX
 Proposal: Use of no.54 as a mixed use of A1 (Hairdressing) and Sui Generis Class (Nail Bar and Beauty)

Application No: **HGY/2019/0446** Officer: Shay Bugler
 Decision: REF Decision Date: 25/03/2019
 Location: 17 Gisburn Road N8 7BS
 Proposal: Erection of a single storey storey side infill extension.

Application No: **HGY/2019/0610** Officer: Samuel Uff
 Decision: GTD Decision Date: 04/04/2019
 Location: Flat A 150 Inderwick Road N8 9JT
 Proposal: Single storey rear infill and rear extension (following demolition of the existing structure)

Application No: **HGY/2019/0853** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 18/04/2019
 Location: 4 Chestnut Avenue N8 8NY
 Proposal: Construction of a single storey rear extension

Total Applications Decided for Ward: 4

WARD: **Muswell Hill**

CLDE Applications Decided: 1

Application No: **HGY/2019/0721** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 12/04/2019
 Location: 198 Muswell Hill Road N10 3NG
 Proposal: Certificate of lawfulness: existing use. 11 self-contained units

FUL Applications Decided: 14

Application No: **HGY/2019/0173** Officer: Roland Sheldon
 Decision: GTD Decision Date: 03/04/2019
 Location: 33 Connaught Gardens N10 3LD
 Proposal: Basement extension below footprint of house along with the creation of a small front light-well, erection of 2-storey rear extension

Application No: **HGY/2019/0449** Officer: Tania Skelli
 Decision: GTD Decision Date: 26/03/2019
 Location: Ground Floor Flat 21 Church Crescent N10 3NA
 Proposal: Erection of a single storey rear extension to existing flat.

Application No: **HGY/2019/0555** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 01/04/2019
 Location: 180 Park Road N8 8JT
 Proposal: Formation of 2x side dormer roof extensions

Application No: **HGY/2019/0564** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 05/04/2019
 Location: 29 Palace Road N8 8QL
 Proposal: Erection of single storey rear extension along side return passage, to replace existing

Application No:	HGY/2019/0566	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/04/2019
Location:	12B Linden Road N10 3DH		
Proposal:	Single storey rear extension following demolition of existing conservatory.		
Application No:	HGY/2019/0567	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	01/04/2019
Location:	3 Springfield Avenue N10 3SU		
Proposal:	Formation of rear dormer roof extension and insertion of additional roof lights on front roof slope.		
Application No:	HGY/2019/0612	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	03/04/2019
Location:	17 Clovelly Road N8 7RR		
Proposal:	Single storey rear infill and rear extension		
Application No:	HGY/2019/0619	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	02/04/2019
Location:	197 Muswell Hill Broadway N10 3RS		
Proposal:	Change of use of the first floor from commercial (Class use A1) to residential (Class use C3). Replacement of front elevation windows. Removal of the rear bulkhead staircase linking the ground & first floor and rebuilding of rear smaller store for bike storage.		
Application No:	HGY/2019/0640	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	17/04/2019
Location:	11 Farrer Road N8 8LD		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2019/0641	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	15/04/2019
Location:	52 Farrer Road N8 8LD		
Proposal:	Formation of hardstanding to allow off-street parking in connection with the formation of a vehicle crossover on Farrer Road, and formation of associated opening in front boundary wall.		
Application No:	HGY/2019/0667	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	17/04/2019
Location:	38 Barrington Road N8 8QS		
Proposal:	Erection of a ground floor infill to rear extension		
Application No:	HGY/2019/0703	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	17/04/2019
Location:	11 Etheldene Avenue N10 3QG		
Proposal:	Erection of rear ground floor extension, replacement of 2 no. front rooflights and rear mansard roof alterations with associated windows		
Application No:	HGY/2019/0740	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	09/04/2019
Location:	23 Cranmore Way N10 3TP		
Proposal:	Erection of a single storey ground floor extension and timber decking at rear.		

Application No: **HGY/2019/0918** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 24/04/2019
 Location: 13 Farrer Road N8 8LD
 Proposal: Construction of a single storey side extension

TPO Applications Decided: 1

Application No: **HGY/2018/3752** Officer: Roland Sheldon
 Decision: GTD Decision Date: 15/04/2019
 Location: Rookfield Estate N10 3TS
 Proposal: Various works to various trees on the Rookfield Estate, N10. (Application form has been marked that the trees are protected)

Total Applications Decided for Ward: 16WARD: **Noel Park****ADV Applications Decided: 1**

Application No: **HGY/2019/0578** Officer: Jake Atkins
 Decision: GTD Decision Date: 28/03/2019
 Location: 25 High Road N22 6BH
 Proposal: Advertisement Consent for x2 illuminated fascia signs, x1 hanging sign and x2 other signs.

FUL Applications Decided: 6

Application No: **HGY/2018/2783** Officer: Matthew Gunning
 Decision: GTD Decision Date: 17/04/2019
 Location: Shop 449 Lordship Lane N22 5DJ
 Proposal: Change of use from A1 (Shop) to A3 (Restaurant); erection of a single storey rear canopy extension for use as an outdoor sitting and smoking area and erection of an extraction flue to rear elevation.

Application No: **HGY/2018/3360** Officer: Gareth Prosser
 Decision: GTD Decision Date: 25/03/2019
 Location: 10 The Broadway N22 6DS
 Proposal: Erection of a two storey rear extension rear dormer to convert the property to provide 3 self-contained dwellings (1 x 2 bedroom, 1 x 1 bedroom and 1 x studio) with associated internal alterations.

Application No: **HGY/2019/0457** Officer: Jake Atkins
 Decision: GTD Decision Date: 27/03/2019
 Location: 152 Maurice Avenue N22 6PU
 Proposal: Single storey rear extension with pitched roof. Relocation of bathroom and installation of first floor WC.

Application No: **HGY/2019/0463** Officer: Jake Atkins
 Decision: GTD Decision Date: 02/04/2019
 Location: 69 Russell Avenue N22 6QB
 Proposal: Single storey rear extension and insertion of three roof lights to the rear of the roof to facilitate loft conversion.

Application No: **HGY/2019/0473** Officer: Shay Bugler
 Decision: GTD Decision Date: 02/04/2019
 Location: First and Second Floor Flat 437 Lordship Lane N22 5DJ
 Proposal: Change of use of first / second floor residential flat (C3) to a GP practice (D1 use)- thereby increasing the size of the existing GP practice., new shopfront and two new rooflights to front elevation

Application No: **HGY/2019/0575** Officer: Jake Atkins
 Decision: GTD Decision Date: 28/03/2019
 Location: 25 High Road N22 6BH
 Proposal: Full Application for refurbishment of existing shopfront including replacement of existing shopfront tiles , repainting of shopfront door and window frames and newly proposed advertisements

NON Applications Decided: 2

Application No: **HGY/2019/0454** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 26/03/2019
 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: Non material amendment following a grant of planning permission HGY/2017/3117 for amendments to the approved floor by floor layouts for Blocks A1-A4 and Blocks B1-B4.

Application No: **HGY/2019/0917** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/04/2019
 Location: 89 Gladstone Avenue N22 6JY
 Proposal: Alteration to the rear elevation of proposed extension to insert a single door and retaining the existing rear kitchen window.

PNC Applications Decided: 1

Application No: **HGY/2019/0737** Officer: Neil McClellan
 Decision: PN NOT REQ Decision Date: 17/04/2019
 Location: 87A & 89B High Road N22 6BB
 Proposal: Notification of Prior Approval for the proposed change of use of the first and second floors of the buildings at 87A and 89A High Road, N22 from Office Use (Class B1(a)) to Dwellinghouses (Class C3).

PNE Applications Decided: 2

Application No: **HGY/2019/0727** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 09/04/2019
 Location: 34 Whymark Avenue N22 6DJ
 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 3.175m and for which the height of the eaves would be 2.85m.

Application No: **HGY/2019/0728** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 09/04/2019
 Location: 34 Whymark Avenue N22 6DJ
 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 3.175m and for which the height of the eaves would be 2.85m.

RES Applications Decided: 5

Application No: **HGY/2018/3256** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 25/03/2019
 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: Submission of details pursuant to partial discharge of condition 50 (details of green/brown roofs) of planning permission HGY/2017/3117 in relation to block C1 only.

Application No: **HGY/2018/3463** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/03/2019
 Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22
 Proposal: Approval of details pursuant to condition 42 (Piling Method Statement) attached to planning permission HGY/2017/3117 (Partial Discharge in relation to Blocks A1-A4 only)

Application No: **HGY/2018/3676** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 17/04/2019
 Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22
 Proposal: Approval of details pursuant to conditions 53 (updated energy strategy) of planning permission HGY/2017/3117 relating to Blocks D1-D4 and Blocks E1 - E3 (known as the Eastern Quarter)

Application No: **HGY/2019/0183** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/03/2019
 Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22
 Proposal: Approval of details pursuant to condition 31 (land contamination Part C CON1) partial discharge in relation to Blocks B1-B4 only attached to planning permission HGY/2017/3117

Application No: **HGY/2019/0682** Officer: Shay Bugler
 Decision: GTD Decision Date: 17/04/2019
 Location: 17 Courcy Road N8 0QH
 Proposal: Approval of details pursuant to condition 3 (details of the roof terrace screening) attached to Appeal reference APP/Y5420/D/18/3214754 (original Haringey planning reference HGY/2018/2611).

Total Applications Decided for Ward: 17

WARD: **Northumberland Park**

CLDE Applications Decided: 1

Application No: **HGY/2019/0854** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 01/04/2019
 Location: 91 Brantwood Road N17 0DT
 Proposal: Use of property as three separate dwelling properties (certificate of lawfulness: existing use)

CLUP Applications Decided: 1

Application No: **HGY/2019/1151** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 25/04/2019
 Location: Olive Eden Court 71 St Pauls Road N17 0ND
 Proposal: Certificate of Lawfulness for use as C2 (Residential Institution) for provision of residential accommodation and care.

COND Applications Decided: 1

Application No: **HGY/2019/0534** Officer: Sarah Madondo
 Decision: GTD Decision Date: 27/03/2019
 Location: 35 Almond Road N17 0PJ
 Proposal: Variation of condition 2 attached to appeal reference APP/Y5420/W/15/3138762 (original Haringey planning reference HGY/2015/2430) to replace drawing GA.02/C with GA.02/D

FUL Applications Decided: 2

Application No: **HGY/2019/0546** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/04/2019
 Location: Car dealership 72 White Hart Lane N17 8HP
 Proposal: Removal of existing portable cabin and erection of a single storey office building .

Application No: **HGY/2019/0784** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 82B White Hart Lane N17 8HP
 Proposal: Replacement of the timber front entrance door to a composite front entrance door

LBC Applications Decided: 3

Application No: **HGY/2019/0315** Officer: Martin Cowie
 Decision: GTD Decision Date: 25/03/2019
 Location: 790-794 High Road N17 0DH
 Proposal: Proposed works of repair and minor alteration to Nos. 790, 792 and 794 High Road, Tottenham, N17.

Application No: **HGY/2019/0532** Officer: Martin Cowie
 Decision: GTD Decision Date: 26/03/2019
 Location: Land to the rear of 790-796 High Road N17 0DH
 Proposal: Section 19 Listed Building Consent to update the approved drawings listed under Condition 2 of HGY/2016/3540 (as amended by S19 LBC reference HGY/2017/3109).

Application No: **HGY/2019/0649** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 10/04/2019
 Location: 8 Lordship Lane N17 8NA
 Proposal: Cleaning, repointing and structural repairs to external brickwork facade

RES Applications Decided: 4

Application No: **HGY/2019/0556** Officer: Martin Cowie
 Decision: GTD Decision Date: 17/04/2019
 Location: Land to the rear of 790-796 High Road N17 0DH
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2016/3310 (as amended).

Application No: **HGY/2019/0661** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 15/04/2019
 Location: 9 Prospect Place N17 8AT
 Proposal: Approval of details pursuant to condition 5 (specification of the roof finish) attached to planning permission HGY/2018/2326.

Application No: **HGY/2019/0803** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/04/2019
 Location: 1-36 Taylor Close N17 0UB
 Proposal: Approval of details pursuant to condition 7 (Method of Construction Statement) attached to planning permission HGY/2018/2263.

Application No: **HGY/2019/0805** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/04/2019
 Location: 1-36 Taylor Close N17 0UB
 Proposal: Approval of details pursuant to conditions 4 (provision of refuse and waste storage and recycling facilities) and 5 (secure and covered cycle parking facilities) attached to planning permission HGY/2018/2263.

Total Applications Decided for Ward: 12

WARD: **St Anns**

CLUP Applications Decided: 3

Application No: **HGY/2019/0285** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 25/03/2019
 Location: 19 Roseberry Gardens N4 1JQ
 Proposal: Certificate of lawfulness for the erection of a single storey rear extension.

Application No: **HGY/2019/0631** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 02/04/2019
 Location: 23 Glenwood Road N15 3JS
 Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of side elevation window.

Application No: **HGY/2019/0892** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 03/04/2019
 Location: 75 Glenwood Road N15 3JS
 Proposal: Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roofslope.

FUL Applications Decided: 3

Application No: **HGY/2019/0251** Officer: Laurence Ackrill
 Decision: REF Decision Date: 25/03/2019
 Location: 5 Grand Parade N4 1JX
 Proposal: Retention of change of use from A1 Use Class (retail) to A3 Use Class (restaurant/cafe) and associated extractor system.

Application No: **HGY/2019/0536** Officer: Sarah Madondo
 Decision: GTD Decision Date: 01/04/2019
 Location: 4 Lydford Road N15 5PX
 Proposal: Erection of a single storey full width side and rear extension.

Application No: **HGY/2019/0539** Officer: Sarah Madondo
 Decision: GTD Decision Date: 03/04/2019
 Location: 65 Grand Parade N4 1AF
 Proposal: Change of use from estate agents (A2) to mixed use of hair dressers, nail bar and beauty/tanning salon (A1/Sui Generis).

RES Applications Decided: 3

Application No: **HGY/2019/0759** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/04/2019
 Location: 2 Cleveland Gardens N4 1LN
 Proposal: Approval of details pursuant to conditions 4 (refuse and waste storage and recycling facilities) and 5 (secure and covered cycle parking facilities) attached to planning permission HGY/2018/2720

Application No: **HGY/2019/0760** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/04/2019
 Location: 2 Cleveland Gardens N4 1LN
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2018/2720

Application No: **HGY/2019/0811** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/04/2019
 Location: 2 Cleveland Gardens N4 1LN
 Proposal: Approval of details pursuant to conditions 16 (details of all enclosures around the site boundary) and 18 (details of all existing and proposed levels) attached to planning permission HGY/2018/2720.

Total Applications Decided for Ward: 9

WARD: **Seven Sisters**

ADV Applications Decided: 2

Application No: **HGY/2019/0586** Officer: Jake Atkins
 Decision: GTD Decision Date: 03/04/2019
 Location: 604 Seven Sisters Road N15 6HT
 Proposal: Advertisement consent for a new illuminated fascia sign.

Application No: **HGY/2019/0622** Officer: Martin Cowie
 Decision: GTD Decision Date: 17/04/2019
 Location: Unit 5 Crusader Industrial Estate 167 Hermitage Road N4 1LZ
 Proposal: Display of 1no. suspended neon sign on the inside of the glass.

CLDE Applications Decided: 4

Application No: **HGY/2019/0344** Officer: Martin Cowie
 Decision: GTD Decision Date: 27/03/2019
 Location: Flat 1 12 Overbury Road N15 6RH
 Proposal: Certificate of lawfulness for use as property as residential (Use Class C3)

Application No: **HGY/2019/0345** Officer: Martin Cowie
 Decision: GTD Decision Date: 28/03/2019
 Location: Flat 2 12 Overbury Road N15 6RH
 Proposal: Certificate of lawfulness for use as property as residential (Use Class C3)

Application No: **HGY/2019/0346** Officer: Martin Cowie
 Decision: GTD Decision Date: 29/03/2019
 Location: Flat 3 12 Overbury Road N15 6RH
 Proposal: Certificate of lawfulness for use as property as residential (Use Class C3)

Application No: **HGY/2019/0347** Officer: Martin Cowie
 Decision: GTD Decision Date: 29/03/2019
 Location: Flat 4 12 Overbury Road N15 6RH
 Proposal: Certificate of lawfulness for use as property as residential (Use Class C3)

CLUP Applications Decided: 3

Application No: **HGY/2019/0634** Officer: Mercy Oruwari
 Decision: PERM REQ Decision Date: 02/04/2019
 Location: 24 and 24A Ferndale Road N15 6UE
 Proposal: Certificate of lawfulness for the proposed deconversion of 2 x self-contained flats back into a 3 x bedroom single dwelling house.

Application No: **HGY/2019/1029** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 18/04/2019
 Location: 41 Wellington Avenue N15 6AX
 Proposal: Certificate of lawfulness for the erection of a single storey side extension.

Application No: **HGY/2019/1123** Officer: Jake Atkins
 Decision: PERM DEV Decision Date: 24/04/2019
 Location: 45 Vartry Road N15 6PR
 Proposal: Certificate of lawfulness: proposed dormer extension.

FUL Applications Decided: 16

Application No: **HGY/2019/0069** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/03/2019
 Location: Old Dairy Daleview Road N15 6PL
 Proposal: Erection of a two story 4-person dwelling comprising 2 bedrooms, living room kitchen and bathroom.

Application No: **HGY/2019/0295** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 27/03/2019
 Location: 46 + 48 Fairview Road N15 6LJ
 Proposal: Erection of first floor rear extensions to both Nos. 46 and 48 Fairview Road, N15

Application No: **HGY/2019/0468** Officer: Jake Atkins
 Decision: GTD Decision Date: 04/04/2019
 Location: Malden Court 15 Finsbury Park Avenue N4 1UH
 Proposal: The works include the removal of existing timber casement windows and replacement with new reinforced PVC-u double glazed casement windows. All replacement windows to be compliant to BS 7412:2007 using materials Type A complying with BS EN12608:2003. The proposal is to replace all existing timber windows within the property.

Application No: **HGY/2019/0501** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/03/2019
 Location: 96 Lealand Road N15 6JT
 Proposal: Erection of Type 3 loft extension.

Application No:	HGY/2019/0507	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	26/03/2019
Location:	39 Clifton Gardens N15 6AP		
Proposal:	Erection of 2m rear extension at first floor		
Application No:	HGY/2019/0540	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	04/04/2019
Location:	166 Vartry Road N15 6HA		
Proposal:	Erection of a rear dormer extension		
Application No:	HGY/2019/0574	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	16/04/2019
Location:	64 Crowland Road N15 6UU		
Proposal:	Replacement of the existing partially glazed timber front door with a partially glazed composite front door.		
Application No:	HGY/2019/0580	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	04/04/2019
Location:	604 Seven Sisters Road N15 6HT		
Proposal:	The proposal is for removal of the existing canopy structure in order to provide new canopy with dark/grey colour aluminium, including a new fascia sign.		
Application No:	HGY/2019/0621	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	17/04/2019
Location:	Unit 5 Crusader Industrial Estate 167 Hermitage Road N4 1LZ		
Proposal:	Installation of 1no. new aluminium shopfront with a double leaf entrance door.		
Application No:	HGY/2019/0685	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	11/04/2019
Location:	117 Gladesmore Road N15 6TL		
Proposal:	Erection of a type 2 loft extension.		
Application No:	HGY/2019/0689	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	11/04/2019
Location:	52 Elm Park Avenue N15 6UY		
Proposal:	Erection of a type 3 loft extension.		
Application No:	HGY/2019/0694	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	16/04/2019
Location:	125 Castlewood Road N15 6BD		
Proposal:	Erection of a single storey rear extension.		
Application No:	HGY/2019/0702	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	04/04/2019
Location:	34 Riverside Road N15 6DA		
Proposal:	Erection of first floor rear extension		

Application No: **HGY/2019/0780** Officer: Sarah Madondo
 Decision: GTD Decision Date: 23/04/2019
 Location: 23 & 25 Craven Park Road N15 6AA
 Proposal: Erection of two first floor rear extensions across No. 23 & 25.

Application No: **HGY/2019/0782** Officer: Sarah Madondo
 Decision: REF Decision Date: 23/04/2019
 Location: 22 & 24 Norfolk Avenue N15 6JX
 Proposal: Erection of two first floor rear extensions across No. 22 & 24.

Application No: **HGY/2019/0787** Officer: Sarah Madondo
 Decision: GTD Decision Date: 18/04/2019
 Location: 41 Wellington Avenue N15 6AX
 Proposal: Erection of side and rear infill extension.

PNE Applications Decided: 8

Application No: **HGY/2019/0423** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 28/03/2019
 Location: 52 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/2019/0570** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 08/04/2019
 Location: 70 Lealand Road N15 6JT
 Proposal: Erection of a 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/2019/0603** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 09/04/2019
 Location: 100 Lealand Road N15 6JT
 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/2019/0668** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 03/04/2019
 Location: 68 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/2019/0669** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 05/04/2019
 Location: 66 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/2019/0739** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 12/04/2019
 Location: 96 Ferndale Road N15 6UQ
 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/2019/0851	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	24/04/2019
Location:	35 Crowland Road N15 6UL		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m		
Application No:	HGY/2019/0867	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	24/04/2019
Location:	78 Fairview Road N15 6TP		
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: 33

WARD: **Stroud Green**

FUL Applications Decided: 7

Application No:	HGY/2018/3294	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	29/03/2019
Location:	2A Lancaster Road N4 4PP		
Proposal:	Construction of part single, part two storey dwellinghouse		
Application No:	HGY/2019/0258	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	25/03/2019
Location:	43 Ridge Road N8 9LJ		
Proposal:	Erection of outbuilding in rear of the garden.		
Application No:	HGY/2019/0432	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	28/03/2019
Location:	Flat C 3 Albany Road N4 4RR		
Proposal:	Replacement of 3 single glazed, timber sash windows with double glazed, timber windows of the same design and dimensions.		
Application No:	HGY/2019/0544	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	04/04/2019
Location:	92 Uplands Road N8 9NJ		
Proposal:	Erection of single storey rear extension following demolition of conservatory.		
Application No:	HGY/2019/0637	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	24/04/2019
Location:	4 Mount Pleasant Villas N4 4HD		
Proposal:	Demolition of existing lean-to rear extension and replacement with a single storey, side and back wrap around extension. Installation of solar panels and skylights on the existing main roof (Class use C3).		
Application No:	HGY/2019/0647	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	15/04/2019
Location:	174 Stapleton Hall Road N4 4QL		
Proposal:	Formation of Velux windows in the main roof to the front of the property. Single-storey lower ground floor extension to the rear. Reconfiguring the opening of an existing lower ground, and minor alterations to facade. Removal of an existing metal balcony at upper ground level to the rear of the property and reinstating as a reduced Juliet balcony.		

Application No: **HGY/2019/0786** Officer: Roland Sheldon
 Decision: GTD Decision Date: 24/04/2019
 Location: Flat D 2 Ridge Road N8 9LG
 Proposal: Two chimney stacks removal on the end of terrace wall.

PNC Applications Decided: 1

Application No: **HGY/2019/0692** Officer: Shay Bugler
 Decision: PN REFUSED Decision Date: 03/04/2019
 Location: 49A Oxford Road N4 3EY
 Proposal: Prior approval for change of use from B1(a) (offices) to C3 (residential) to create 14 residential units.

Total Applications Decided for Ward: 8WARD: **Tottenham Green****ADV Applications Decided: 1**

Application No: **HGY/2019/0511** Officer: Neil McClellan
 Decision: GTD Decision Date: 29/03/2019
 Location: Priscilla Wakefield House Rangemoor Road N15 4NA
 Proposal: Replacement of existing non-illuminated fascia sign indicating main entrance to nursing home with a non-illuminated fascia sign of the same dimensions and the installation of a new non-illuminated perpendicular sign on return brickwork facing junction of Harold Road & Rangemoor Road.

FUL Applications Decided: 11

Application No: **HGY/2018/3330** Officer: Gareth Prosser
 Decision: GTD Decision Date: 29/03/2019
 Location: Butterfly Court Bathurst Square N15
 Proposal: Change of use of four live/work units (sui generis) to four residential units (Use Class C3)

Application No: **HGY/2019/0372** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 02/04/2019
 Location: Flat 1 75 Elmar Road N15 5DH
 Proposal: Erection of a single storey rear extension.

Application No: **HGY/2019/0528** Officer: Gareth Prosser
 Decision: REF Decision Date: 25/03/2019
 Location: 31 Elmar Road N15 5DH
 Proposal: Alteration of existing ground floor single storey rear extension. Addition of first floor rear extension. Extension at roof level to add additional bedroom and shower room.

Application No: **HGY/2019/0530** Officer: Gareth Prosser
 Decision: GTD Decision Date: 01/04/2019
 Location: 19 West Green Road N15 5BX
 Proposal: Single storey rear extension and stair case following demolition of existing structure.

Application No: **HGY/2019/0533** Officer: Gareth Prosser
 Decision: GTD Decision Date: 28/03/2019
 Location: Eliot Court 2 Tynemouth Road N15 4UD
 Proposal: Replacement of existing double glazed, painted timber framed, top hung sash windows with double glazed, uPVC, top hung sash windows.

Application No: **HGY/2019/0535** Officer: Gareth Prosser
 Decision: REF Decision Date: 04/04/2019
 Location: Ground Floor Flat 135 Philip Lane N15 4JR
 Proposal: Installation of a dropped kerb

Application No: **HGY/2019/0626** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: Flats A + B 1 Beaconsfield Road N15 4SH
 Proposal: Replacement of existing partially glazed timber door with new partially glazed timber door.

Application No: **HGY/2019/0651** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 15/04/2019
 Location: 157 Philip Lane N15 4HQ
 Proposal: Replace the existing timber front door with a new replica timber door.

Application No: **HGY/2019/0698** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 15 Beaconsfield Road N15 4SH
 Proposal: Replacement of existing partially glazed timber door with new partially glazed timber door.

Application No: **HGY/2019/0700** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 17 Beaconsfield Road N15 4SH
 Proposal: Replacement of existing partially glazed timber door with new partially glazed timber door.

Application No: **HGY/2019/0704** Officer: Jake Atkins
 Decision: GTD Decision Date: 25/04/2019
 Location: 82 Beaconsfield Road N15 4SJ
 Proposal: Replacement of existing partially glazed timber door with new partially glazed timber door.

LCD Applications Decided: 1

Application No: **HGY/2019/0436** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/04/2019
 Location: 52 Beaconsfield Road N15 4SJ
 Proposal: Alterations to form wetroom to existing rear side extension.

NON Applications Decided: 1

Application No: **HGY/2019/0948** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/04/2019
 Location: 27 Harold Road N15 4PL
 Proposal: Non-material amendments application for minor changes to approved appeal reference APP/Y5420/D/18/3861 for minor alterations to the side wall.

RES Applications Decided: 3

Application No: **HGY/2018/1309** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 02/04/2019
 Location: Mono House 50-56 Lawrence Road N15 4EG
 Proposal: Approval of details pursuant to condition 10 (Piling) and 11a (Remediation) attached to planning permission HGY/2018/0120

Application No: **HGY/2019/0341** Officer: Christopher Smith
 Decision: GTD Decision Date: 08/04/2019
 Location: 52-68 Stamford Road N15 4PZ
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2017/0426.

Application No: **HGY/2019/0504** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 17/04/2019
 Location: Mono House 50-56 Lawrence Road N15 4EG
 Proposal: Approval of details pursuant to condition 6 (full details of both hard and soft landscape works) attached to planning permission HGY/2018/0120.

Total Applications Decided for Ward: 17WARD: **Tottenham Hale****CLDE Applications Decided: 1**

Application No: **HGY/2019/0898** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/04/2019
 Location: 102 Lansdowne Road N17 9XX
 Proposal: Certificate of lawfulness for use of property as a House in Multiple Occupation (existing use)

CLUP Applications Decided: 2

Application No: **HGY/2019/1034** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 18/04/2019
 Location: 100 Lansdowne Road N17 9XX
 Proposal: Certificate of lawfulness for the erection of a proposed outbuilding at the rear of the garden (for use as a garden office)

Application No: **HGY/2019/1120** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 25/04/2019
 Location: 121 Dowsett Road N17 9DL
 Proposal: Certificate of lawfulness for the formation of dormer in rear roof slope and installation of two roof lights in front roof slope.

CONM Applications Decided: 2

Application No: **HGY/2018/1897** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 29/03/2019

Location: Tottenham Hale Station Station Road N17 9LR

Proposal: Variation of condition 2 (plans and specification) attached to planning permission HGY/2013/2610 amending the drawings listed under Condition 2 to facilitate the following changes:
 1. Re-location of the AFA bridge circa 50m further north.
 2. AFA bridge no longer ties in with the LU ticket hall at mezzanine deck level.
 3. Inclusion of a link corridor on the west side of the railway to provide a covered walkway, at ground level, between the LU ticket hall and NR AFA bridge.
 4. Access/egress to the AFA bridge deck from the island platform is provided via a lift, stairs, or escalator.
 5. Access/egress from the AFA bridge deck to the link corridor on the west side of the railway is provided via stairs, or a lift

Application No: **HGY/2019/0111** Officer: Nathaniel Baker
 Decision: GTD Decision Date: 09/04/2019

Location: Harris Academy Tottenham Ashley Road N17 9DP

Proposal: Variation of condition 2 (approved drawings) attached to planning permission HGY/2018/0745 (which approved variations to original permission HGY/2015/3096) to make minor alterations to the approved drawings list, in order to make minor amendments to omit the inclusion of the existing public footpath to the east of the site at Harris Academy Tottenham

FUL Applications Decided: 1

Application No: **HGY/2018/3077** Officer: Gareth Prosser
 Decision: GTD Decision Date: 27/03/2019

Location: 662 High Road N17 0AB

Proposal: Partial demolition and replacement of single storey rear extension, in connection with the provision of staff facilities in support of existing ground floor shop use (granted A3 use with last implemented use of B1), and creation of two bed residential unit with living roof.

LBC Applications Decided: 1

Application No: **HGY/2018/3078** Officer: Gareth Prosser
 Decision: GTD Decision Date: 27/03/2019

Location: 662 High Road N17 0AB

Proposal: Listed Building Consent for partial demolition and replacement of single storey rear extension, in connection with the provision of staff facilities in support of existing ground floor shop use (granted A3 use with last implemented use of B1), and creation of two bed residential unit with living roof.

NFU Applications Decided: 1

Application No: **HGY/2019/0857** Officer: Marco Zanelli
 Decision: PERM DEV Decision Date: 26/03/2019

Location: Opposite Tottenham Hale Station Station Road N17 9LR

Proposal: FOR INFORMATION ONLY - Notice of Intention to Install Telecommunications Apparatus at above address.

Notification of the relevant planning authority of our intention to deploy roadside apparatus (in this particular case roadside cabinets and associated underground ducting), that is covered by permitted developed under the Town and Country Planning Act 2015 (Part 16).

NON Applications Decided: 1

Application No: **HGY/2019/1036** Officer: Jake Atkins
 Decision: REF Decision Date: 24/04/2019

Location: 100 Lansdowne Road N17 9XX

Proposal: Application for a non-material amendment following a grant of planning permission HGY/2018/0911 for the replacement of 2no. existing windows on the ground floor of the front elevation, with 2no. new emergency escape fire doors.

PNE Applications Decided: 3

- Application No: **HGY/2019/0426** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 26/03/2019
 Location: 25 Dowsett Road N17 9DA
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m.
- Application No: **HGY/2019/0471** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 27/03/2019
 Location: 64 Holcombe Road N17 9AR
 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/2019/0755** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 23/04/2019
 Location: 34 Hanbury Road N17 9RJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m & 3.1m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m.

RES Applications Decided: 16

- Application No: **HGY/2018/3117** Officer: Nathaniel Baker
 Decision: GTD Decision Date: 28/03/2019
 Location: Ashley Gardens Ashley Road N17 9LJ
 Proposal: Approval of details pursuant to condition 14 (existing and proposed levels) attached to planning permission HGY/2017/2045.
- Application No: **HGY/2018/3369** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/04/2019
 Location: Land to The Rear 418 High Road N17 9JB
 Proposal: Approval of details pursuant to conditions 3 (samples of materials), 4 (Method of Construction Statement) and 13 (details of the proposed boundary treatment) attached to planning permission HGY/2014/3174
- Application No: **HGY/2019/0365** Officer: Nathaniel Baker
 Decision: GTD Decision Date: 28/03/2019
 Location: Berol Yard Ashley Road N17 9LJ
 Proposal: Approval of details pursuant to condition 21 (Bus Stands) attached to planning permission HGY/2017/2044
- Application No: **HGY/2019/0368** Officer: Nathaniel Baker
 Decision: GTD Decision Date: 28/03/2019
 Location: Ashley House Ashley Road N17 9LJ
 Proposal: Approval of details pursuant to condition 36 (Bus Stand) attached to planning permission HGY/2017/2045.
- Application No: **HGY/2019/0376** Officer: James Hughes
 Decision: GTD Decision Date: 23/04/2019
 Location: 1 Station Square Station Road N17 9LR
 Proposal: Approval of details pursuant to condition 19 (external solar shading and passive ventilation study) attached to planning permission HGY/2016/3932.

Application No:	HGY/2019/0377	Officer:	James Hughes
Decision:	GTD	Decision Date:	23/04/2019
Location:	1 Station Square Station Road N17 9LR		
Proposal:	Approval of details pursuant to condition 28 (collection and storage of waste and recycled materials) attached to planning permission HGY/2016/3932.		
Application No:	HGY/2019/0378	Officer:	James Hughes
Decision:	GTD	Decision Date:	23/04/2019
Location:	1 Station Square Station Road N17 9LR		
Proposal:	Approval of details pursuant to condition 29 (cycle storage) attached to planning permission HGY/2016/3932.		
Application No:	HGY/2019/0490	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	23/04/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 4a (desktop study and 4b (site investigation) attached to planning permission HGY/2015/3398		
Application No:	HGY/2019/0492	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	08/04/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 8 (piling method statement) attached to planning permission HGY/2015/3398.		
Application No:	HGY/2019/0494	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	15/04/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 16 (Materials) attached to planning permission HGY/2015/3398.		
Application No:	HGY/2019/0526	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	15/04/2019
Location:	2A-3A Collins Yard Scotland Green N17 9TT		
Proposal:	Approval of details pursuant to condition 6 (management of construction dust) attached to planning permission HGY/2014/3434.		
Application No:	HGY/2019/0582	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	29/03/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 11 (sustainable drainage management & maintenance) attached to planning permission HGY/2015/3398		
Application No:	HGY/2019/0583	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	29/03/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 12 (Surface Water Drainage) attached to planning permission HGY/2015/3398		
Application No:	HGY/2019/0584	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	17/04/2019
Location:	168 Park View Road N17 9BL		
Proposal:	Approval of details pursuant to condition 14 (Green Roof) attached to planning permission HGY/2015/3398		

Application No: **HGY/2019/0585** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 18/04/2019
 Location: 168 Park View Road N17 9BL
 Proposal: Approval of details pursuant to condition 15 (Landscaping) attached to planning permission HGY/2015/3398

Application No: **HGY/2019/1141** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 24/04/2019
 Location: Land to The Rear 418 High Road N17 9JB
 Proposal: Approval of details pursuant to condition 12 (details of all levels on the site) attached to planning permission HGY/2014/3174

Total Applications Decided for Ward: 28

WARD: **West Green**

CLDE Applications Decided: 1

Application No: **HGY/2019/0656** Officer: Laina Levassor
 Decision: GTD Decision Date: 05/04/2019
 Location: 266 West Green Road N15 3QR
 Proposal: Certificate of Lawfulness for the existing use of the 1st and 2nd floors of the property as three self-contained flats.

CLUP Applications Decided: 1

Application No: **HGY/2019/1041** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 18/04/2019
 Location: 177 Downhills Way N17 6AH
 Proposal: Certificate of lawfulness for the formation of a rear dormer

FUL Applications Decided: 7

Application No: **HGY/2019/0440** Officer: Gareth Prosser
 Decision: GTD Decision Date: 04/04/2019
 Location: Flat A 175 Langham Road N15 3LP
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 3.8m, height 3.22m

Application No: **HGY/2019/0502** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 08/04/2019
 Location: 1-1a Turnpike Parade Green Lanes N15 3LA
 Proposal: Removing existing internal partitions (no external works) and a partial change of use from B1 to A3

Application No: **HGY/2019/0545** Officer: Sarah Madondo
 Decision: GTD Decision Date: 03/04/2019
 Location: Flat A 12 Carlingford Road N15 3EH
 Proposal: Erection single storey rear extension and outbuilding at back of rear garden.

Application No: **HGY/2019/0708** Officer: Gareth Prosser
 Decision: GTD Decision Date: 05/04/2019
 Location: 45-56 Lido Square N17 6AQ
 Proposal: Renew all existing timber framed windows with aluminium framed double glazed casement windows powder coated in blue colour to match existing. Renew all soffits to match existing on a like for like basis. Renew all fascias to match existing in blue colour finish.

Application No: **HGY/2019/0710** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/04/2019
 Location: 143 Carlingford Road N15 3ES
 Proposal: Erection of a single storey rear/side infill extension.

Application No: **HGY/2019/0715** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/04/2019
 Location: 136 Sirdar Road N22 6RD
 Proposal: To develop a loft conversion to the first floor flat

Application No: **HGY/2019/0873** Officer: Gareth Prosser
 Decision: GTD Decision Date: 25/04/2019
 Location: 25 Ivatt Way N17 6PF
 Proposal: Erection of rear ground floor extension.

LBC Applications Decided: 1

Application No: **HGY/2019/0506** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 08/04/2019
 Location: 1-1a Turnpike Parade Green Lanes N15 3LA
 Proposal: Removing existing internal partitions (no external works) and a partial change of use from B1 to A3. (LISTED BUILDING CONSENT)

NON Applications Decided: 1

Application No: **HGY/2019/0904** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 03/04/2019
 Location: Haringey Professional Development Centre Downhills Park Road N17 6AR
 Proposal: Non-material amendment following a grant of planning permission HGY/2018/0579 to facilitate coordination with M&E/ventilation and design revisions.

PNE Applications Decided: 1

Application No: **HGY/2019/0725** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 12/04/2019
 Location: 177 Downhills Way N17 6AH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m.

Total Applications Decided for Ward: 12

WARD: **White Hart Lane**

CLUP Applications Decided: 2

Application No: **HGY/2019/0674** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 23/04/2019
 Location: 414 White Hart Lane N17 7LS
 Proposal: Certificate of Lawfulness for proposed rear dormer to facilitate loft conversion with rooflights.

Application No: **HGY/2019/0887** Officer: Jon Skapoullis
 Decision: PERM DEV Decision Date: 27/03/2019
 Location: 99 Great Cambridge Road N17 7LN
 Proposal: Certificate of lawfulness for the formation of rear dormer extension, hip-to-gable roof alteration and insertion of 2 x rooflights to the front roofslope.

FUL Applications Decided: 3

Application No: **HGY/2019/0350** Officer: Jake Atkins
 Decision: GTD Decision Date: 26/03/2019
 Location: 123 Tower Gardens Road N17 7PE
 Proposal: Replacement of existing timber windows with like for like timber windows

Application No: **HGY/2019/0444** Officer: Jake Atkins
 Decision: GTD Decision Date: 26/03/2019
 Location: 23 Spigurnell Road N17 7PP
 Proposal: Replacement of existing timber windows on the front elevation with like for like timber windows and the replacement of all windows on the side and rear elevations with like for like uPVC windows.

Application No: **HGY/2019/0717** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/04/2019
 Location: 64 Henningham Road N17 7AN
 Proposal: Erection of ground floor side and rear extension.

RES Applications Decided: 2

Application No: **HGY/2019/0357** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 26/03/2019
 Location: 500 White Hart Lane N17 7NA
 Proposal: Approval of details pursuant to condition 19 (Secure by Design) attached to planning permission HGY/2018/0047.

Application No: **HGY/2019/0360** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 03/04/2019
 Location: 500 White Hart Lane N17 7NA
 Proposal: Approval of details pursuant to condition 8 (Archaeology) attached to planning permission HGY/2018/0047.

Total Applications Decided for Ward: 7WARD: **Woodside****ADV Applications Decided: 1**

Application No: **HGY/2019/0775** Officer: Neil McClellan
 Decision: GTD Decision Date: 24/04/2019
 Location: 640- 642 Lordship Lane N22 5JH
 Proposal: New fascia sign to No.640 and No.642 Lordship Lane.

CLUP Applications Decided: 1

Application No: **HGY/2019/0888** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 28/03/2019
 Location: 54 Norman Avenue N22 5EP
 Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate loft conversion with rooflights.

FUL Applications Decided: 3

Application No: **HGY/2018/3272** Officer: Gareth Prosser
 Decision: REF Decision Date: 29/03/2019
 Location: 66 St Albans Crescent N22 5NB
 Proposal: Erection of a detached 2 bedroom bungalow on land at rear.

Application No: **HGY/2019/0469** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 16/04/2019
 Location: 24 White Hart Lane N22 5RJ
 Proposal: Single storey rear and side infill extension and loft conversion with a rear dormer window.

Application No: **HGY/2019/0643** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/04/2019
 Location: 14 Eldon Road N22 5DX
 Proposal: Erection of single storey rear extension (following demolition of existing structure) and painting rear elevation white

LBC Applications Decided: 1

Application No: **HGY/2019/0617** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 25/04/2019
 Location: Trinity Primary Academy School House Bounds Green Road N22 8ES
 Proposal: Listed building consent for the repair and refurbishment of the existing timber windows, removal of areas of decaying timber and subsequent repairs and internal ironmongery removed and replaced.

PNC Applications Decided: 1

Application No: **HGY/2019/0663** Officer: Kwaku Bossman-Gyamera
 Decision: PN GRANT Decision Date: 16/04/2019
 Location: 558 Lordship Lane N22 5BY
 Proposal: Notification for Prior Approval for a Change Of Use from Storage or Distribution Buildings (Class B8) and any land within its curtilage to Dwellinghouses (Class C3)

PNE Applications Decided: 2

Application No: **HGY/2019/0600** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 03/04/2019
Location: 83 The Roundway N17 7HB
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/2019/0732** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 10/04/2019
Location: 18 Saxon Road N22 5EB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m

RES Applications Decided: 1

Application No: **HGY/2019/0450** Officer: Shay Bugler
Decision: GTD Decision Date: 29/03/2019
Location: Land to rear of 678-680 Lordship Lane N22 5JN
Proposal: Approval of details of condition 6 (Construction Method Statement) & 8 (Basement Impact Assessment) of planning ref: HGY/2018/1073 dated 07/05/2018

Total Applications Decided for Ward: 10

Total Number of Applications Decided: 294
