

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 8th July, 2019, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Vincent Carroll (Chair), Gina Adamou (Vice-Chair), Dhiren Basu, John Bevan, 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 14 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 - 32)

To confirm and sign the minutes of the Planning Sub Committee held on 9 May 2019 and 3 June 2019.

7. PLANNING APPLICATIONS

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

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

8. HGY/2018/1806 - 423-435 WEST GREEN ROAD, LONDON, N15 3PJ (PAGES 33 - 174)

Proposal: Demolition of existing buildings and erection of three buildings up to a maximum 6 storeys in height, and extension and conversion of former public house for use of the relocated Church and nursery plus a café, to provide a total of 88 residential units (54.9% affordable units by habitable room), associated car and cycle parking spaces (including within new basement) and improvements to adjacent park.

Recommendation: GRANT

9. HGY/2019/1278 - MARSH LANE REFUSE DEPOT, MARSH LANE, N17 0XE (PAGES 175 - 244)

Proposal: Erection of a two storey office and workshop building, gatehouse and other ancillary buildings/stores, repositioning of existing storage buildings, provision of new vehicle access onto Watermead Way, and provision of vehicle parking and circulation areas.

Recommendation: GRANT

10. PRE-APPLICATION BRIEFINGS

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from

participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

11. PRE/2019/0027 - 867-869 HIGH ROAD N17 8EY (B&M STORE - FORMER SAINSBURY'S SUPERMARKET SITE) (PAGES 245 - 256)

Proposal: hybrid planning application to construct a residential-led development comprising approximately 300 new residential units, approximately 120m² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces, a new park, landscaping and open space. Buildings would range from approximately 3 – 6 storeys and there would be a taller building of approximately 29 storeys.

12. UPDATE ON MAJOR PROPOSALS (PAGES 257 - 268)

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.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

To follow.

14. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

15. DATE OF NEXT MEETING

9 September 2019
7 October 2019
11 November 2019
9 December 2019
13 January 2020
10 February 2020
9 March 2020

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Friday, 28 June 2019

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON THURSDAY, 9TH MAY, 2019, 7.00 - 10.10
pm**

PRESENT:

Councillors: Vincent Carroll (Chair), Reg Rice (Vice-Chair), John Bevan, Dhiren Basu, Luke Cawley-Harrison, Bob Hare, Peter Mitchell, Alessandra Rossetti, Yvonne Say and Sarah Williams

310. FILMING AT MEETINGS

The Chair informed all present that the meeting would not be webcast as the machine was not working.

311. PLANNING PROTOCOL

Noted.

312. APOLOGIES

Apologies for absence were received from Councillors Hinchcliffe, Ross and Tabois.

Councillors Hare and Rossetti were in attendance as substitute members.

313. URGENT BUSINESS

None.

314. DECLARATIONS OF INTEREST

None.

315. MINUTES

RESOLVED

- That the minutes of the Planning Committee held on 11 March 2019 and 8 April 2019 be approved.

316. HGY/2019/0362 LAND AT HARINGEY HEARTLANDS (CLARENDON GASWORKS)

The Committee considered an 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.

The Planning Officer outlined the application, and along with officer and the applicants, responded to questions from the Committee:

- The outline planning permission was granted in April 2018.
- Page 29 stated 331sqm of communal space, but should refer to private space. There was 543sqm of communal space in the courtyard between the blocks.
- There would be a minimum of two car club spaces, but this could increase with demand. The s106 agreement ensured that residents would not be eligible to apply for resident parking permits.
- The gates at the north and south of the Moselle walk would be manually opened and closed by the estate management team according to daylight hours. The walk was overlooked by properties, so would have daytime surveillance and it would be lit by low level lighting at night.
- There were seven single aspect properties, which was a low number across the whole of the development.
- The hybrid application secured a number of conditions in relation to ecology in the area. There were matters which the applicant was still working on with the Council to ensure that they were robust for the lifetime of the development and beyond. The water feature had been approved as part of the hybrid application, and would provide clean water and amenity play space.

The Chair moved that the application be granted, and following a vote it was unanimously

RESOLVED that the Committee grant planning permission and that the Head of Development Management or the Assistant Director of Planning be authorised to issue the planning permission and impose 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 accommodation hereby approved, details of the hard and soft landscaping provision including gates and fences within the private amenity areas and public spaces, as set out in the Design and Access Statement May 2019 – Rev A shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

3. **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.

317. HGY/2018/3145 FORMER BHS, 22-42 HIGH ROAD, WOOD GREEN

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.

The Planning Officer outlined the application, and along with officer and the applicants, responded to questions from the Committee:

- The units were arranged as eight per core, per floor, with corridors on every other floor due to the scissor arrangement. All units were dual aspect, with the stairwells positioned in the middle of each floor so that people did not have to walk the whole length of the corridor.
- The design started from the creation of the public space, and a balance was struck between revamping the high street and the residential spaces. The high street façade had scale, depth and some colour. The rear aspect of the site picked out materials and design motifs of the Noel Park estate. The building line at the rear had been set back in order to allow for tree planting on the street.
- 45 units were set at Social Rented, and 29 at London Living Rent with no option to buy.
- An air quality assessment had been carried out, and the units were designed to take account of this.
- The social rented units were located at the front of the development, but were dual aspect so would have a secondary balcony at the rear. It was felt that the design of the units at the front were better than other units, and had better accessibility from the High Road, therefore on balance it was felt that these would be best used as the social rented element. The design process was started on a tenure blind basis.
- The applicants confirmed that they would agree to a condition relating to developing a playspace on Whymark Avenue.
- The restaurant at the rear of the the retail units would be accessed from the entrance of the high road. The courtyard would be gated and could be opened if required.
- There were 20 accessible units, and 14 disabled parking spaces. The Council would be implemented some on street disabled bays to address the shortfall.
- All units would be serviced by both Bury Road and the High Road. There would be a loading bay on each road. The applicant had carried out a service and delivery arrangement study and had found spare capacity on the High Road for servicing.
- Condition 12 addressed both hard and soft landscaping, with specifications of planting schemes. Officers agreed that some of the wording of the condition

could be changed to make it clearer that the condition covered soft landscaping and areas of planting. The applicant suggested that the wording of condition 11 could be added to condition 12.

The Chair moved that the application be granted.

Councillor Cawley-Harrison moved that the application be rejected as it failed on equality grounds by placing socially rented homes on the High Road, which would put people's health at risk. Councillor Bevan seconded the motion.

Officers informed the Committee that any issues which could be addressed by condition should not be used as grounds for refusal.

Following a vote, with four in favour and six against, the motion to refuse the application fell.

The Chair moved that the application be granted and following a vote with six in favour and four against it was

RESOLVED that

- i. Planning permission be granted, and that the Head of Development Management be authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below;
- ii. 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;
- iii. That the section 106 legal agreement referred to in resolution (i) 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
- iv. That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

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 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust 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.

17. 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.

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

Reason: To protect local air quality.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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 the proposed location of the Crossrail 2 structures, including temporary works;
- 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. All

structures and works comprised within the development hereby permitted which are required by this condition and shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.

Reason: To ensure 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).

25. 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.

26. 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.

27. 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.

28. 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.

29. 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.

30. 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.

31. 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.

32. 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 and a management plan setting how occupiers can activate the further charging points will be accessed and purchased.

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

33. 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.

34. 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

35. 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

36. 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.

37. 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.

38. 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.

39. 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 Practice;
- 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; and
- d) Details of the connection strategy for the development to Wood Green DEN. This shall enable the Wood Green DEN to deliver the sites hot water demands and include routes for key pipework from the site energy centre to the highway, punch points through structural walls or foundations, space for heat exchangers and any other relevant information.

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.

40. The development shall 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.

41. 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.

42. Prior to commencement of any works to the relevant part of the development hereby approved details of the living roof shall be 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 substrate depth range of between 100mm and 150mm across all the roof(s);
- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- 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.

43. 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.

44. 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

45. 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.

46. 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.

47. 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.

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

- vi. In the event that the Planning Application is refused for the reasons set out in resolution (v) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

318. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

319. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

320. NEW ITEMS OF URGENT BUSINESS

None.

321. DATE OF NEXT MEETING

3 June 2019.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 3RD JUNE, 2019, 7.00 - 9.10 pm**

PRESENT:

**Councillors: Vincent Carroll (Chair), Gina Adamou (Vice-Chair),
Dhiren Basu, John Bevan, Bob Hare, Dawn Barnes, Peter Mitchell,
Viv Ross, Yvonne Say, Preston Tabois and Sarah Williams**

322. FILMING AT MEETINGS

Noted.

323. PLANNING PROTOCOL

Noted.

324. APOLOGIES

Apologies for absence were received from Councillors Cawley-Harrison and Hinchcliffe.

Councillors Barnes and Hare were in attendance as substitutes.

325. URGENT BUSINESS

None.

326. DECLARATIONS OF INTEREST

None.

327. MINUTES

The minutes of the last meeting were not available for approval.

328. HGY/2019/1143 - 1-9 FORTIS GREEN ROAD N10 3HP

Clerks note – the Chair varied the order of the agenda to take agenda item 9 before agenda item 8. The minutes follow the order of the agenda.

The Committee considered an application for alterations to existing ground floor shopfronts and excavation of basement level below; erection of three additional storeys on top of the existing ground floor to provide 6 self-contained flats (5x1bed & 1x 3bed).

Dean Hermitage, Head of Development Management and Enforcement Planning, advised the Committee that a supplementary document had been circulated, detailing two additional conditions.

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

Roanna Harlan addressed the Committee in objection to the application. Muswell Hill was one of very few neighbourhoods which had managed to maintain the character of the High Street. Businesses on the High Street would be wrecked if the application would be approved. The new retail units were smaller than the existing units, and would likely be unaffordable for independent businesses.

Marcia Silliton addressed the Committee in objection to the application. Closing the existing units whilst the development was built would not be sustainable for the small independent businesses currently located there. She urged the Council to refuse the application and to support small, local businesses.

Councillor Emery addressed the Committee in objection to the application. There were over 300 comments on the planning site, and only a handful were in support of the application. The bland façade of the building would allow a low bar to be set for development locally. The design of the building was not in keeping with other buildings on the street. Councillor Emery stated that he was disappointed that the applicant did not use the rejection of previous proposals to make a better application and requested that the Committee reject the application.

Councillor Hinchcliffe addressed the Committee in objection to the application. He considered that the new application had not gone far enough in allaying resident's concerns. The proposal was out of sync with the surrounding architecture, and could leave small, thriving businesses homeless. He requested that the Committee reject the application.

Claudia Mastrandrea and Keiran Rafferty, representatives for the applicant, addressed the Committee. The application sought to replace four commercial units and replace with new commercial units which would include basement space; and six flats above. The rent for the flats would be set at market rate. An open day had been held, with 2000 local households invited. Assurances have been provided to tenants that they would have first refusal on the new units. The new scheme reflected changes that had been made following public consultation. The new application was a contemporary reinterpretation of the existing buildings, and the amount of one bedroom flats was in keeping with the London Plan Policy. The retail units were slightly smaller at ground floor level, but each unit also had a basement level which could be used as retail space.

Officers responded to questions from the Committee:

- The CIL rate had increased after the application had been submitted, and would be corrected to reflect the new rate of £60m².

The applicant and architect responded to questions from the Committee:

- The stepping in of the floors allowed for views of the church and cinema from further down the road.
- Consideration would be given to the use of the Council's Building Control service.

Councillor Barnes proposed that the application be rejected on the grounds that the application did not enhance the character and conservation of the Muswell Hill area. The bulk height and massing of the building was too great, and the design could be better. Councillor Ross seconded the motion.

Following a vote with three in favour and eight against, the motion to refuse fell.

The Chair moved that the application be granted, and following a vote with eight in favour, two against and one abstention, it was

RESOLVED

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

Conditions

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

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

- 2) The approved plans comprise drawing nos: 981.53 – 001; 981.53 – 002; 981.53 – 010; 981.53 – 012; 981.53 – 013; 981.53 – 020; 981.53 – 030; 981.53 – 031; 981.53 – 101; 981.53 – 102; 981.53 – 103; 981.53 – 103; 981.53 – 104; 981.53 – 200; 981.53 – 300; 981.53 – 301; 981.53 – 302; Parking Stress Survey Report – Revision A; L17/159/10 REV.B (Basement Impact Assessment); Design, Access and Heritage Statement dated March 2019. 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) Notwithstanding the description of the materials in the application, no development shall be commenced until samples / details of the external materials to be used in connection with the development hereby permitted have

been submitted to, approved in writing by and only be implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017

- 4) No development shall take place until details of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) is submitted to and approved in writing by the Local Planning Authority. In specific, the plans shall include details/ measures to address the following:
 - a) a programme of works with specific information on the timing of deliveries to the site to minimise disruption to traffic and pedestrians on Fortis Green Road
 - b) details of any vehicle holding area;
 - c) details of the vehicle call up procedure;
 - d) location of temporary hoarding, storage buildings, compounds, construction material and plant storage areas used during construction;
 - e) details of wheel washing and measures to prevent mud and dust on the highway during demolition and construction.

Thereafter, the approved plans shall be fully implemented and adhered to during the construction phase of the development.

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

- 5) No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 9 cycle parking spaces (at least 7 for the flats and 2 for the retail units) for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

- 6) The basement level of the approved development shall not be used in connection with the ground floor retail units until a suitable pumped device to protect the basement from sewer flooding has been installed and made available for use and shall be maintained as approved thereafter.

Reason: To reduce flood risk in accordance with the NPPF 2019.

- 7) The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall

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

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

- 8) No development shall take place until the following details have been submitted to and approved in writing by the local planning authority:
- i) plan, elevation and section drawings, including jambs, head and cill, of all new external windows and doors with typical glazing bar details, at a scale of 1:20;
 - ii) typical elevation detailing at a scale of 1:5;
 - iii) plan, elevation and section drawings of the new shopfronts at a scale of 1:20;

Thereafter the development shall only be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

- 9) Prior to the occupation of the altered/ extended retail/ commercial floorspace the details of the use and operations of this floorspace 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 detail.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: CIL Based on the information given on the plans, the Mayoral CIL charge will be £29,606 (605.8 sqm x £35 x 1.269) and the Haringey CIL charge will be £143,006.72 (496 sqm residential floorspace x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Hours of Construction Work: The applicant is advised that under the

Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

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

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

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

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

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

INFORMATIVE: Other restrictions. The grant of a permission does not relieve the applicant/developer of the necessity of complying with any local Acts, Regulations, Building By-laws, private legislation, and general statutory provisions in force in the area or modify or affect any personal or restrictive covenants, easements etc., applying to or affecting either the land to which the permission relates or any other land or the rights or any person(s) or authority(s) entitled to benefit thereof or holding an interest in the property.

INFORMATIVE: If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer should demonstrate what measures they 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

There are public sewers crossing or close to your development. If planning significant work near Thames Water sewers, it is important that you minimise the risk of damage. Thames Water need to check that your development doesn't limit repair or maintenance activities, or inhibit the services they provide in any other way. You are advised to read their 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>.

The Committee considered an application for the demolition of existing and construction of a new dwellinghouse.

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

David Godden addressed the Committee in objection to the application. He considered that the proposed design was not good enough, with an odd mix of architectural styles and too few traditional features. Over 270 objections had been made to the application, along with a petition of 180 signatures. At the appeal, the point had been made that any new houses should remain in-keeping with the Edwardian features of the road. The demolishment of one half of a semi detached house was not the right thing to do. Mr Godden had suggested six changes to the proposal, and these had been rejected by the applicant.

Farrol Goldblatt addressed the Committee in objection to the application. He lived in the adjoining property. Whilst he supported the principle of development, recycling and regeneration of buildings, he supported Mr Godden's comments in relation to this application. The rear elevation would have a significant impact on the amenity of immediate neighbours, and the significant amount of glazing was incompatible with the architectural styles in the area. The new application was contrary to the conclusions made by the Planning Inspector, and therefore should be deferred for changes to be made or refused.

Councillor Ogiehor addressed the Committee in objection to the application. It had been a year since the application had been rejected by the Planning Committee on the ground that the proposal was contrary to design policy, as agreed by the Planning Inspector on appeal. Since the decision made by the Planning Inspector, Cllr Ogiehor had met with the applicant, architect and residents to speak a proposal which would be amenable to all. Whilst there had been some changes made, Cllr Ogiehor disagreed with officers that the new design addressed the concerns raised at appeal. Cllr Ogiehor agreed with residents that the new decision would only meet the points raised by the Inspector if additional changes were made: 1st floor hallway to be reduced in size to match no.78 and redesigned to ensure that it was in-keeping with other windows, and adding a sill detail; glazing bars to be added to all upper sash timber windows in the front elevation; brick arch details to be added to 1st floor hallway, 1st floor master bedroom and ground floor windows; and the front door should be widened and placed in a more central position. Cllr Ogiehor requested that the Committee reject the application and ask the applicant to resubmit with the suggestions made.

Isabelle Evans, applicant, addressed the Committee. She had met with seven neighbours to discuss the plans, and despite a constructive discussion, residents have refused to acknowledge the meeting. A pre-application meeting had been held with Council officers to ensure that each of the Planning Inspector's comments had been addressed. Ms Evans considered that she had done everything she could to work with local residents and the Council on this application.

Officers responded to questions from the Committee:

- There was no proposal to change the clinker wall. The Committee could choose to impose a condition although this would not be recommended, as any homeowner in the street could choose to remove their own clinker walls without planning permission.
- The Design Officer considered the application to be a contemporary interpretation of the original property, and it was their view that the application had achieved a design that was in harmony with existing houses in the street.
- Paragraphs 6.12, 6.13 and 6.14 outlined the Inspectors argument for refusal, and Officers comments on this. It was considered by Officers that the application had been altered enough to demonstrate compliance with the Council's design policy.
- The issues relating to bulk and massing had been addressed, and the bulk of the house was akin to the original house, with a rear extension added.

The applicant and architect responded to questions from the Committee:

- The design of the glazing at the rear of the property had been simplified, and most of the glazing was now on the ground floor, opening on to the garden.
- The windows at the front of the house were designed to give views of Alexandra Palace. There had been no issues raised in relation to the gable windows at previous applications, and so no changes had been made.
- The applicant had met with the Planning Service and attended pre-application meetings to discuss each comment made by the Inspector to ensure that each one was addressed. The design of the front door had been amended, the window sizes at the front were identical to existing windows. The fine detail was missing, however it was the applicant's choice to not replicate the façade, and they disagreed that this was the only approach for the road.

The Chair moved that the application be granted. Councillor Williams moved that the application be rejected on the grounds of design, in that the glazing to the front of the house paid little regard to the rest of the road and consideration needed to be given to the effect of this glazing. There was a lack of detail in the design, and the overall effect was of a flat fronted property which did not provide interest, unlike neighbouring properties. The Chair seconded the motion to reject the application.

Following a vote with ten in favour and one against it was

RESOLVED that the application be refused.

330. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

331. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

332. NEW ITEMS OF URGENT BUSINESS

None.

333. DATE OF NEXT MEETING

8 July 2019

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

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Planning Sub Committee 8th July 2019

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/1806

Ward: St Ann's

Address: 423-435 West Green Road, London, N15 3PJ

Proposal: Demolition of existing buildings and erection of three buildings up to a maximum 6 storeys in height, and extension and conversion of former public house for use of the relocated Church and nursery plus a café, to provide a total of 88 residential units (54.9% affordable units by habitable room), associated car and cycle parking spaces (including within new basement) and improvements to adjacent park.

Applicant: Mr Simon Oliver

Ownership: Private/Council

Case Officer Contact: Christopher Smith

Site Visit Date: 25/05/2018

Date received: 19/06/2018 **Last amended date:** 03/04/2019

Drawing number of plans:

1311_E_100, 1311_E_101, 1311_E_102 Rev. A; 1311_P_200 Rev. G, 1311_P_201 Rev. B, 1311_P_202 Rev. B, 1311_P_203 Rev. A, 1311_P_220 Rev. C, 1311_P_221 Rev. C, 1311_P_222 Rev. B, 1311_P_223 Rev. B, 1311_P_230 Rev. A, 1311_P_231 Rev. A, 1311_P_240 Rev. A, 1311_P_241 Rev. A, 1311_P_250 Rev. A, 1311_P_251, 1311_P_300 Rev. F, 1311_P_301 Rev. E, 1311_P_302 Rev. F, 1311_P_303 Rev. E, 1311_P_304 Rev. E, 1311_P_305 Rev. F, 1311_P_310 Rev. B, 1311_P_311 Rev. C, 1311_P_312 Rev. A, 1311_P_313 Rev. A, 1311_P_315, 1311_P_316; 1705-A01, 1705-A02 Rev. B, 1705-A03, 1705-A04, 1705-A05 Rev. A, 1705-A06 Rev. B, 1705-A07, 1705-A08 Rev. B, 1705-A09 Rev. A, 1705-A10, 1705-A11, 1705-A15, 1705-A17, 1705-A18, 1705-A19, 1705-A20; A18204/0200 Rev. P1; 1311_FS_2050 to 2052.

Supporting documents also assessed:

Updated Supporting Planning Statement, Planning Design & Access Statement (Revised December 2018), Design and Access Statement, Energy & Sustainability Statement (Second Edition December 2018), Overheating Risk Analysis Report (as amended), Transport Statement (November 2018), Framework Travel Plan (November 2018), Daylight and Sunlight Report (December 2018), Schedule of Accommodation

FEB2019, Duplex Block Schedule 190225, Viability Assessment, Statement of Community Involvement, Planning Noise Assessment, Planning Air Quality Assessment, Heritage Statement, Construction Management Statement, Basement Statement, Letter from Halstead Associates dated 27 April 2018, Arboricultural Report, Landscape Submission, 'GIA-CIL-27.06.2017' plan, Letter of Support – Drainage and Flood Risk.

1.1 This application is being reported to the planning committee as it is a major application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development is acceptable in principle, as it would provide new residential development in place of the redundant care home, and expanded church and nursery activities, in accordance with the primary objectives of Site Allocation SA57;
- The proposed development would provide 54.9% on-site affordable housing by habitable room in the form of 46 flats for social rent which is welcomed. This site makes an important contribution to the Council's Borough Plan target to build 1,000 social rented Council homes;
- The proposed development would be of a high-quality contemporary design, and an appropriate size and scale, that would improve the visual quality of the local built environment;
- The proposed extension and refurbishment of the former Duke of Cambridge Public House, which is a locally listed building, would conserve and enhance the significance of the historic asset and its setting;
- The proposed development would increase the size of the existing adjacent public open space by 312 square metres and would improve and enhance the quality and appearance of the public open space in general;
- The proposed development would not have a significant adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The proposed development would provide living accommodation of an appropriate size and quality, in an appropriate mix, whilst 10% of the flats would be adaptable for wheelchair users;
- The proposed development would provide a sufficient number of car and cycle parking spaces given its very good access to public transport, and is also supported by sustainable transport initiatives to be secured by condition and legal agreement;
- The proposed development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements;
- The application is acceptable for all other reasons as described below.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 22nd July 2019 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Three years
- 2) Drawings
- 3) Use restrictions
- 4) Hours of operation
- 5) Operational limits for nursery
- 6) Materials
- 7) Conservation details
- 8) Boundary treatments and access controls
- 9) Adaptable dwellings
- 10) Satellite antenna
- 11) Landscaping
- 12) Lighting
- 13) Air quality neutral assessment
- 14) Land contamination
- 15) Boilers
- 16) Dust management
- 17) Non-road mobile machinery
- 18) Plant emissions
- 19) Waste collections
- 20) Secured by design

- 21) Cycle parking
- 22) Construction management
- 23) Drainage management
- 24) Tree protection
- 25) Tree protection 2
- 26) Crossrail 2 safeguarding
- 27) Green roofs and biodiversity
- 28) Mechanical ventilation
- 29) Plant noise
- 30) Amplified sound limits
- 31) Church sound insulation
- 32) Residential sound insulation
- 33) Overheating mitigation
- 34) Future overheating management
- 35) BREEAM

Informatives

- 1) Proactive working
- 2) CIL
- 3) Legal agreements
- 4) Signage consent
- 5) Numbering
- 6) Asbestos
- 7) Construction hours
- 8) Groundwater risk management
- 9) Water assets
- 10) Water pressure
- 11) Water mains
- 12) Crossrail 2
- 13) Petrol/oil interceptors

Section 106 Heads of Terms:

- 1) Affordable Housing Provision
 - 46 (54.9% by habitable room) social rented units
- 2) Non-Market Residential Units
 - Four flats provided above church not for public sale or rent
- 3) Enhancements to Stanley Culross Open Space
 - Minimum 310sqm floor area added to the Open Space

- Detailed landscaping plans to be submitted to and approved by the Council before development commences
- Landscaping plans shall be informed by a public consultation (including Friends of Stanley Culross Park, Local Ward Councillors, plus Council Tree and Nature Conservation and Parks Officers)
- Landscaping plans shall be developed in accordance with the Mayor of London's Play and Informal Recreation SPG
- Plans shall include details of relevant hardstanding materials, furniture, play equipment, tree protection measures and drainage arrangements
- Plans shall be fully costed and supported by an implementation plan and planting strategy to the acceptability of the Council's Nature Conservation and Parks Officers
- Works to the park shall be completed in accordance with the approved plans and prior to the first occupation of the residential units
- Works shall be undertaken by the Council's Parks team, or any contractors employed on their behalf
- Works shall be fully costed at a minimum of £93,295 (including £53,295 towards play space improvements)
- Management and maintenance fee is also required

4) Public Realm and Highway Improvements

- Highway improvements including installation and re-instatement of vehicle crossings, and other works
- Financial contribution of £53,323.74 (to be index linked and reviewed annually)

5) Sustainable Transport Initiatives

- Car Free Development
 - No parking permits for residents
 - Amendment to Traffic Management Order (£4,000)
- Residential Travel Plan
 - Appointment of a travel plan co-ordinator for five years
 - Provision of induction packs
 - Provision of two car club bays
 - Car club memberships for residents
 - Enhanced car club memberships for family-sized dwellings
 - Travel information displays
 - Aim to achieve 8% cycle mode share within 5 years
 - Monitoring contribution (£3,000)
- Church Travel Plan Statement
- Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
- Electric Vehicle Charging Points
 - 20% active provision, 80% passive provision

- Statement detailing the trigger for when passive provision becomes active

6) Car Parking Management Plan

- Provide details on allocation and management of on-site spaces
- Parking availability shall be prioritised for wheelchair users and family properties

7) Energy Statement Update and Review

- Review of Energy Statement within six months of completion
- Contribution towards carbon offsetting (£154,800)

8) Considerate Contractor Scheme Registration

9) Employment Initiatives – Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator
- Notify the Council of any on-site vacancies
- 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

10) Monitoring Contribution

- 5% of total value of contributions
- £500 per non-financial contribution
- Total monitoring contribution to not exceed £50,000

Total Contributions (minimum): £340,000

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of on-site affordable housing would fail to provide much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 'Housing' of the Council's Local Plan 2017 and Policy 3.12 of the London Plan 2016.

2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.
 3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and a parking management plan, by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such, the proposal is contrary to Policy 6.13 of the London Plan 2016, SP7 of the Local Plan 2017 and Policy DM32 of the Development Management Development Plan Document 2017.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies 5.2, 5.3 and 5.7 of the London Plan 2016, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and Images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: Development Management Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This application is for full planning permission for the demolition of an existing care home and single storey church/nursery buildings on site, the erection of three buildings to a maximum 6 storeys in height to provide 88 residential units, and the extension and conversion of a former public house to provide a relocated Church with ground floor café and nursery.
- 3.1.2 The proposed development would incorporate 54.8% affordable housing (by habitable room) comprising 46 units for social rent.
- 3.1.3 Improvements to the adjacent Stanley Culross Open Space are proposed including the addition of 310sqm of land from the application site. 19 parking spaces would be available, accessed from Stanley Road. Secure cycle parking is also provided.
- 3.1.4 The main residential development would be finished in yellow brick with textured masonry elements, with bronze roof, window and balcony elements.
- 3.1.5 The extended former public house would be finished in stone, bronze and patinated copper cladding and aluminium curtain walling.

3.2 Site and Surroundings

- 3.2.1 The application site is 0.38 hectares in size and of a triangular shape. It is located on the southern side of West Green Road at the junction with Stanley Road and is surrounded on its southern and eastern sides by the Stanley Culross Open Space.
- 3.2.2 The site includes the part-two part-three storey disused Red House Care Home which was closed in 2013. It also contains the single storey Derby Hall Church and associated nursery operations to the west of the former care home, and the former Duke of Cambridge public house (now the Golden Sands bar and restaurant) to the far west of the site. The former public house is locally listed and has been the subject of several unsympathetic refurbishments that have partially eroded its historic character.
- 3.2.3 The adjacent public open space is substantial in size and includes a playground and public pathways. Further to the south of the site fronting Stanley Road is the Mitalee Centre community building.
- 3.2.4 The surrounding area is characterised by two and three storey properties on West Green Road which feature commercial premises at ground floor level with residential units above. Many of these properties have front bay projections at first floor level. Properties to the west of the site on Stanley Road are two storey yellow brick and white-rendered terrace dwellings. To the east of the site across the park are three storey red brick blocks of flats.
- 3.2.5 The site is located within a Controlled Parking Zone (Wood Green Outer). It has a high public transport accessibility level (PTAL) of 6a due to the close proximity to Turnpike Lane underground station, as well as a large number of bus routes.

3.3 Relevant Policy Designations

3.3.1 The application site forms part of Site Allocation SA57 in the Site Allocations DPD 2017, which identifies the site as suitable for residential, town centre, employment and other uses.

3.3.2 The site is also within the Safeguarding Limits for Crossrail 2 and a Critical Drainage Area. Immediately to the west and north of the site is the West Green Road West Local Centre.

3.4 Relevant Planning History

The application site contains several different properties. Planning applications submitted since 1990 are referenced below. There have been no relevant planning applications submitted since 2006.

423 West Green Road (Red House Care Home)

HGY/1991/0585. Erection of a single storey rear extension to existing care home. Granted August 1991.

HGY/1991/1333. Single storey extension to care home. Granted January 1992.

HGY/2005/1531. Erection of rear ground floor extension to lounge, alterations to front entrance lobby and general upgrading of internal areas with associated landscaping. Granted October 2005.

Derby Hall Church

HGY/1994/0306. Installation of public payphone. Granted April 1994.

HGY/2004/0976. Change of use of building from place of worship to nursery. Permitted development. Permitted May 2004.

HGY/2005/0895. Erection of new entrance canopy and ramp, new buggy store to rear and associated alterations. Granted July 2005.

Former Duke of Cambridge public house (now Golden Sands)

HGY/1997/0678. Conversion of 1st and 2nd floors into 4 self-contained flats. Granted June 1997.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

4.2 The QRP reviewed the development proposals on 17th May 2017 and 18th March 2018. The Panel's comments from the last meeting are summarised as follows:

4.3 *"The panel considers that the proposals have the potential to deliver high quality development. It broadly supports the revised layout and the changes to the*

configuration of the blocks, and feels that the reduction in commercial accommodation is a positive response to the local context. However, it considers that a final iteration of the design is required (as outlined below), in order to fine-tune some of the detailed aspects of the scheme. In this regard, it highlights scope for refinement within: the design and activation of the ground plane of the development, including the robustness of the public realm; the architectural expression of the different buildings on the site; and the quality and amenity of some of the residential accommodation.”

- 4.4 In order to address these comments main residential accesses and additional windows have been added to the ground floor building elevations and high quality and robust materials such as brick are to be used for boundary treatments. The architectural detailing has been refined and fenestration arrangement amended to provide a more vertical emphasis and rhythm. Private amenity spaces are better defined by the robust boundary treatments and north-facing windows have been replaced by winter gardens which increase the scheme’s residential quality.
- 4.5 The Panel’s responses are repeated in full in Appendix 3. An indication of how the Panel’s key recommendations have been met is provided in table form within the design section below.
- 4.6 Development Management Forum (DMF)
- 4.7 The DMF was held on 22nd March 2018. During the meeting comments were made in respect of a number of aspects of the proposal, which are referenced below and are set out in more detail in Appendix 4:
- Nursery layout
 - Basement parking arrangements
 - Park layout, play space and size increase
 - Non-church related community facilities
 - Proposed uses
 - Cycle parking
 - Affordable housing provision and property tenure
 - Refuse storage
 - Solar panel provision
 - Height and canyon effect
 - Sound proofing
 - Sustainability
 - Material finish
- 4.8 The following were consulted regarding this planning application:
- 4.9 INTERNAL

4.10 Design Officer

4.11 The design of the proposed development is acceptable.

4.12 Conservation Officer

4.13 No objection on conservation grounds.

4.14 Transportation

4.15 No objections raised subject to conditions and s106 requirements.

4.16 Housing

4.17 The mix, tenure and layout of this development is supported.

4.18 Parks

4.19 No objections raised to the park improvements and donation of additional park land, subject to the provision of appropriate management and maintenance fees.

4.20 Drainage Engineer

4.21 The proposed drainage strategy meets the required criteria and is therefore acceptable.

4.22 Carbon Management

4.23 The application delivers some on-site carbon reductions against 2013 Building Regulations. Carbon offsetting contributions will be sought by legal agreement to achieve the zero-carbon target. The units do not overheat under current conditions but may do so in the future.

4.24 Subject to the provision of conditions to ensure that the projected targets would be met and future overheating mitigations are provided if required there are no objections to the proposal.

4.25 A future overheating management plan can be secured by condition to mitigate this through, for example, the installation of additional ventilation measures and/or air conditioning units if necessary.

4.26 Pollution

4.27 There are no objections to the development in terms of impact on air quality and land contamination, subject to conditions.

4.28 Waste Management

4.29 Waste collection arrangements are acceptable, subject to further detail to be secured by condition.

4.30 Building Control

4.31 No objections raised.

4.32 Regeneration

4.33 No objections raised.

4.34 Nature and Conservation

4.35 No objections subject to conditions.

4.36 Noise

4.37 No objections subject to conditions.

4.38 EXTERNAL

4.39 Financial Viability

4.40 The viability report submitted by the applicant was independently assessed by the Council's appointed consultant. The final conclusion was that the development can viably provide 21.5% affordable housing, plus a commuted sum payment of £93,742. Following negotiations an increased level of affordable housing was agreed given the Council's property interest in the site. As such, the additional proposed level of affordable housing is acceptable.

4.41 Thames Water

4.42 No objection.

4.43 London Fire Service

4.44 Dry riser inlets can be provided in accordance with Building Regulations (Part B5). The exact location can be confirmed by condition.

4.45 Metropolitan Police

4.46 No objections, subject to conditions.

4.47 Transport for London

4.48 No objection, subject to conditions.

4.49 Crossrail 2

4.50 No objections, subject to conditions.

LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 564 neighbouring properties;
- Local neighbourhood groups;
- Public notices were erected in the vicinity of the site.

5.2A re-consultation took place on 20th February 2019 after amended plans had been submitted. The latest plans removed a commercial/community unit fronting West Green Road, added more residential units to the scheme and demonstrated a substantial increase in affordable housing.

5.3The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are described below.

5.4Responses from individual addresses (64)

- 55 in Objection
- 7 in Support
- 2 Comments

5.5The following local groups/societies made representations:

- None.

5.6The following local representatives also commented:

- None

5.7The issues raised in representations that are material to the determination of the application are summarised as follows:

Land Use, Employment and Housing

- Removal of existing short term tenants
- Loss of existing residential accommodation
- Insufficient affordable and social housing
- Loss of existing jobs and businesses
- Loss of care facility
- Church would not serve local population

- Excessive number of churches in local area

Size, Scale and Design

- Overdevelopment of the site
- Excessive and dominating height
- Out of keeping with local character
- Inappropriate design
- Lack of fire safety

Transport and Parking

- Increased traffic congestion
- Loss of parking availability
- Loss of highway/pedestrian safety

Residential Amenity

- Loss of sunlight and daylight
- Increased overshadowing
- Increased overlooking and loss of privacy
- Increased noise disturbance
- Loss of security
- Disturbance from building works
- Increased overshadowing

Park, Environment and Public Health

- Loss of open space
- Insufficient open space improvements
- Lack of sustainability
- Increased environmental pollution (litter, smells, etc)
- Impact on health of residents

5.8 The following issues raised are not material planning considerations:

- Comments on the developer's reputation
- Comments alleging unlawful behaviour
- Private development of this site is inappropriate
- Insufficient consultation of existing tenants
- Loss of a private view
- Full disclosure of viability information requested

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Policy Framework

- Site Allocation
 - Land Use Principles
 - Masterplanning
2. Housing Provision and Affordable Housing
 - Affordable Housing and Mix
 - Housing Mix
 - Density
 3. Design and Appearance
 4. Heritage Impact
 5. Layout and Residential Quality
 6. Impact on Neighbouring Amenity
 7. Transport and Parking
 8. Open Space, Trees and Landscaping
 9. Drainage and Water Management
 10. Sustainability and Biodiversity
 11. Air Quality and Land Contamination
 12. Employment
 13. Fire Safety
 14. Section 106 Heads of Terms

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 This planning application is for the demolition of a disused care home and single storey church/nursery building, and the extension and conversion of an existing public house, to enable the provision of a development of maximum six storeys in height including residential properties and a re-located church/nursery.

6.2.3 The following strategic policies are considered to be of relevance in assessing this application.

6.2.4 *National Policy*

6.2.5 The National Planning Policy Framework 2019 (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 'development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.6 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.

6.2.10 *Regional / Strategic Planning Policy*

6.2.11 The consolidated London Plan (2016) sets out objectives for development through a range of planning policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) documents that provide further guidance and policy advice.

6.2.12 The draft new London Plan is also a material consideration in the assessment of the proposal, however carried limited weight.

6.2.13 *Local Policy*

6.2.14 In 2017 Haringey's Local Plan Strategic Policies document was updated to reflect the increasingly challenging borough-wide housing and affordable housing targets of 19,802 and 7,920 homes respectively.

6.2.15 The Site Allocations Development Plan Document 2017 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.

6.2.16 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.

6.2.17 Site Allocation

6.2.18 The application site covers a substantial part of Site Allocation SA57. Not all of the site allocation has come forward for development at this point in time as the Mitalee Centre (the remaining part) to the south of the site is rented to a local community group on a long lease and is therefore not available for development. As long as a masterplan is submitted with the application to demonstrate the remaining part of the site allocation could be brought forward for development should it become available in the future, and that the site-specific requirements and development guidelines of the site allocation would still be met, then the development of part of the site allocation only can be considered acceptable.

6.2.19 The site allocation envisages the redevelopment of the existing care home and church/nursery building to create a mix of town centre and residential uses, and supports the reconfiguration of the open space to the rear.

6.2.20 The site-specific requirements of SA57 are as follows:

- Indicative development capacity of 28 net residential units, 332sqm of employment space and 322qm of town centre floor space;
- Existing quantity of open space should be retained or increased, and enhanced;
- Uses should complement the existing local shopping frontage;
- Existing uses should be re-provided where appropriate.

6.2.21 In addition, the following development guidelines also apply to SA57:

- The setting of the locally listed adjacent pub (former Cambridge Arms) should be enhanced, primarily through continuing the building frontage on West Green Road;
- The community centre at the south of the site has been identified as being surplus to need and an alternative use should be created;
- The need to replace the community facility located on this site at present should be considered as part of any application;
- The Stanley Culross open space is designated as Significant Local Open Land and development should enhance its quality and not decrease the quality of the open land;
- The open space could be utilised to produce a clear east-west link through the park. Buildings should face onto the park from either side of this link and from the east of the site;
- Residential uses should respect the amenity of nearby residential properties;
- A piling statement will be required prior to any piling taking place;
- Applicants must consult with Thames Water prior to submission of an application.

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

6.2.23 Land Use Principles

6.2.24 The proposed development would replace the existing redundant care home and single storey church/nursery buildings with a high quality mixed-use development formed of three residential buildings, with the locally listed former Duke of Cambridge public house at the corner with West Green Road and Stanley Road extended to the rear, renovated and converted to form a replacement church, with nursery and café facilities also incorporated.

6.2.25 *Loss of Drinking Establishment*

6.2.26 Policy DM50 Part A of the Development Management DPD 2017 states that the Council will resist changes to the use of public houses unless it can be demonstrated that: (a) the public house is no longer viable financially: (b) all

feasible options for re-provision of a public house on site have been explored; or
(c) redevelopment of the site would secure an overriding public benefit.

- 6.2.27 The application site includes the 'Golden Sands' bar and restaurant, which was formerly the Duke of Cambridge public house. The building is locally listed.
- 6.2.28 The proposed development would refurbish and extend the former public house to enable its conversion to a church, including a street-facing café at ground floor and nursery at rear which would both be operated by the church.
- 6.2.29 The existing building has ceased operations as a traditional public house (Use Class A4) and instead now operates as a bar-restaurant (Use Class A3/A4). Bar-restaurant operations appear to have been active on this site since at least 2009. Nevertheless, the existing A3/A4 use does still provide some potential community benefits as an informal meeting place and Policy DM50 is partially intended to support informal community assets.
- 6.2.30 The relocation of the existing Derby Hall Church and associated nursery into an extended and renovated former public house building 'frees up' existing land adjacent to the former care home, which enables the remainder of the site to be redeveloped on a more comprehensive basis for residential purposes. This includes the provision of more than 50% social rented housing, plus other benefits including improvements to the size and landscaped quality of the adjacent park and an improved public realm.
- 6.2.31 The proposed development would also facilitate the refurbishment of the locally listed building, which has been significantly damaged and unsympathetically altered by unauthorised development over the years. The refurbishment would incorporate improvements to important elements of the building's external fabric, with features such as the ground floor window openings reverting to their original design and appearance. Unauthorised extensions such as the visually dominant street-fronting awning would also be removed.
- 6.2.32 Although an informal community meeting place would be replaced, there are several other public houses and bar-restaurants on West Green Road and elsewhere in the vicinity, including on the nearby Green Lanes. Furthermore, the church would incorporate a self-contained café at ground floor level thereby replacing the existing bar-restaurant space, which would provide an alternative community space as well as enabling and retaining an active frontage on this part of the site.
- 6.2.33 Therefore, the proposed extension, renovation and conversion of the former public house into a church and nursery would facilitate the restoration of a visually prominent and locally listed heritage asset and would also enable the comprehensive development of this allocated site for housing including a substantial and policy-compliant provision of low-cost affordable rental housing.

6.2.34 As such, it is considered that the change of use of the former public house as proposed would secure an over-riding public benefit and would therefore be acceptable in principle in accordance with Policy DM50.

6.2.35 *Replacement Social and Community Infrastructure*

6.2.36 Policy 3.16 Part B of the London Plan 2016 states that development proposals providing high-quality social infrastructure will be supported. It also states that proposals which result in the loss of social infrastructure in areas of defined need should be resisted, and that redundant facilities should be re-used for social infrastructure purposes in the first instance, where there is a defined need, before alternative uses are considered.

6.2.37 Policy SP16 of the Local Plan states that the Council will ensure that community facilities are protected and services are provided for Haringey's communities. It also states that the Council will promote the efficient use of, and the provision of multi-purpose community facilities.

6.2.38 Policy DM15 of the Development Management DPD states that development proposals resulting in the loss of specialist housing will be granted permission where it can be demonstrated that there is no longer an established local need.

6.2.39 Policy DM49 Part A of the Development Management DPD states that the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. Part B states that where there is a loss of a facility, evidence will be required to show that: (a) the facility is no longer required in its current use; (b) the loss would not result in a shortfall of provision of that use; and (c) the existing facility is not viable and there is no demand for any other suitable community use on the site.

6.2.40 Part E of DM49 states that new community facilities will be supported where they are: (a) accessible by public transport; (b) are located within the community they intend to serve; (c) provide flexible/adaptable space; (d) do not impact negatively on road safety or traffic generation; and (e) protect residential amenity.

6.2.41 Policy DM51 of the DM DPD states that planning applications for nurseries will be acceptable subject to the provision of detailed information on their: (a) staff/visitor numbers; (b) days and hours of opening; (c) nature of the business; (d) car parking/transport and servicing arrangements; (e) disabled access provision and; (f) noise minimisation techniques.

6.2.42 Site Allocation SA57 identifies the site as being suitable for a range of uses including replacement community facilities.

- 6.2.43 The site is occupied predominantly by a former care home building and its associated access and amenity spaces. The 'Red House' was a 34 bedroom care facility for older people that closed in 2013 after the Council considered it to be surplus to requirements for care provision.
- 6.2.44 The previous occupiers of the facility were relocated to appropriate alternative accommodation following a review of their individual care needs. Once transferred, there was no longer a necessity to provide residential care purposes at the Red House site and has remained redundant ever since.
- 6.2.45 At the time of the decision to close the care facility in 2011 the building was not fully occupied (23 permanent residents). Models of care service delivery have moved towards a commissioning-based methodology, which means that independently run facilities are now providing suitable care services.
- 6.2.46 Nearby examples of care accommodation for older people include Forward Support (146 Carlingford Road), Priscilla Wakefield House (Rangemoor Road) and Peregrine House (350 Hermitage Road), which are all located within the N15 postcode area.
- 6.2.47 Therefore, as the Red House site has remained closed for more than six years, it is considered that demand for care facilities for older people in this area is met by existing privately-run facilities. The existing building is not suitable for conversion or re-use for an alternative community or social use as the age and unusual layout of the building would make many alternative uses unviable. Its lawful use, in planning terms, has long ceased. Furthermore, the existing and redundant low rise building on the site is in clear need of being redeveloped.
- 6.2.48 As such, it is considered that the loss of this building is acceptable in principle.
- 6.2.49 For similar reasons of age, poor layout and lack of suitability, the existing church and nursery building (227sqm) is not suitable for its current purposes and its removal from the site is supported. These activities would be re-provided within a larger dedicated facility (1,104sqm) formed by the extension and refurbishment of the former public house.
- 6.2.50 The existing church has a varied timetable with midweek activities commencing at 10am and finishing no later than 9pm from Monday to Thursday, with later services on Friday up to 1am. Saturday activities currently occur between 9am and 9.30pm and Sunday activities between 9am and 10pm.
- 6.2.51 The main service on Sunday mornings is between 9am and 1pm with approximately 150 attendees, including children. All other activities including non-English language services typically attract no more than a third of the main service attendance (50 attendees).

6.2.52 The church hours of operation are not anticipated to change. However, the capacity of the church would increase to 215 and the applicant has indicated that a full attendance would be expected for the main Sunday service. Other Sunday services would be expected to increase by a maximum of 50 persons (to 100), with all remaining activities resulting in lower attendances.

6.2.53 The nursery currently operates between 8am and 6pm from Monday to Friday. The nursery caters for 33 children and is supervised by 7 members of staff. The numbers of staff and pupils attending the nursery would not change as part of this proposed development. There would be a small increase in the nursery hours.

6.2.54 For ease of reference the comparable elements of the existing and proposed church and nursery uses are described in the table below:

	Existing	Proposed
Floor Area	227sqm <ul style="list-style-type: none"> shared space 	1,104sqm <ul style="list-style-type: none"> 914sqm for church 190sqm for nursery
Church Operations		
Hours		
Mon-Thurs	1000h to 2100h	No change
Fri	1000h to 0100h	No change
Sat	0900h to 2130h	No change
Sun	0900h to 2200h	No change
Main Service	Sunday: 0900h to 1300h	No change
Occupants		
Max. Capacity	150	215
Typical Service	50	100
Nursery Operations		
Hours		
Mon-Fri	0800h to 1800h	0730h to 1900h
Occupants		
No. of Children	33	No change
No. of Staff	7	No change

6.2.55 The extended and converted former public house would provide high-quality and dedicated facilities that are much improved on the existing shared church/nursery operations. The proposed development would enable the church and nursery facilities to operate independently of one another, which they are unable to do at

present. It would enable the church to remain in the area for the long-term where demand for their services is already strong.

6.2.56 Part of the church layout would include a street-fronting café, accessible by the general public from West Green Road via a separate entrance to the main church, that would provide a community meeting space to replace that of the former pub.

6.2.57 Therefore, the proposed development would re-provide high-quality and flexible social and community facilities, in a highly accessible location where there is already significant existing demand for these facilities, it is considered that the re-provided church and nursery spaces are acceptable in principle. This is subject to the transport, noise, accessibility and other impacts of the uses also being considered acceptable, and these aspects of the proposed development will be assessed in detail in the relevant section below.

6.2.58 *Provision of Residential Use*

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

6.2.60 Policy DM10 of the DM DPD states that the Council will support proposals for new housing on sites allocated for residential development. Site Allocation SA57 describes the Red House care home site as being suitable for mixed-use development including the provision of housing.

6.2.61 The application site currently includes four existing flats above the former public house. The proposed development of 88 residential units includes four units for the private use of the church to be occupied by visitors only. This restriction would be secured by legal agreement.

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

6.2.63 The proposed development provides residential and social/community facilities but would not meet the mixed-use objectives of SA57 in full, as no employment or town centre uses are included within the scheme.

6.2.64 However, the site is not located within a designated commercial frontage, such as a local centre. The demand for employment space is either within larger town

centres (office uses) or designated industrial areas (industrial uses). In addition, there is a high vacancy rate for commercial units in this part of West Green Road which would not be helped by the increased competition from new commercial premises. Providing residential units in place of the commercial premises indicated by the site allocation would instead help to support existing businesses through the creation of passing trade and local demand for goods and services.

6.2.65 Therefore, it is considered that residential use at ground floor instead of commercial use is a more appropriate solution in this instance taking into account the specific circumstances of the site and its location.

6.2.66 As well as the re-provision of the existing church and nursery uses, further community facilities would be retained within SA57 in the form of the existing Mitalee Centre building which does not form part of this application.

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

6.2.68 Masterplanning

6.2.69 Policy DM55 of the DM DPD states that, where development forms only part of a larger site allocation, a masterplan must be submitted with the application in order to demonstrate to the Council's satisfaction that the proposal would not prejudice the future development of other parts of the site allocation, or frustrate the delivery of the wider site allocation requirements.

6.2.70 The applicant has provided an indicative masterplan for the entirety of SA57, within the submitted Design and Access Statement (Appendix A). The masterplan includes the community facility located immediately to the south of the application site (Mitalee Centre), which is located within the boundary of SA57 but is unable to form part of this development proposal as it is being rented on a long lease.

6.2.71 The indicative schematic shows how potential future development on the Mitalee Centre site can be achieved, with a similar building scale, massing and layout to Block C of the proposed development. The proposed development has been designed without windows on the southern side of Block C so that the potential masterplan can be completed without adversely affecting the living conditions of future occupiers of that block at a later date. This arrangement is considered an appropriate potential design for the remaining part of SA57.

6.2.72 The masterplan would not prejudice any of the site-specific requirements or development guidelines of SA57. As such, it is considered that the applicant has

submitted a logical and workable masterplan that is acceptable as it complies with the requirements of Policy DM55.

6.3 Housing Provision and Affordable Housing

6.3.1 Affordable Housing and Mix

6.3.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should expect this, in the first instance, 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-wide target of 40%, (by habitable room), with tenures split at 60:40 for affordable (social) rent and intermediate housing respectively. This approach is reflected in Policy DM13 of the DM DPD, which also states that the preferred affordable housing mix is 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 requires all developments not meeting a 35% affordable housing threshold to be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews required where appropriate.

6.3.6 The application is supported by a *Viability Assessment* (VA). The VA was produced in respect of the proposal as it was originally submitted, that is for a development of 83 units (79 publicly available) plus a ground floor commercial unit. The VA was independently assessed by BNP Paribas (on behalf of the Council) and the assessors concluded that the development would only be viable with a maximum 21.5% (by unit) affordable housing offer in addition to a commuted sum payment of £93,742.

6.3.7 A significant increase in the number of affordable housing units has been secured through negotiations with the applicant. These negotiations have been facilitated through a revised land deal with the Council whereby the applicant would complete the purchase of the land and construct the development before providing two blocks of affordable housing back to the Council as new council-homes.

6.3.8 Negotiations also secured additional housing in place of the previously proposed commercial unit.

6.3.9 As such, the proposal is for 88 residential units, four of which are for church use only. The applicant is now proposing 46 affordable units all of which are social rented equating to 54.9% of the total by habitable room. This would make a significant contribution towards the Council's borough-wide affordable housing target of 40% and is policy-compliant.

6.3.10 The Council would have the first option to purchase these social rent units, which would be provided entirely within the dedicated affordable Blocks B and C.

6.3.11 The mix of the proposed housing is explained in the table below:

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Unit Type/Location	No. of Units	No. of Hab. Rooms	Aff. Split (% by Hab. Room)	
Church (Private)				
1 bed	1	11	45.1% non-affordable	
2 bed	3			
Subtotal	4			
Block A (Market)				
1 bed	17	113		
2 bed	13			
3 bed	8			
Subtotal	38			
Block B (Social Rent)				54.9% affordable
1 bed	6	71		
2 bed	9			
3/4 bed	6			
Subtotal	21			
Block C (Social Rent)				
1 bed	6	80		
2 bed	13			
3 bed	6			
Subtotal	25			
Total	88	275	100%	

egy states that the Council's preferred tenure is for low-cost rented housing.

6.3.13 The provision of 100% of the affordable housing within the social rent tenure does not meet the required 60:40 split ratio of Policies SP2 and DM13, as stated above. However, the Council's Housing Strategy, which is a material consideration, confirms that there is a high demand for social rent properties in the Borough and therefore this ratio of tenure provision is welcomed. Twelve of the social rent units would be family-sized properties of three and four bedrooms. This equates to 40% of the affordable housing by habitable room, which is more than required by Local Plan policy.

6.3.14 The Council's Housing team has been involved in increasing the affordable housing provision for this proposed development and they support the proposed level, tenure and mix of affordable housing, as well as the layout of units provided. The development makes an important contribution towards the Council's Borough Plan target to build 1,000 social rented Council homes.

6.3.15 As such, given that a 54.9% proportion of affordable housing (by habitable room) would be provided with a high provision of family-sized units in an entirely social rent tenure that is in high demand in the borough it is considered that the amount of affordable housing provided for this development is acceptable and is welcomed.

6.3.16 Housing Tenure and Mix

6.3.17 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford.

6.3.18 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.

6.3.19 Four of the overall provision of 88 units, a one-bedroom unit and three two-bedroom units, would be for the private use of the church. This would be secured by legal agreement, in that the units must not be available for sale or rent on the private market, and must be for church use only, in perpetuity.

6.3.20 Thus, the development would provide a net increase of 84 residential units in the form of flats, including some duplex units over two storeys.

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

<i>Unit Type</i>	<i>Units</i>	<i>%</i>
1 bed flat	30	34.1
2 bed flat	38	43.2
3 bed flats	18	20.4
4 bed flat	2	2.3
TOTAL	88	100%

6.3.22 There is a large proportion of family housing units (20 units – 22.7% of the total) provided within the scheme. The Council's Housing team have stated that the mix of units as proposed is acceptable in this location.

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

6.3.24 Density

6.3.25 The supporting text of London Plan Policy 3.4 indicates that it is not appropriate to apply the London Plan Density Matrix and its thresholds mechanistically. Its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential including local context, design and transport capacity which are particularly important, as well as the availability of social infrastructure.

6.3.26 Policy 3.5 of the London Plan states that developments that fail to comply with the density standards may still be acceptable where they are of high-quality design. This standpoint is supported by the Mayor's Housing SPG.

6.3.27 The draft new London Plan proposes to remove the density matrix and indicates that a design-led approach to finding a site's optimum density would be most appropriate. Nevertheless, an assessment of the applicant's density figures is provided below.

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

6.3.29 The application site is within an 'urban' setting (terraced housing, mix of uses, close to a large district centre i.e. Wood Green) and has an excellent access to public transport, with a PTAL of 6a, including underground stations and a range of bus routes. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 700 habitable rooms per hectare for residential developments in this type of location.

6.3.30 The proposal demonstrates a density figure of 716 hr/ha which is slightly in excess of the indicative upper threshold. However, this slight additional density is permissible in this case given that public transport accessibility is currently excellent and is likely to improve in the future. Furthermore, the matrix does not preclude development outside of the indicative thresholds subject to it being of a high-quality design, with a good quality residential layout and other beneficial factors. This scheme is considered to have both a good design and residential quality.

6.3.31 It is also adjacent to a range of local amenities including shops, restaurants, community facilities and a public park, and includes amenity space.

6.3.32 Therefore, it is considered that the proposed density of the development is acceptable in principle, subject to further consideration of other relevant matters in the sections below.

6.4 Design and Appearance

- 6.4.1 The NPPF 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.
- 6.4.2 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.
- 6.4.3 The proposal would be formed of three main development blocks, notwithstanding the former public house that would be extended, refurbished and converted.
- 6.4.4 Block A would front onto West Green Road to a height of five storeys with a set-back roof level. The ground level would appear enlarged enabling duplex units to be provided with direct access onto the main road via front doors. The three floors above protrude marginally in front of those duplexes with angled winter gardens a key forward-projecting feature of the upper floor flats. The recessed top floor allows for front balconies at this level. Block A is attached directly to the eastern side of the former public house.
- 6.4.5 Block A projects to the south in an L-shape allowing for a car park to be included between its southerly projection and the proposed church/nursery. Access to the upper floor flats is provided on the eastern side of Block A from the new square off West Green Road. The northern and southern elements of this block would be visually separated by a glass lobby and stairwell.
- 6.4.6 Block A is separated from Block B to the east by the public square and north-south pathway that would provide access through the development site from West Green Road to the park. The existing street tree to the front of the existing and redundant care home would be retained.
- 6.4.7 Block B is a similar height to Block A, although there is a slight step down between the two blocks within the street scene on West Green Road due to a drop in land levels. Block B also incorporates ground floor duplexes accessed from West Green Road, although their design differs from Block A in that they project forward of the upper elevations rather than being slightly recessed. The flats on the upper floors each feature a recessed balcony, whilst those on the top floor have balconies that are set back into the roof. Block B is less wide than Block A but does turn both corners to have a relationship with the park to the east as well as the new square to the west. The floors on the eastern and southern elevations of Block B each have a similar appearance, with balconies provided overlooking the park.
- 6.4.8 Block C would be sited to the south of the proposed church/nursery extension and separated from it by the proposed car park. This gives a clear separation between the residential and non-residential elements of the development on

Stanley Road. Block C is lower in height fronting the street than Blocks A & B, being four storeys in height with a recessed fifth floor, reflecting the lower proportions of properties on Stanley Road. It does however step up further at the rear to form a sixth floor as it turns the corner to face the park. Block C is also split into western and eastern elements by a glazed central core.

6.4.9 Part of the southern elevation of Block C would not include windows, so to enable future development of the adjoining Mitalee Centre site to come forward without adversely affecting the amenity of the proposed residential units. This elevation would instead feature decorative projecting brickwork in order to avoid a blank flank elevation 'in the meantime'. All blocks have been designed to maximise passive surveillance onto the park to improve its security.

6.4.10 The former public house would be extended to the rear over four to five storeys, including a recessed roof level extension similar to those on the main residential development blocks, with the increase in height resulting from land levels that fall away to the south. The rear extension would be distinguished from the main historic building by its more contemporary design and material finish, with a glazed circulation core sited between them.

6.4.11 *Quality Review Panel (QRP)*

6.4.12 The proposal has twice been assessed by the QRP prior to the application being submitted. The most recent review took place on 14th March 2018 and the Panel's summarising comments are provided below:

6.4.13 *"The Quality Review Panel welcomes the detailed and helpful presentation, and feels that the design team has responded well to the comments from the previous review. The panel considers that the proposals have the potential to deliver high quality development. It broadly supports the revised layout and the changes to the configuration of the blocks, and feels that the reduction in commercial accommodation is a positive response to the local context.*

6.4.14 *However, it considers that a final iteration of the design is required (as outlined below), in order to fine-tune some of the detailed aspects of the scheme. In this regard, it highlights scope for refinement within: the design and activation of the ground plane of the development, including the robustness of the public realm; the architectural expression of the different buildings on the site; and the quality and amenity of some of the residential accommodation."*

6.4.15 The scheme has been amended following the QRP's comments and the comments made have been addressed. The details of how the comments are addressed are set out in the table below.

6.4.16 This table provides a summary of key points from the most recent review, with officer comments following:

Panel Comments	Officer Response
Summary	
General support for the development, with scope for refinement to public realm areas, architectural expression of buildings, and quality/amenity of residential accommodation.	Public realm and pedestrian routes have been reconsidered in tandem with the Met Police. The detailed articulation of buildings, use of materials and layout has been progressed with higher quality imaging now demonstrating a high-quality contemporary development that is supported by the Council's Design Officer.
Massing / Development Density	
Edges of blocks should ensure good level of surveillance and activity.	Proposed boundary treatments are visually permeable to allow for surveillance whilst passive visibility of the park from pedestrian routes and private balconies is maximised.
Residential block to south on Stanley Road should have single level only set-back upper floor	This change has been incorporated into the proposal.
Place-making / Landscaping	
Landscaping should be carefully considered and should reinforce the park 'edge' as the heart of the development.	Landscape is designed to encourage pedestrian movements through the development site via the north-south route into the park.
Measures should be taken to protect trees and their roots and propose a strong tree planting strategy	The two most significant trees around the site would be retained, and a variety of new tree planting is proposed to the acceptance of the Council's Tree and Nature Conservation Manager. Tree protection methodologies are proposed and would be secured by condition.
Layout	
Locating family-sized duplex apartments adjacent to park would improve the development/park interface. Ground floor bedrooms onto	It was considered more appropriate, in absence of significant new commercial development fronting West Green

the park should be avoided.	Road, to provide duplexes on that street instead to enliven and bring activity to the public realm. Activity would be brought to the park by visually permeable boundary treatments (brick plus metal fencing), which has the additional benefit of also giving adequate privacy to ground floor bedrooms.
Public realm should maximise natural surveillance.	Additional windows have been provided to ground floor flats fronting onto communal public areas.
Private gardens with high fencing adjacent to park should be avoided.	An element of boundary screening to the park is required to define private amenity spaces. This treatment would be designed to enable visually permeability between the park and private spaces.
Reduction of commercial accommodation onto West Green Road is welcomed.	Noted. A commercial space was not deemed necessary fronting onto West Green Road as the local area already has a high number of commercial units some of which are vacant.
Bin stores should be located away from primary frontages.	All bin store areas have been located away from street frontages.
Architectural Expression	
Provide greater exuberance within the architecture. Differing blocks could be visually more distinct within an overall common language to tie them together.	The architectural detail has been refined but the overall character and material palette is restrained in line with Haringey's preference in this area. This is considered appropriate in this location to prevent the development from becoming excessively prominent, and to help the design to blend into its surroundings which contains prominent use of yellow brick.

The architectural context of West Green Road includes both oriel and bay windows, and no 'flat' elevations, which is not reflected in this scheme. North-facing balconies should be replaced with winter gardens.	North-facing windows have been replaced with winter gardens to add variety to the West Green Road façade and reflect local characteristics, which includes upper floor projections.
High quality brickwork and balcony materials will be very important.	High quality materials are shown on the imaging presented and supporting documentation and will be secured by condition.
The brickwork to the town houses fronting West Green Road should have more refined detailing and a more vertical rhythm.	The brick detailing and fenestration arrangement has been amended to provide a more vertical emphasis, particularly to the West Green Road and eastern side elevations.

6.4.17 As set out above, the applicant has sought to engage with the QRP during the pre-application stage, and the development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered QRP points have been addressed to a significant extent.

6.4.18 *Scale, Bulk and Massing*

6.4.19 The density of the proposed development is considered acceptable in this location – this has been addressed in the 'Density' section above. The greatest height of one building, at six storeys, is located in the centre of the site away from neighbouring properties and public areas. From surrounding streets, the buildings would generally appear as mostly five storeys in height, due to the recessed nature of the roof level elements.

6.4.20 The Council's Design Officer has commented on the height, bulk and massing of the scheme, and notes that: *"The range of heights across the proposal is detailed to subtly and sensitively step up and create appropriate and pleasingly proportioned elevations of human scale. This includes the consideration that five and six storeys, in the form of four and five storey blocks with distinctive "base" ground floors and set-back "attic" top floors, are appropriate for the main West Green Road frontage, up to and including the park edges."*

6.4.21 The Design Officer indicates that the slight drop in land levels west to east allows for a stepped increase in scale of the buildings along West Green Road where, when viewed from the west, *"the rising height of the buildings, from three (plus set-back fourth), to four (plus set-back fifth and disguised two storey base) to five plus set-back sixth at the corner of the park, will act as a rising crescendo further*

marking the park”, and where, when viewed from the east on the same road, “Block B will form a “bookend” to the park and “announce” the local shopping parade and rising density of development as the busier town centres and transport interchanges of Green Lanes, Wood Green and Turnpike Lane are approached.”

6.4.22 The proposed buildings on the Stanley Road frontage would form a stepped increase in scale compared to the existing two and three storey terrace properties on the opposite side of that street. However, the significant visual permeability on this site of Stanley Road provided by the proposed car park and the entrance to Stanley Culross open space, as opposed to the continuous residential frontage across the road, allows for some greater bulk and massing to be accommodated without forming an oppressive scale.

6.4.23 The siting of the proposed development to the north of the adjoining public open space means that the scale and massing of the proposed buildings would not overshadow it. The blocks would not form a continuous wall of development around the north-western corner of park as the public routes enable some visual permeability. It is also relevant that the setting of the open space has always been fairly urban in that surrounding buildings are clearly visible and the space is not entirely screened from the wider public realm by trees. As such, the Council’s Design Officer notes that: *“The view of the development from the park will therefore be of three modestly scaled mansion blocks.”*

6.4.24 *Street Scene Impact*

6.4.25 This proposal is required to respond to two adjacent streets with different characteristics – the commercial West Green Road to the north and the mostly residential Stanley Road to the west, as well as the open landscaping of Stanley Culross Open Space to the south and east.

6.4.26 The blocks fronting West Green Road would follow the visual rhythm of the properties across the road, with winter gardens reflecting the upper floor bay windows evident on some properties, and would continue the existing building line along the street. In order to encourage activity at street level, which is consistent with the surrounding local centre, front door accesses to the duplex units of Blocks A and B would be provided onto West Green Road.

6.4.27 The church/nursery conversion would also promote an active frontage onto West Green Road by siting their main entrance onto that road as well as by providing a public-facing café within the ground floor of the former public house. This building is identified as distinct from the new residential development through the provision of a glazed entrance and core to its eastern side, and the provision of a tall glass ‘blade’ adjacent to it. This visual break allows for the difference in proportions between the floors of the refurbished former public house and those of the proposed new-build development to be accommodated.

- 6.4.28 The mansion block-style of Block C would have a similar scale to the rear extension to the former pub. The significant spacing that would exist between these two buildings, formed by the vacant space above the proposed car park, would create a highly permeable street pattern that means the massing of these buildings would not dominate the street scene on Stanley Road.
- 6.4.29 The proposal would retain existing trees at key points to indicate the locations of the north-south and east-west pedestrian routes between the proposed blocks and give glimpses of parkland from West Green Road and Stanley Road.
- 6.4.30 The residential access points to each individual residential block would be unobstructed and easy to reach from public areas. These access cores would be clearly identified through use of colour and glass.
- 6.4.31 *Materiality and Articulation*
- 6.4.32 Elevations are well-proportioned and effectively composed with a distinct base, middle and top, and orderly arranged fenestration and balconies. The proposed materials would be durable and appear appropriate for their context.
- 6.4.33 The multi-coloured glass 'blade' element that marks the church is welcome and would help to identify the site, and the church entrance in particular, from afar.
- 6.4.34 Blocks A and B have a gradation in their finishing materials with a darker brick base element, lighter brick middle and a recessed metal-clad top element. These treatments would face onto the surrounding roads and the square between them. Block C has a simpler palette without the darker base, which is more appropriate given the predominantly residential character of Stanley Road.
- 6.4.35 The darker brick is also used to form the boundary around the site including around Block C, fronting the park and adjoining the new pathways, which is appropriate for a low-level treatment that must necessarily be robust.
- 6.4.36 The Council's Design Officer indicates that the *"brick-based palette is welcome as a durable, appealing and contextual material. The idea of a darker brick for the West Green Road lower floors and for garden walls elsewhere, and a lighter brick elsewhere is likely to be appropriate and to respond in a complimentary but not imitative manner to the variety of bricks found in surrounding existing buildings."*
- 6.4.37 Due to the complexity of some elements of the detailed design, such as projecting and recessed doorways and balconies, particularly those fronting onto public areas, the Design Officer recommends that key details are fully supported by highly detailed drawings (for example at 1:5 scale where appropriate) and this can be secured by condition in the event of an approval. Full details of materials

used on main elevations, access cores and entrance shall also be agreed in detail by the imposition of appropriate conditions as part of any planning consent.

6.4.38 The Church would be extended predominantly in a brick to closely match that on the existing former public house building. It would include coloured elements that are not common in the surrounding area. However, for its proposed use as a place of worship some uniqueness from the local material palette is considered reasonable. Furthermore, this northern part of Stanley Road is closest to West Green Road which has a varied colour palette due to its commercial nature. Coloured glass in windows would add to this varied palette and provide a visual connection to the similarly-styled blade element on West Green Road.

6.4.39 The Council's Design Officer states that exact details of materials for the church extension must be confirmed by condition.

6.4.40 *Summary*

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

6.4.42 *"This proposal is a well-designed redevelopment of an allocated site that sits at the fulcrum between the busy local shopping street of West Green Road and a hitherto neglected and ill-defined public park. The urban form, bulk, massing and pattern of streets, paths and blocks will help give greater definition and sense of enclosure to the park, as well as increasing its area."*

6.4.43 *"The relocation of the currently poorly housed but popular existing church, into a restored, improved and extended former pub, will secure the retention and improvement of a locally listed building and distinct corner, complimentarily to the local centre."*

6.4.44 Taking the Design Officer's opinions into account, it is considered that the proposed development would erect a series of distinctive buildings of a high-quality design on this currently under-developed site. It would have a positive impact on the character and appearance of the surrounding area, positively extend and refurbish an existing historic building and provide appropriate enclosure, as well as an increased floor area, to the adjacent public open space.

6.4.45 Therefore, the proposal would be acceptable in design terms.

6.5 Heritage Impact

6.5.1 The site is not located within a conservation area nor is it located close to any listed buildings. The application site does include the locally listed 'former Duke of Cambridge' public house which would be extended and converted as part of this application.

- 6.5.2 Locally listed buildings are non-designated heritage assets. The NPPF states that a balanced judgement will be required when an application affects a non-designated heritage asset having regard to the scale of any harm or loss and the significance of the heritage asset. Policy DM9 states that development that conserves or enhances the significance of a heritage asset and its setting will be supported.
- 6.5.3 With respect to the impact on the locally listed building the proposal includes works to refurbish the facades of the historic building including restoration of original features, and refurbishment of the former pub frontage having regard to its original design detailing and proportions. This work would provide a considerable enhancement to the appearance of the historic building and significantly improve its contribution to the street scene.
- 6.5.4 The new buildings proposed to the east of the pub along West Green Road, whilst larger in scale than the original terrace (which existed on the application site before the construction of the care home), would reinstate the original building line and urban grain in this area, thereby partially replicating the original setting of the pub.
- 6.5.5 The extensions to the roof and rear of the former pub would lead to a limited loss of historic character and fabric to this locally listed building. The proposed rear extension would not replicate the original building layout, obscure its original form and lead to some loss of original fabric in the form of the rear wall. However, this would be outweighed in conservation terms by the benefits from re-instatement of original details fronting the main thoroughfare on West Green Road and the removal of the unsympathetic extensions to the rear.
- 6.5.6 The roof extension would similarly not reflect the materials of a pub of this era, or the original building layout, but would be partially obscured from public views by the parapet wall, whilst its proportions and fenestration pattern would reflect the original building façade.
- 6.5.7 The Council's Conservation Officer has assessed the proposal and a summary of their views, in accordance with the comments above, is provided below:
- 6.5.8 *"On balance, the proposal would provide some enhancement to the historic pub building and its setting (especially to the West Green Road frontage) that would outweigh any adverse heritage impacts of the proposal."*
- 6.5.9 Therefore, noting the Conservation Officer's comments, although there is minimal harm caused by the proposed new buildings surrounding the locally listed property, this is wholly outweighed by the heritage benefits of refurbishment of the locally listed building. The proposal is considered acceptable in terms of its conservation and enhancement of the significance of the locally listed building

and its setting, subject to the imposition of a condition on any grant of planning consent requiring highly detailed drawings that show details of how the frontage of the building would be finished.

6.5.10 As such, the proposal would be acceptable and also welcomed in conservation terms.

6.6 Residential Quality

6.6.1 Layout

6.6.2 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 space. 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).

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

6.6.4 Twenty of the proposed units (22.7%) would be single aspect. This is considered an acceptable proportion for new developments in a location where high-density living is to be encouraged. Furthermore, some of these single-aspect units incorporate a stepped elevation with a small window that would facilitate additional light, outlook and ventilation compared to a typical single-aspect unit.

6.6.5 The application site has a long street frontage on West Green Road, which means that flats on that side of the proposed development would mostly have only a single aspect. The development layout is further restricted by its siting immediately adjacent to a locally listed building, which is being retained. As such, there are 15 (17%) north-facing single-aspect units within the proposal. Some additional aspect for the single-aspect north-facing flats in Block A would be available from the winter gardens which provide angled aspect to the west. Furthermore, a single-aspect north-facing flats located at roof level would benefit from increased aspect from their relatively large balconies.

6.6.6 *Outdoor Amenity and Play Space*

6.6.7 All properties have private amenity spaces in the form of gardens or balcony areas which are at least 5sqm in floor area, which meets Housing SPG requirements. All ground floor flats in all blocks have their own private garden areas of between 10 and 102sqm; the majority of these units are family units. 150sqm of amenity space is also proposed at roof level on block A.

6.6.8 The development has an anticipated child yield of 56 using the revised GLA Child Playspace calculator which generates a requirement for 561sqm of play space. There is a very limited amount of communal ground floor space within the site boundary that would be available for play space to be installed. However, there is 360sqm of play space for young children currently available within the immediately adjacent park, which would be visible from proposed flat blocks A, B and C, and a financial contribution is being made towards improving this (see below). Taking into account the private garden areas, and the contribution to public playspace immediately adjacent to the site, provision of outdoor space for younger children is considered acceptable.

6.6.9 The wider park area, and other public parks, are within the required 800 metres of the application site in order to provide suitable open spaces and equipment for older children.

6.6.10 Therefore, the proposed development is able to satisfy the requirements of the Council's Planning Obligations SPD by providing a financial contribution towards the creation of new, or improvements to existing, play areas at a rate of £95 per square metre of required play space (£53,295 in this case). This can be secured by legal agreement.

6.6.11 *Outlook and Privacy*

6.6.12 The distance between the proposed flats in Block A and Block B and the residential units opposite on West Green Road is a minimum of 15 metres. This separation arrangement reflects that which is already in existence between flats on West Green Road.

6.6.13 The proposed flats within Block C would be separated from existing properties on Stanley Road by approximately 18 metres or greater. This distance represents a generous separation arrangement between dwellings in urban areas and therefore would not materially affect the amenity of surrounding residents.

6.6.14 Most of the proposed flats would have at least one clear aspect across the park. The ground floor flats would also have an amenity space buffer between the property and the park.

6.6.15 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

6.6.16 *Daylight and Sunlight*

6.6.17 The applicant has submitted a *Daylight and Sunlight Report* (DSR) with the application. The DSR analyses 18 sample units across Blocks A, B and C. The sample includes all units located at ground floor as these are the most likely to be affected.

- 6.6.18 Daylighting to proposed units is typically assessed through the calculation of average daylight factor (ADF). Building Research Establishment (BRE) thresholds are deemed as being met if an ADF factor of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms are attained.
- 6.6.19 13 of the 18 sample flats would either achieve or have a minor reduction (no more than 5% - which is barely perceptible) against the BRE recommended ADF target values within all habitable rooms. For a further three of the units studied the main habitable space (living room), meets the BRE recommendations. For Flat C1 the reduction in daylight to the living room is only 20% below the BRE recommendation (which is a good level for higher density flatted development).
- 6.6.20 Only in Flat A2 (a market sale unit) would the daylight level for the main habitable room be significantly below BRE recommendations, which is a very small proportion of the eighteen-unit sample.
- 6.6.21 Furthermore, only Flat C3 (social rent) would have a noticeable reduction below the recommended BRE targets for daylight distribution, which is also a very small proportion of the sample.
- 6.6.22 For sunlight, the BRE recommends the annual probable sunlight hours (APSH) test which calculates the percentage of anticipated hours of sunlight received by each window in both the summer (March to September) and winter (September to March) months. The guidelines recommend that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months.
- 6.6.23 Of the sample units assessed 10 of the sample units would meet or exceed the APSH standards within the main living space. Two flats (A2 and B3) would receive more than half the APSH targets and would also meet the targets for winter sunlight hours. Flat C1 receives approximately half the APSH within the living room but its kitchen/diner receives high levels and is large enough to be considered a prominent habitable room.
- 6.6.24 Two of the tested units (B1 and C3) would not meet the sunlight standards due to their mostly northern aspect. However, additional sunlight would also be accessed from their balconies. The four duplexes and Flat A7, all fronting West Green Road have challenging layouts in respect of sunlight. The orientation of the development, with its longest façade on the northern side and additional development blocks located to the south, means that some sunlight limitations are expected. The duplexes have been designed with winter gardens, as well as rear courtyards, to maximise their access to sunlight, and it is noted that all residents would have convenient access to the surrounding parkland.

6.6.25 It is also recognised that the flats assessed indicate a worst-case scenario for day/sunlight provision and that units on the floors above those surveyed would have improved sun and daylighting levels.

6.6.26 As such, it is considered that overall, acceptable levels of daylight and sunlight would be achieved across the development.

6.6.27 *Air Quality, Noise and Lighting*

6.6.28 A large proportion (68) of the units would benefit from dual aspect, enabling passive ventilation, with most flats benefitting from windows or amenity spaces onto either the park or Stanley Road where pollution levels are low. Air quality is lowest on West Green Road and flats facing that street benefit from enclosed winter gardens or rear courtyards. Air ventilation units will be fitted to these properties with air also being drawn from the south where practicable. Where this isn't practicable ventilation inlets shall be fitted with nitrogen oxide filters to ensure air ingress is of a good quality. This has been secured by condition.

6.6.29 Excessive noise disturbance to occupiers of the proposed flats would not occur, as confirmed by the Council's Noise Specialist, subject to conditions to secure provision of good quality glazing, limits on nursery hours and staff, and limits to the loudness of amplification from within the church.

6.6.30 Lighting from the internal pathway and new public realm areas would be controlled by condition so it would not impact negatively on future occupiers.

6.6.31 *Internal Layout*

6.6.32 Each residential block is accessed from a single core, and core accesses do not serve more than 8 flats on each level, which meets Housing SPG requirements.

6.6.33 Refuse stores are reachable within 10 metres of public areas which meets the Council's waste management requirements. Commercial collections, including those for the church, are arranged on a private basis. The Council's Cleansing team have raised no objections to the proposal.

6.6.34 Accessibility

6.6.35 Nine flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which meets the 10% target required. These units are located within Block A, which means the units benefit from access by two lifts.

6.6.36 Security

- 6.6.37 The development would increase natural surveillance onto local streets and the adjacent park by providing active frontages on all sides. Visually permeable boundary treatments would be provided to define public and private spaces whilst allowing some passive surveillance between them.
- 6.6.38 Public pedestrian routes through the site would be possible during daylight hours, although these routes would be closed off by gates during the night. Exact details of the siting, management and timing of gate closures can be secured by condition.
- 6.6.39 CCTV by entrances is recommended and access to blocks should be via encrypted key fob provision. These and other technical recommendations have been proposed by the Metropolitan Police. They are satisfied that the development would be able to gain Secured by Design accreditation, and this requirement would be secured by condition.
- 6.6.40 As such, the residential quality of the proposed development is considered to be acceptable.

6.7 Impact on Neighbouring Amenity

- 6.7.1 Policy DM1 of the DM DPD requires developments to ensure a high standard of privacy and amenity for its neighbours.
- 6.7.2 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 objective to optimise housing output and the need to accommodate new housing in locations with good accessibility, as described in Policies 3.3 and 3.4 of the London Plan.
- 6.7.3 The Housing SPG also states that quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without 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.
- 6.7.4 The applicant has submitted a *Daylight and Sunlight Report* with the application, which is analysed and referred to in the paragraphs below.
- 6.7.5 The Report assessed properties surrounding the application site and found that only 422 to 458 (evens) and 437 West Green Road, plus 27 to 57 (odds) and 22 Stanley Road (Mitalee Centre) had the potential to be affected by the proposed development.
- 6.7.6 The Vertical Sky Component (VSC) methodology was used to calculate the daylight impact on neighbouring properties. The VSC method calculates the

amount of visible sky available to each window. The guidelines state that, post-development, neighbouring properties should have a VSC of no less than 27% or no less than 0.8 times its former value.

6.7.7 For sunlight the APSH test is used (as described in the residential quality section above). For properties neighbouring a development only those windows orientated within 90 degrees of due south and which overlook the application site need to be assessed.

6.7.8 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 observing which parts of the amenity area receive at least 2 hours of direct sunlight on the 21st March. On that date, an amenity space should have at least 2 hours of sunlight across at least 50% of its area, or it should retain at least 0.8 times or greater its former level of sunlight, to have acceptable levels of sunlight.

6.7.9 *Daylight Impact*

6.7.10 In terms of vertical sky component (VSC) more than half of the neighbouring properties assessed (19 of 37) would meet the BRE threshold. Where a reduction in daylight below the threshold occurs the VSC does not fall below 22.99%. It is considered reasonable to expect slightly lower daylighting levels in a high density urbanised environment.

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

6.7.12 *Sunlight Impact*

6.7.13 In addition to the sunlight objectives indicated above the guidelines allow for a 20% reduction in APSH when compared to the pre-development value with total reductions of less than 4% APSH not being considered noticeable.

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

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

6.7.16 *Overshadowing*

6.7.17 Few private amenity spaces are located close to this site due to the commercial nature of West Green Road. The public park is located to the south and east of the site and therefore would continue to receive good quality sunlight.

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

6.7.19 *Outlook and Privacy*

6.7.20 Properties within Block A are separated from the existing properties on the opposite site of West Green Road by a minimum of 15 metres. This is a similar separation distance to that which exists on other parts of West Green Road. Block B is set back further than Block A. As such, it is considered that the level of outlook and privacy that would be retained by the existing flats on West Green Road would be appropriate for a flat located in an urbanised area.

6.7.21 The separation distance between Block C and existing properties on Stanley Road is at least 18 metres. This is also an appropriate separation distance for an urban area. The private amenity areas to the rear of the existing houses would be unaffected by the proposal.

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

6.7.23 *Air Quality, Noise and Light*

6.7.24 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.

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

6.7.26 An *Air Quality Impact Assessment* has been submitted with this application that concludes that the impact of this development on existing properties would be negligible.

6.7.27 The Council's Noise Specialist has stated that the increase in noise from occupants of the proposed residential properties would not be significant given the current urbanised nature of the surroundings. The *Planning Noise Assessment* indicates that sound levels would be within reasonable levels when heard at neighbouring properties.

6.7.28 The proposed new church and nursery would replace existing uses on site. The number of nursery staff and children would not increase. Although the capacity of the church would increase by 43.3% the new building would have much

improved sound insulation. Limitations to amplified sound levels and a requirement to close doors and windows during times of sound amplification shall be required by condition. Plant noise shall also be controlled by condition. The Council's Noise Specialist has therefore indicated that noise levels would be within acceptable limits.

6.7.29 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.

6.7.30 Any 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.

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

6.8 Transport and Parking

6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and improve 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 followed by Policies DM31 and DM32 of the DM DPD.

6.8.2 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 all be provided at appropriate levels.

6.8.3 The site has a very high public transport accessibility level (PTAL) of 6a. There is an underground station within a short walk of the application site, whilst numerous bus routes are available locally.

6.8.4 The site is located within the Wood Green Outer controlled parking zone (CPZ), which restricts parking from Monday to Saturday, between 8am and 6.30pm.

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

6.8.6 *Existing Parking*

6.8.7 On-street parking beat surveys have been undertaken for the area surrounding the application site and the results have been reported within the submitted *Transport Statement*.

6.8.8 Surveys were undertaken on Friday 16th and Tuesday 20th March 2018 between 0300h and 0430h when residents are at home and on-street car parking is at its highest. The results of the on-street car parking surveys concluded that of the 339-361 car parking spaces available within a 200 metre radius of the site between 117 and 153 spaces were free. This gives a maximum parking space utilisation level of 76%.

6.8.9 Based on this data the streets surrounding the site are not considered to be suffering from high on-street car parking pressures. Data has also been submitted that shows the maximum number of available car parking spaces was observed on a Sunday (18th of March 2018 at noon), i.e. during the main weekly church service, with 153 car parking spaces available within the local area. This shows that the church congregation is not having a significant impact on local parking availability.

6.8.10 *Trip Generation*

6.8.11 The residential development would be designated as 'car-free' with access to residential parking permits restricted by legal agreement. Given this designation, the 88 units are anticipated to generate 34 in/out trips during the morning peak and 35 in/out trips during the evening peak, with most resident trips expected to be taken using public transport.

6.8.12 Church attendees would increase from 150 to 215 people during the main Sunday service. The Council's Transportation team has commented on this increase as follows:

6.8.13 *"Based on an increase of some 70 additional attendees we would expect the car driver/ car passenger mode share to increase by 28 attendees. Assuming a car occupancy rate of 2.4 attendees per car this would result in generating an additional 12 car trips."*

6.8.14 This would not add a significant load to the highway network. Furthermore, the relocated nursery does not propose an increase in staff or pupils and therefore it is considered that the vehicle trips relating to this use are already on the highway network.

6.8.15 *Parking Provision*

6.8.16 Local Plan Policy SP7 focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Policy DM32 of the DM DPD.

- 6.8.17 The Mayor of London's Housing SPG Standard 18 states that each designated wheelchair accessible unit should have a car parking space. If all wheelchair adaptable dwellings are occupied by disabled nine accessible car parking spaces would be required.
- 6.8.18 Nine wheelchair accessible parking spaces are provided at basement level within a secure area, accessed from Stanley Road. Details of access controls would be secured by condition. The residential element of this development is car-free other than for wheelchair user parking, which is appropriate due to the site's excellent public transport accessibility levels, location in a controlled parking zone and given there is no significant car parking pressure locally.
- 6.8.19 Residents would not be permitted to apply for parking permits. As family units would not have access to parking spaces enhanced car club packages must be proposed for these properties, which can be secured by legal agreement.
- 6.8.20 Ten parking spaces, also accessed from Stanley Road, would be available at ground floor level for church and nursery use. The Transportation team has raised no objections to the parking provision for the church and nursery given the anticipated vehicle trip levels and the existing on-street parking availability, as described above.
- 6.8.21 In order to further support the car-free development and to promote sustainable transport, travel plans and travel plan statements (as appropriate) are required for each of the approved uses and these can also be secured by legal agreement.
- 6.8.22 The Transportation team has stated that a financial contribution towards the design and consultation of local parking control measures is required, as is a parking management plan. These can be secured through legal agreement.
- 6.8.23 *Cycle Parking*
- 6.8.24 The London Plan 2016 requires one secure and sheltered cycle parking space per one-bedroom unit and two spaces for each unit of two or more bedrooms. The proposed development would provide a minimum of 168 secure and sheltered cycle parking spaces, 140 of which would be allocated to the residential units.
- 6.8.25 The Council's Transportation team has confirmed that number of cycle spaces is in accordance with the London Plan. The cycle parking must also be in line with London Cycle Design Standards, which requires a minimum of 5% of the cycle stands to accommodate larger bicycles, amongst other requirements. This objective can be secured by condition.

6.8.26 *Other Requirements*

6.8.27 The application site is within an area that must be safeguarded in respect of Crossrail 2, as future tunnels for that railway could run beneath it. Transport for London have been consulted on this application and have raised no objections subject to construction method statements for below ground works being reviewed by Crossrail 2 prior to the commencement of works. This can be secured by condition.

6.8.28 A financial contribution towards highway works is required to provide vehicle crossovers and other related measures. This will be secured by legal agreement.

6.8.29 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Open Space, Trees and Landscaping

6.9.1 *Open Space*

6.9.2 Policy DM20 of the DM DPD states that development that protects and enhances the Council's open spaces will be supported, whilst any reconfiguration of these spaces shall be: part of a comprehensive, deliverable scheme; with no net loss of open space; including enhancements to address particular deficiencies in that space, and; would not adversely affect its existing functions.

6.9.3 It is proposed that, on completion of the development, a 310sqm tranche of land to the south of the application site would be donated to the adjacent park (Stanley Culross Open Space). The applicant has also submitted a landscaping plan that shows wider improvements to the park including new footpaths, tree planting, wildflower planting and other improvements. The exact details of the park landscaping would be the subject of future consultation and can be secured by legal agreement.

6.9.4 The improvements to the park would be beneficial to its appearance and usability, whilst the land area of the park would increase as the result of the land donation.

6.9.5 The Council's Parks team has commented on this application. The Council is content to adopt the additional land on the condition that the increased maintenance costs be provided as part of the land donation arrangements. This will be secured by legal agreement.

6.9.6 Therefore, the landscaping proposals are acceptable in principle, subject to detailed consideration of the park improvements at a later date in consultation with the Council's Parks team and other Council and public groups.

6.9.7 *Tree Protection*

6.9.8 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.

6.9.9 The Council's Nature and Conservation Manager has commented on this application and raised no objection. The two most significant trees would be retained and protected – one fronting West Green Road and the other on Stanley Road. Six trees would be removed but these are of low quality, with at least six new trees being planted within and around the site. The exact details of revised tree planting, including appropriate maturity, would be secured by condition. As such, there would be no net loss of trees.

6.9.10 Retained trees would be protected in accordance with best practice, with protective fencing and ground protection methodologies to be used during demolition and construction. Works within root protection areas would be supervised by Council officers. These matters would be secured by condition.

6.9.11 *Landscaping*

6.9.12 Within the site high quality hard and soft landscaping would be provided throughout including within private garden areas and along communal pathways. These pathways would be open for public access during daylight hours with gates closing these routes to the public at night.

6.9.13 Hedges would be planted to indicate boundaries between properties and also to the northern edge of the park. Parking and the public courtyard fronting West Green Road would be block paving. Internal footpaths would be finished with resin-bound gravel and brick walls would include decorative railings where appropriate.

6.9.14 As such, the application is acceptable in terms of its impact on trees, landscaping and the adjacent open space, subject to conditions and legal clauses.

6.10 Drainage and Water Management

6.10.1 London Plan Policies 5.12 and 5.13 require measures to reduce and manage flood risk. Local Plan Policy SP5 states 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 require measures to reduce and manage flood risk and incorporate SUDS, whilst DM26 of the same document requires measures to reduce flood risk in critical drainage areas.

- 6.10.2 The application site is within Flood Zone 1, which indicates a low risk of flooding. Environment Agency maps demonstrate that the site has a very low risk of fluvial, surface water and reservoir flooding. As such, no specific flood risk mitigation is required.
- 6.10.3 The proposed development would include green roofs which provide some water retention. Rainwater would be managed through a combination of permeable paving and underground attenuation tanks. Surface water would discharge from the tanks into the public sewer in Stanley Road at a restricted rate, slowed by hydro-brake.
- 6.10.4 The Council's SUDS Officer is satisfied with these proposals. Additional maintenance information is required, and this can be provided by condition.
- 6.10.5 Thames Water have commented on the proposal and raised no objection, subject to conditions.
- 6.10.6 As such, it is considered that the proposal is acceptable in terms of its water management arrangements.

6.11 Sustainability and Biodiversity

6.11.1 Carbon Reduction

- 6.11.2 The NPPF, Policies 5.1-5.3 and 5.5-5.9 of the London Plan 2016, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.
- 6.11.3 The applicant has submitted an *Energy and Sustainability Statement* in support of this application. Photovoltaic (solar) panels would be provided across the site. Each flat would be provided with a high-efficiency gas-fired boiler. This would lead to an anticipated reduction in carbon dioxide emissions of 35.4% (47 tonnes per year) against 2013 Building Regulations.
- 6.11.4 The remaining carbon (86 tonnes per year) for this development must therefore be offset by way of a financial contribution at a rate of £1,800 per tonne of carbon. This figure is £154,800 and would be secured by legal agreement.
- 6.11.5 Further information is required in respect of how hot water and heating would be efficiently generated for this development. This information can be adequately provided as part of a revised Energy and Sustainability Statement, and secured by condition.
- 6.11.6 20% of the car parking spaces would be provided with electric vehicle charging points (plus a further 20% passive provision).

6.11.7 *Overheating*

6.11.8 Individual units would be fitted with internal blinds to minimise the potential for overheating. The units do not overheat under current climatic conditions but have the potential to overheat in the future.

6.11.9 The Council's Carbon Management team has reviewed the overheating strategy and state that future overheating can be controlled through the submission of an appropriate management plan to explore the exact type of methodologies, such as blinds, changes to glazing or air conditioning units, that can be installed to this development to provide future overheating improvements. This Council's Carbon Management team has agreed that this can be adequately secured by condition.

6.11.10 *Biodiversity*

6.11.11 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 states that all development shall protect and improve local biodiversity.

6.11.12 Green roofs would be provided across the development which would provide biodiversity improvements in comparison to the existing site. Further information is required in respect of residential accessibility, substrate depths, planting arrangements and invertebrate habitats within these green roofs. The proposed development is also capable of providing bird boxes. These biodiversity improvements can be secured by condition.

6.11.13 As such, the application is acceptable in terms of its biodiversity impact.

6.12 Air Quality and Land Contamination

6.12.1 *Air Quality*

6.12.2 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.

6.12.3 An *Air Quality Assessment (AQA)* has been submitted with the application. The report states that the impact of the proposed development on existing properties would be negligible. However, the proposed units fronting West Green Road, would require some mitigation from the low air quality on that street.

6.12.4 The development proposal includes mitigation in the form of ventilation of units using air drawn from the southern façade of buildings where possible. Where this cannot be achieved nitrogen oxide filters would be installed to ventilation inlets.

Further information on exactly how this arrangement would work in practice can be secured by condition.

6.12.5 An air quality neutral assessment indicates that the development would be unlikely to exceed building and transport emissions benchmarks. Further information is required at a later stage to ensure the benchmarks are met and this can be secured by condition.

6.12.6 The Council's Pollution Officer raises no objections to the proposal and has stated that an updated AQA, plus further details regarding construction dust controls and boiler emissions, can be adequately secured by condition.

6.12.7 *Land Contamination*

6.12.8 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.

6.12.9 No land contamination information or desktop survey has been submitted with the application. The current and former uses of the site mean that significant contamination of the land is unlikely. However, this must be confirmed before development commences. The Council's Pollution Officer has stated that further land contamination information may be provided at a later date, and secured by condition, as long as appropriate remediation is also carried out should it be required.

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

6.13 Employment

6.13.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.

6.13.2 The existing care home has been vacant since 2013 and there is no prospect of the site being re-occupied in its current use. A small number of jobs may be lost through the conversion of the bar/restaurant into a church/nursery. However, the negative aspect of job losses in this context would be significantly outweighed by the other benefits of the proposal, which includes more than 50% social rented housing within a low-cost rental tenure, long-term retention of the existing church and nursery community facilities, refurbishment of a locally listed building, and improvements the adjacent park and wider public realm.

6.13.3 In addition, the proposed development would provide opportunities for Haringey residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies and to employ local residents as part of the on-site workforce.

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

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

6.14 Fire Safety

6.14.1 Fire safety is not a planning matter. It is usually assessed at Building Regulations stage along with other technical matters relating to the structural, ventilation and electrical requirements of a building, for example.

6.14.2 Dry risers would be installed so they are clearly accessible from the street by fire service personnel. Blocks would feature fire protected hallways, amongst other safety measures.

6.14.3 The building is expected to meet the fire safety requirements of Building Regulations Approved Document B, which was last updated in 2019.

6.15 Section 106 Heads of Terms

6.15.1 Local Plan Policy SP17 and Policy DM48 of the DM DPD permit 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 The Council's Planning Obligations SPD sets out the Council's approach, policies and procedures in respect of the use of planning obligations.

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

1) Affordable Housing Provision

- 46 (54.9% by habitable room) social rented units

2) Non-Market Residential Units

- Four flats provided above church not for public sale or rent

3) Enhancements to Stanley Culross Open Space

- Minimum 310sqm floor area added to the Open Space
- Detailed landscaping plans to be submitted to and approved by the Council before development commences
- Landscaping plans shall be informed by a public consultation (including Friends of Stanley Culross Park, Local Ward Councillors, plus Council Tree and Nature Conservation and Parks Officers)
- Landscaping plans shall be developed in accordance with the Mayor of London's Play and Informal Recreation SPG
- Plans shall include details of relevant hardstanding materials, furniture, play equipment, tree protection measures and drainage arrangements
- Plans shall be fully costed and supported by an implementation plan and planting strategy to the acceptability of the Council's Nature Conservation and Parks Officers
- Works to the park shall be completed in accordance with the approved plans and prior to the first occupation of the residential units
- Works shall be undertaken by the Council's Parks team, or any contractors employed on their behalf
- Works shall be fully costed at a minimum of £93,295 (including £53,295 towards play space improvements) plus 10% monitoring fee
- Management and maintenance fee is also required

4) Public Realm and Highway Improvements

- Highway improvements including installation and re-instatement of vehicle crossings, and other works
- Financial contribution of £53,323.74 (to be index linked and reviewed annually)

5) Sustainable Transport Initiatives

- Car Free Development
 - No parking permits for residents
 - Amendment to Traffic Management Order (£4,000)
- Residential Travel Plan
 - Appointment of a travel plan co-ordinator for five years
 - Provision of induction packs
 - Provision of two car club bays
 - Car club memberships for residents
 - Enhanced car club memberships for family-sized dwellings
 - Travel information displays
 - Aim to achieve 8% cycle mode share within 5 years

- Monitoring contribution (£3,000)
- Church Travel Plan Statement
- Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
- Electric Vehicle Charging Points
 - 20% active provision, 80% passive provision
 - Statement detailing the trigger for when passive provision becomes active

6) Car Parking Management Plan

- Provide details on allocation and management of on-site spaces
- Parking availability shall be prioritised for wheelchair users and family properties

7) Energy Statement Update and Review

- Review of Energy Statement
- Contribution towards carbon offsetting (£154,800)

8) Considerate Contractor Scheme Registration

9) Employment Initiatives – Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator
- Notify the Council of any on-site vacancies
- 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

10) Monitoring Contribution

- 5% of total value of contributions
- £500 per non-financial contribution
- Total monitoring contribution to not exceed £50,000

Total Contributions (minimum): £360,000

6.16 Conclusion

- The proposed development is acceptable in principle, as it would provide new residential development in place of the redundant care home, and

expanded church and nursery activities, in accordance with the primary objectives of Site Allocation SA57;

- The proposed development would provide 54.9% on-site affordable housing by habitable room in the form of 46 flats for social rent which is welcomed. This site makes an important contribution to the Council's Borough Plan target to build 1,000 social rented Council homes;
- The proposed development would be of a high-quality contemporary design, and an appropriate size and scale, that would improve the visual quality of the local built environment;
- The proposed extension and refurbishment of the former Duke of Cambridge Public House would conserve and enhance the significance of the historic asset and its setting;
- The proposed development would increase the size of the existing adjacent public open space by 312 square meters, as well as enhancing the quality and appearance of the open space in general;
- The proposed development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The proposed development would provide living accommodation of an appropriate size and quality, in an appropriate mix, whilst 10% of the flats would be adaptable for wheelchair users;
- The proposed development would provide a sufficient number of car and cycle parking spaces given its very good access to public transport, and is also supported by sustainable transport initiatives to be secured by condition and legal agreement;
- The proposed development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements;
- The application is acceptable for all other reasons as described below.

6.16.1 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.

6.17 Community Infrastructure Levy

6.17.1 Based on the information submitted with the application, the Mayoral CIL charge would be £251,400 (4,190sqm x £60 x 1) and the Haringey CIL charge would be £49,441.24 (3,296sqm x £15 x 1.242).

6.17.2 This is based on the following figures derived from the submitted floor plans and the applicant's CIL form:

- Existing floor space demolished – 1,850sqm;
- Existing floor space retained – 348sqm;

- New non-residential floor space – 1,591sqm
- New residential floor space – 7,315sqm;
- Affordable housing provision – 4,145sqm.

6.17.3 The church and nursery may be exempt from CIL liability, but these facilities must be demonstrated to be eligible for charitable relief before these elements of the development can be deducted from the final CIL calculations.

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

6.17.5 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): 1311_E_100, 1311_E_101, 1311_E_102 Rev. A; 1311_P_200 Rev. G, 1311_P_201 Rev. B, 1311_P_202 Rev. B, 1311_P_203 Rev. A, 1311_P_220 Rev. C, 1311_P_221 Rev. C, 1311_P_222 Rev. B, 1311_P_223 Rev. B, 1311_P_230 Rev. A, 1311_P_231 Rev. A, 1311_P_240 Rev. A, 1311_P_241 Rev. A, 1311_P_250 Rev. A, 1311_P_251, 1311_P_300 Rev. F, 1311_P_301 Rev. E, 1311_P_302 Rev. F, 1311_P_303 Rev. E, 1311_P_304 Rev. E, 1311_P_305 Rev. F, 1311_P_310 Rev. B, 1311_P_311 Rev. C, 1311_P_312 Rev. A, 1311_P_313 Rev. A, 1311_P_315, 1311_P_316; 1705-A01, 1705-A02 Rev. B, 1705-A03, 1705-A04, 1705-A05 Rev. A, 1705-A06 Rev. B, 1705-A07, 1705-A08 Rev. B, 1705-A09 Rev. A, 1705-A10, 1705-A11, 1705-A15, 1705-A17, 1705-A18, 1705-A19, 1705-A20; A18204/0200 Rev. P1; 1311_FS_2050 to 2052.

7.1.3 Supporting documents also approved: Updated Supporting Planning Statement, Planning Design & Access Statement (Revised December 2018), Design and Access Statement, Energy & Sustainability Statement (Second Edition December 2018), Overheating Risk Analysis Report (as amended), Transport Statement (November 2018), Framework Travel Plan (November 2018), Daylight and Sunlight Report (December 2018), Schedule of Accommodation FEB2019, Duplex Block Schedule 190225, Viability Assessment, Statement of Community Involvement, Planning Noise Assessment, Planning Air Quality Assessment, Heritage Statement, Construction Management Statement, Basement Statement, Letter from Halstead Associates dated 27 April 2018, Arboricultural Report, Landscape Submission, 'GIA-CIL-27.06.2017' plan, Letter of Support – Drainage and Flood Risk.

Conditions:

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

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

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

1311_E_100, 1311_E_101, 1311_E_102 Rev. A; 1311_P_200 Rev. G, 1311_P_201 Rev. B, 1311_P_202 Rev. B, 1311_P_203 Rev. A, 1311_P_220 Rev. C, 1311_P_221 Rev. C, 1311_P_222 Rev. B, 1311_P_223 Rev. B, 1311_P_230 Rev. A, 1311_P_231 Rev. A, 1311_P_240 Rev. A, 1311_P_241 Rev. A, 1311_P_250 Rev. A, 1311_P_251, 1311_P_300 Rev. F, 1311_P_301 Rev. E, 1311_P_302 Rev. F, 1311_P_303 Rev. E, 1311_P_304 Rev. E, 1311_P_305 Rev. F, 1311_P_310 Rev. B, 1311_P_311 Rev. C, 1311_P_312 Rev. A, 1311_P_313 Rev. A, 1311_P_315, 1311_P_316; 1705-A01, 1705-A02 Rev. B, 1705-A03, 1705-A04, 1705-A05 Rev. A, 1705-A06 Rev. B, 1705-A07, 1705-A08 Rev. B, 1705-A09 Rev. A, 1705-A10, 1705-A11, 1705-A15, 1705-A17, 1705-A18, 1705-A19, 1705-A20; A18204/0200 Rev. P1; 1311_FS_2050 to 2052.

Supporting documents also approved:

Updated Supporting Planning Statement, Planning Design & Access Statement (Revised December 2018), Design and Access Statement, Energy & Sustainability Statement (Second Edition December 2018), Overheating Risk Analysis Report (as amended), Transport Statement (November 2018), Framework Travel Plan (November 2018), Daylight and Sunlight Report (December 2018), Schedule of Accommodation FEB2019, Duplex Block Schedule 190225, Viability Assessment, Statement of Community Involvement, Planning Noise Assessment, Planning Air Quality Assessment, Heritage Statement, Construction Management Statement, Basement Statement, Letter from Halstead Associates dated 27 April 2018, Arboricultural Report, Landscape Submission, 'GIA-CIL-27.06.2017' plan, Letter of Support – Drainage and Flood Risk.

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

- 3) Notwithstanding the floor area of the flats on its upper floors (Use Class C3), the extended and converted former public house building hereby approved shall be occupied by operations within D1 (church and nursery uses only) and A3 (ground floor area only) of the Town and Country Planning (Use Classes) Order 1987 (as

amended), unless otherwise agreed in writing in advance by the Local Planning Authority.

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

- 4) The operations within the development hereby approved shall be open only within the hours as described below, unless otherwise agreed in writing in advance by the Local Planning Authority.

Use Class	Hours	Days
D1 (nursery)	0730h to 1900h	Monday to Friday (closed Saturday and Sunday)
D1 (church)	24 hours	Every day
A3 (café)	0700h to 2200h	Every day

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

- 5) The approved Use Class D1 (Nursery) unit hereby approved shall not be occupied by more than 33 children and 7 staff members at any one time, unless otherwise agreed in writing in advance by the Local Planning Authority.

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

- 6) Prior to the commencement of works (other than investigative and demolition works) details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. Samples of appropriately variegated bricks, roof cladding and balcony insets/soffits at a minimum shall be provided, combined with a schedule of the exact product references for other materials. The development shall thereafter be completed in accordance with the approved details.

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

- 7) Notwithstanding the information submitted with this application, no development shall commence in respect of the former public house until detailed drawings (at maximum scale 1:20) demonstrating all alterations to the elevations of the historic former public house have been submitted to and approved in writing by

the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained as such in perpetuity. Demolition of the other buildings on site will not constitute development for the purposes of this condition.

Reason: In order to retain control over the external appearance of the development in the interest of the management of the historic environment in accordance with Policy DM9 of the Development Management Development Plan Document 2017.

- 8) Details of finishing materials to the boundary treatments (including planting), plus details of the parking area and pedestrian route access controls, their hours of opening and ongoing management, shall be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. Once approved the details shall be provided as agreed.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017.

- 9) 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% (9 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.

- 10) The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of 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 the development hereby approved (excluding demolition) full details of both hard and soft landscape works for the private and public realm areas (notwithstanding the adjacent park) on West Green Road and Stanley Road shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include 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) 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 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, in consultation with the Met Police. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

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

- 13) Prior to the commencement of the development hereby approved an Air Quality Neutral Assessment taking into account emissions from boilers, combustion plant and road transport sources must be undertaken and submitted to the Local Planning Authority for its written approval. The development shall thereafter be implemented in accordance with the approved measures.

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.

- 14) Before development commences, other than for investigative work:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority;
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - i. A risk assessment to be undertaken;
 - ii. Refinement of the conceptual model, and;
 - iii. The development of a method statement detailing the remediation requirements.
- c) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post

remedial monitoring shall be submitted to, and approved in writing by the Local Planning Authority prior to that remediation being carried out on site;

- d) 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.

- 15) 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. Boilers shall be installed in accordance with the approved documentation.

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.

- 16) No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust 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.

- 17) 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.

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

Reason: To protect local air quality.

19) Prior to the commencement of works for the development hereby approved (excluding demolition), information shall be provided to the Local Planning Authority for its written approval in respect of waste collection and storage management details demonstrating that the following requirements are met:

- Waste receptacles shall be within 10 metres of the street;
- Gradients between stores and collection vehicles shall be no greater than 1:20 and on smooth surfaces;
- Dropped kerbs shall be provided as necessary.

The approved arrangements shall be provided and retained as such thereafter.

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.

20) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. 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.

21) Prior to the commencement of the development (excluding demolition) hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with Transport for London. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards guidance document shall be followed. The approved plans shall be retained as agreed thereafter.

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

22) The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's written approval 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. Vehicle movements shall be co-ordinated with other developments in the vicinity as appropriate.

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

- 23) Prior to commencement of the development hereby approved (excluding demolition) 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.

- 24) Prior to the commencement of works hereby approved (excluding demolition) a method statement must be submitted to the Local Planning Authority for its written approval that specifies the design and installation method for the foundations proposed for this scheme and their potential impact on trees to be. 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 in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

- 25) Prior to the commencement of works on site a meeting must be arranged and attended by all interested parties (e.g. Site Manager, Consultant Arboriculturist, Council Nature and Conservation Officer(s) and relevant Contractors) to confirm the proposed tree protection measures and discuss potential construction work impacts. Protection of the park and its features shall also be discussed and agreed. Robust protective fencing/ground protection must be installed, as specified in the Arboricultural Report, prior to the commencement of demolition and retained until the completion of construction activities. The tree protection measures must be inspected or approved by the Council's Nature and Conservation Officer(s), prior to the commencement of demolition. The tree protective measures shall be periodically checked the Council Nature and Conservation Officer(s) and relevant reports made available for their inspection as deemed necessary. All construction works within root protection areas or that may impact on them, must be carried out under the direct supervision of the Consultant Arboriculturist.

Reason: In order to ensure the safety and well-being of the trees on the site during construction works in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

26) The development hereby permitted shall not be commenced (excluding demolition) until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:

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

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

Reason: In accordance with Policy 6.2 of the London Plan 2016.

27) Prior to the commencement of the development (excluding demolition) hereby approved details shall be submitted to the Local Planning Authority for its written approval demonstrating the provision of green roofs and additional biodiversity features, which shall include:

- a) Low-nutrient biodiverse green roofs including additional features such as log piles and varying substrate depths;
- b) The incorporation of at least two bird boxes into facade of the proposed development.

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

The development shall be constructed in strict accordance with the approved details. Once installed these measures shall be maintained in perpetuity.

Reason: In accordance with Policy 5.11 of the London Plan 2016 and Policy SP13 of the Local Plan 2017.

28) Prior to the commencement of the development hereby approved (excluding demolition) details of the proposed mechanical ventilation system with treatment (NOx and/or PM filtration where appropriate) shall be submitted to and approved in writing by the Local Planning Authority including details of where air intakes would be located to avoid areas of existing low air quality. The approved details

shall be fully implemented prior to the first occupation of the development and shall thereafter be permanently retained and maintained in good working order. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the building.

Reason: To mitigate the air quality impact for the occupiers of the development in accordance with Policy DM23 of the Development Management DPD.

- 29) Noise arising from the use of any proposed plant and associated equipment, with particular reference to mechanical ventilation equipment for the church, shall not increase the existing background noise level (L_{A90} 15mins) when measured (L_{Aeq} 15mins) one metre external from the nearest residential or noise sensitive premises.

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

- 30) Section 6.3 and Table 6.5 of the Planning Noise Assessment demonstrates a maximum internal church noise level for amplified sound of 90dB(A) (L_{Aeq} 5mins). This noise level shall be achieved through the installation of a detailed sound insulation scheme to the building structure. Details of this sound insulation scheme shall be submitted to the Local Planning Authority for its written approval prior to the commencement of the development hereby approved (excluding demolition), and once approved shall be installed as agreed and retained as such thereafter.

Doors and windows must remain closed during time periods when amplified sound is in use within the church. Noise generated by amplified sound emanating from the church shall not increase the existing background noise level (L_{A90} 5mins) in any one octave center frequency band, when measured (L_{Aeq} 5mins) at a distance of one metre external from the nearest residential or noise sensitive premises.

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

- 31) Prior to the commencement of the development hereby approved (excluding demolition) details of a scheme of sound insulation to be installed between the community meeting room on the first floor of the church and residential unit on its second floor shall be submitted in writing to the Local Planning Authority for its written approval. The approved details shall be fully implemented and retained as such thereafter.

Reason: To protect the amenity of the locality

- 32) The Planning Noise Assessment states that with the installation of the specified glazing the following internal noise levels below will be achieved within the proposed residential units (with the windows closed) in accordance with BS8233:2014:

Time	Area	Maximum Noise Level
Daytime Noise (7am – 11pm)	Living Rooms and Bedrooms	35dB(A)
	Dining Rooms/Areas	40dB(A)
Night Time Noise (11pm – 7am)	Bedrooms	30dB(A)
With noise levels not to exceed 45dB L _{Amax} (measured with F time weighting) more than 10-15 times between 23.00hrs – 07.00hrs.		

Prior to the first occupation of the development hereby approved, a test shall be carried out and the results submitted to the Local Planning Authority for its written approval, that demonstrates the required noise levels of the above have been achieved. The test shall include details of trickle ventilators integrated into the development. If the required targets are not met, then appropriate mitigation shall be provided to the satisfaction of the Local Planning Authority.

Reason: To ensure high quality residential development.

- 33) The overheating minimisation measures including installation of internal blinds, as required by the most recent version of the Overheating Risk Analysis Report by ERS Consultants, shall be provided prior to the first occupation of the development hereby approved. Any alterations to the scheme which may impact on the results of this Report must be approved in advance and in writing by the Local Planning Authority, and any increase to the overheating risk that these alterations may bring must be appropriately mitigated.

Reason: To ensure the potential for overheating is minimised in accordance with Policy DM21 of the Development Management DPD.

- 34) Before the commencement of the development hereby approved (excluding demolition) an Overheating Management Plan shall be submitted to the Local Planning Authority for its written approval. The Plan shall set out how the identified future measures to reduce the overheating risks will be installed to the units, and shall also set out:
- What the best measures are to reduce overheating risk against the 2050 weather files;
 - Who is responsible to fit them and how residents will be able to get them fitted quickly and at cost; and,
 - Confirm and ensure that these measures will not impact negatively on the overall appearance of the development.

Reason: To ensure the potential for overheating is minimised in accordance with Policy DM21 of the Development Management DPD.

- 35) The new build non-residential element of this development hereby approved shall achieve the agreed rating of Very Good under the BREEAM UK New Construction 2014 Assessment, and shall be maintained as such thereafter. A post-construction certificate or evidence shall then be issued by an independent certification body, and submitted to the Local Planning Authority for its written approval, confirming this standard has been achieved. In the event that the development fails to achieve the agreed rating for the development, appropriate remedial works must be implemented on site within 3 months in order to achieve the agreed benchmark, or appropriate costs and management fees shall be given to the Council for offsite remedial actions.

Reason: To ensure sustainable design techniques are adopted in accordance with Policy DM21 of the Development Management DPD.

- 36 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development.

INFORMATIVES

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council has made available detailed advice in the form of our development plan comprising the London Plan 2016 and the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Based on the information submitted with the application, the Mayoral CIL charge would be £251,400 (4,190sqm x £60 x 1) and the Haringey CIL charge would be £49,441.24 (3,296sqm x £15 x 1.242).
3. The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 legal agreements.
4. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.

5. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
6. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Contractors & developers undertaking significantly noise-creating construction works within the London Borough of Haringey are restricted to the following dates and times: Monday – Friday 08.00 – 18.00hrs; Saturday 08.00 - 13.00hrs; Sundays & Bank Holidays – no significantly noise-creating works permitted. Major developments are encouraged to apply for prior consent under Section 61 of the Control of Pollution Act 1974.
8. 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 are online via www.thameswater.co.uk/wastewaterquality.
9. The proposed development is located within 15 metres of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read their 'working near our assets' guide to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk - Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) - Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
10. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
11. Thames Water do not permit the building over or construction within 3m of water mains. If you're planning significant works near Thames Water mains (within 3m) they will need to check that your development doesn't reduce capacity, limit

repair or maintenance activities during and after construction, or inhibit the services they provide in any other way. The applicant is advised to read our guide working near or diverting pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

12. Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail 2 Safeguarding Engineer in the course of preparing detailed design and method statements.
13. Thames Water recommend that petrol/oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

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Appendix 1: Consultation Responses from internal and external agencies

Stakeholder	Comments	Response
INTERNAL		
Design Officer	<p><u>Summary</u></p> <p>These proposals are for a primarily residential development, for a significant number of new, well designed, tenure blind housing, to high amenity standards, including for living and amenity space, day and sunlight and protection from noise and pollution. They sit alongside and are coordinated with proposals that would secure the future of the locally listed former pub, housing appropriate community uses that will complement the adjacent local centre. The proposals have been developed over a long gestation of design development & emergence of involvement of the church, careful consideration of main street frontage, leading to proposal for innovative maisonettes along the street frontage. The designs are elegantly composed, in an appropriate brick-based material palette, to appropriate height and bulk, that steps up from the surrounding context and with new pedestrian friendly links across the site in ways that will support a coherent street network, retention of existing trees and enlargement of and improvements to the park.</p> <p><u>Site Location and Context</u></p> <ol style="list-style-type: none"> 1. The site is located in the geographical centre of the borough, on the south side of West Green Road, one of the main East-West streets of the borough, linking Wood Green and Green Lanes close to Turnpike Lane station to Tottenham High Road at Seven Sisters station. It is much closer to the western end of West Green Road, some 400m to Green Lanes, 600m to Turnpike Lane station (whereas it is closer to 2km to Seven Sisters). The site is roughly triangular shaped and bounded by West Green Road to the north-northeast, Stanley Road to the west and Stanley Culross Open Space to the South-Southeast. 2. West Green Road is a busy street but is not part of a town centre. Instead it contains a discontinuous series of fragmentary local shopping parades, interspersed with sections of purely residential and other less active uses. The parade of shops 	<p>Comments noted. Materials to be controlled by condition.</p>

Stakeholder	Comments	Response
	<p>immediately opposite, from the junction of Stanmore/Waldeck Roads to the west to the junction with Belmont Road to the east of the site, along with the shorter parade on the same side but to the west of the site, from Stanley Road to Harringay Road, is designated a Local Centre. However, no part of the application site is within this. Nevertheless, there is a clear imperative that uses and design on the ground floor of the part of the development along West Green Road be an active frontage and of a robustness to accommodate that.</p> <p>3. The site is immediately adjacent to a public park, known as the “Stanley-Culross Open Space”. The park is designated as Open Space and therefore protected in the Local Plan, but is not of particularly good quality, lacking definition, obvious boundaries, passive surveillance and therefore feeling of safety and security, and apart from its central area containing a playground and sports pitch, consists of a series of “fingers” between developed land. On the south side of the open space, separated from the site by one such, approx. 20m wide finger, is the Mitalee Centre a community centre set behind a large car park facing Stanley Road, with the St John Vianney Roman Catholic Primary School, surrounded by its playgrounds, beyond. There is also a further small public open space, more a “pocket park” known as “Stanley Road Open Space”, at the southern end of Stanley Road, where it meets Hallam Road some 200m south of the site. The application site is therefore well provided for quantity of local public amenity space, although its quality is more variable.</p> <p>4. The preponderant surrounding context is of medium density residential; two and three storey Victorian and Edwardian terraced housing. The houses that line the whole of the opposite, west side of Stanley Road are typical examples of this, as are other streets beyond Stanley Road and north of West Green Road. South east of the open space, some 200m from the site, is the Anstey Walk/Albany Close/Culross estate, a 1960s/70s medium rise red brick housing development, which largely turns its back on the park. There are a couple of recent 4-6 storey “mansion block” type residential developments, further along West Green Road in both directions. These usually have retail on their ground floor facing the main road. Therefore, it is recognised in</p>	

Stakeholder	Comments	Response
	<p>the council's Urban Character Study (2015) as being an area of Urban Character for the purposes of the London Plan Density Matrix (Table 3.2).</p> <p>5. The former Duke of Cambridge pub is a Locally Listed Building who's alterations and extension forms part of this development. The next nearest heritage assets are also Locally Listed buildings, at nos. 492 & 290-292 West Green Road and 677 Green Lanes, all distant from the site. Conservation Officer colleagues will deal with the detailed heritage and building conservation issues.</p> <p>6. There is a modest but significant slope across the site from north-west corner, where the existing former pub is; West Green Road slopes gently to the south east, Stanley Road slopes more steeply initially before levelling out; the slope amounts to about a whole floor height.</p> <p><u>Planning Policy Context</u></p> <p>7. Most of the site is adopted, as SA57 "Red House Care Home" in Haringey's Local Plan; Site Allocations Development Plan Document (DPD - adopted July 2017). The part of the application site not included in the allocation is the former Duke of Cambridge public house, including its outbuildings, on the corner of West Green Road and Stanley Road. However the allocation site also includes land outside of this application site, namely the Mitalee Centre, a small community centre building on Stanley road to the south of the park, and the area of open space between this application site and the Mitalee Centre. The site allocation reads:</p> <p style="padding-left: 40px;"><i>Redevelopment of existing care home and church building to create a mix of town centre and residential uses and potentially a reconfiguration of the open space to the rear.</i></p> <p>Site Requirements include maintenance or increase of the amount and enhancement of the public open space, that uses on West Green Road should complement the Local Centre and for reprovision of existing uses. Guidelines include enhancing the locally listed building, increasing and enhancing the public open space, including links, reducing height to respect amenity of residential and school neighbours and</p>	

Stakeholder	Comments	Response
	<p>measures to replace community uses if the Mitalee site is included.</p> <p>8. The site allocation notes that parts of the site were formerly in Haringey Council ownership, stating in the Commentary:</p> <p style="padding-left: 40px;"><i>This site has been identified as being suitable for redevelopment through the Council's ongoing review of its property assets. There is an opportunity to improve the existing Stanley Rd/ West Green Rd open space as part of any future redevelopment, as well as creating development that better addresses West Green Rd.</i></p> <p>The main part of the site was formerly the "Red House", a care home. The building, which is still on site, is a 1960s/70s red brick 2-3 storey structure. Some years ago, the home was deemed surplus to requirements and disposed of; the precise legal state and terms of which are out of the scope of these comments, suffice it to say that it is being treated as a privately owned site by a private commercial developer.</p> <p>9. The other council owned building within the allocation, the Mitalee Centre has also been deemed surplus to requirements but more recently. Whether and if it is to be vacated has not yet been decided though. For this application, these applicants have prepared an indicative scheme to show how a complementary residential development could be built either on the Mitalee site, with the park unchanged, or next to this application site, with that park entrance moved south, next to adjacent to the school, and with more open space in the centre of the park.</p> <p>10. The reason part of the Stanley-Culross Open Space is included in the site allocation is not to replace open space with building. As the allocation makes clear, it is to retain the option of reconfiguring the park, to enable a better development, meet more of the Council's objectives to a greater degree, and/or if reconfiguration could improve the quality, functionality and/or attractiveness of the open space itself.</p> <p>11. The retail frontage opposite the site on the north side of West Green Road, extending east as far as Belmont Road and as far west as Stanmore Road, as well as the same side of the site to its west, between Stanley Road and Haringay Road, but not any</p>	

Stakeholder	Comments	Response
	<p>part of the site itself, is designated a Local Centre. This means there is a presumption in favour of retention of retail use <i>within this area</i> (outside of this application site) in Strategic Policies SP10 & Development Management Policies DM43, which come with a recognition that vibrant active frontage is essential to the health of retail centres. It should be noted that Retail and other “town centre compatible” uses continue beyond the bounds of this local centre in both directions, but not to all properties along West Green Road, as noted in para. 2 above.</p> <p>12. The Stanley-Culross Open Space immediately adjacent to the site is designated Open Space in the Local Plan. There are two larger parks, with more extensive (and better quality) landscaping and facilities, within 400m of the site; Ducketts Common, designated Open Space and Historic Park, to the west and Downhills Park, designated Metropolitan Open Land and (parts) Historic Park and Site of Importance for Nature Conservation, to the north and east. There are no other relevant planning designations on or close to the site.</p> <p><u>Principal of Development & Masterplan</u></p> <p>13. The principle of development with the proposed residential and community (church and associated café and nursery) uses is established by and in accordance with the Site Allocation.</p> <p>14. The site allocation does not explicitly require a masterplan for the entire allocation site (and does not consider any land outside this allocation site.). But the allocation requires that consideration of all parts is included. Therefore it is right and appropriate that these applicants have considered how their proposed development could complement and coordinate with a future development of the Mitalee Centre, with and without a reconfiguration of the park, and they have embedded within the very principles of their proposals that they will contribute to improvement of the open space.</p> <p><u>Height, Bulk & Massing</u></p> <p>15. The overall strategy of these proposals on height is to respond to prevailing</p>	

Stakeholder	Comments	Response
	<p>neighbouring heights, with complimentary height where in close neighbouring proximity, being of 5 storeys (4 storeys with a set-back 5th) onto Stanley Road opposite 2 storey terraced houses, and adjacent to the three-storey retained former pub. It then steps up to a maximum of six storeys in the centre of the site (5 storeys with a set-back 6th). This range of heights is appropriate for a larger site in a higher density urban location, with good public transport accessibility (it has a very good PTAL of 6a) that is nevertheless surrounded by 2 and 3 storey existing buildings.</p> <p>16. The range of heights across the proposal is detailed to subtly and sensitively step up and create appropriate and pleasingly proportioned elevations of human scale. This includes the consideration that five and six storeys, in the form of four and five storey blocks with distinctive “base” ground floors and set-back “attic” top floors, are appropriate for the main West Green Road frontage, up to and including the park edges. The stretch of the West Green Road adjacent to the former pub (itself to have an additional, set back floor taking it from three to four storeys) is designed as a 5 storey building, but with the ground floor a higher, “height-and-a-half” floor accommodating two storey maisonettes exploiting the slope in the site.</p> <p>17. These proposals will not have an impact on neighbours due to the efforts to reduce height where it gets closer to existing buildings. It will however form a more mansion block type of presence to the edge of the park and into West Green Road. This is the north side of the park, so it will not overshadow the space, which has always been one set amongst buildings, a park from which the surrounding buildings have always been visible, rather than one from which only trees and vegetation can be seen. These blocks do not form a continuous “wall”, but have significant gaps in them from the park, from Stanley Road and the eastern end of the West Green Road frontage.</p> <p>18. Existing mature trees are to be retained along the mid points of the Stanley Road frontage and towards the western end of the West Green Road frontage. These will mark where paths cut through the development site, separating Block A from Blocks B and C, allowing views of the park from the respective streets and views of the tree (as well as tantalising glimpses of the streets) from the park. The view of the development from the park will therefore be of three modestly scaled mansion blocks,</p>	

Stakeholder	Comments	Response
	<p>of 5-6, 5 and 6 storeys, west to east, with gaps between them through which sky, a tree and a glimpse of street can be seen.</p> <p>19. From West Green Road, the retained tree and set back of Block B compared to Block A and the existing buildings along the street will “announce” the presence of the park when approaching from the west. The rising height of the buildings, from 3 (+ set-back 4th), to 4 (+set-back 5th and disguised 2 storey base) to 5 + set-back 6th at the corner of the park, will act as a rising crescendo further marking the park. Approaching from the east, Block B will form a “bookend” to the park and “announce” the local shopping parade and rising density of development as the busier town centres and transport interchanges of Green Lanes / Wood Green / Turnpike Lane are approached.</p> <p><u>Pattern of Development, Streetscape Character & Approach</u></p> <p>20. The key street frontage is to West Green Road, and this is reflected in placing a more urban block here, close to the pavement edge, following the street line, following a rhythm comparable to other street-lining terraces and joining up to the retained existing former pub, which is to become the relocated and improved church. Block A recognises the importance of maintaining & reinstating a lively local shopping street frontage, with the front room of the former pub, attached to the church to become a community café and the main community outreach facility for the pub. The remainder of its West Green Road frontage was originally to be retail or community use, but following discussions, residential use is now proposed, with active frontage maintained by their being maisonettes with regularly, closely spaced front doors onto the street.</p> <p>21. The character of the streetscape changes at the park. Therefore there is an opportunity and logic to break from strict adherence to lining the street, to a more relaxed, green frontage as it gets close to the park, enhanced by the opportunity of retaining existing semi-mature trees in front of the entrance to the existing Red House (or replacing them with new trees); the trees as existing form a visual termination to the shopping parade and indication of the presence of the open space beyond, when</p>	

Stakeholder	Comments	Response
	<p>viewed in more distant views down West Green Road. This the proposal does by creating a break where there is an existing tree in front of the former care home, to create a courtyard leading to a new public footpath through to the park beyond.</p> <p>22. The path through from West Green Road to the park would start with an entrance court off West Green Road, centred on the retained tree(s), forming a focus for the entrances to Blocks A & B; these are proposed to be in each corner of the court, with the throat of the path to the park in the centre. The path narrows between the closest points of Blocks A & B, before opening out into an area of the site that is to become an extended area of the park, giving the park a squarer corner and greater size and spatial definition at its heart; ground floor flats to the rear of Block A also have garden gates onto this extended park; these are not their front doors though, as the park is not seen as a street frontage, but they will add to passive surveillance and activity to the park edge. The option of installing gates here is allowed for, although the rest of the park is not currently fenced or gated.</p> <p>23. A further path is proposed from Stanley Road into this area of extended park, again focussed on an existing mature tree that will be retained, on the Stanley Road frontage of the site. This path separates Blocks A and C, and flats on the ground floor of Block C have front doors onto the path. The main entrance to Block C was previously off this path, but following officers' advice, this has been moved to Stanley Road, giving the block much greater presence on the street.</p> <p>24. The path is separated from Block A by the car park and service entrance to the development, especially the church element. There is an undoubted difficulty in integrating the need for a car park, with a wide car park entrance to provide vision splays and space before the gate, into the Stanley Road frontage, albeit that there is an existing car park entrance there. Urban design preference would ideally be to reinstate a consistent wall of residential frontage along Stanley Road, compatible with the opposite side of that street. But such an approach would need that to be a lower rise, two or three storey "terrace" the alternate; not only would provision of the car park be difficult but so would retention of the mature tree. Instead the proposal is for Block C to be more in the typology of a Mansion Block, of a scale comparable to the</p>	

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	<p>extended former pub, with a significant gap between the two, comparable to the significant gap on the other side of Block C. The advantages of providing a car park that is comparatively screened, partially underground, any yet nevertheless has an entrance of an open and green landscaped character, are also significant.</p> <p>25. Overall, blocks are approached in clear and direct ways from the public street network, leading to a clear, obvious and characterful residential access cores; in each case provided with plentiful daylight and distinctively coloured lift cores. Wherever possible, ground floor flats and maisonettes have their own front doors off the street or public paths, all of which are animated with regularly spaced front doors and windows providing passive surveillance.</p> <p><u>Elevational Treatment, Materials and Fenestration, including Balconies</u></p> <p>26. All the elevations are designed with care and considerations for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Along West Green Road, Block A joins onto the retained former pub, albeit separated by a glazed and decorated slot, that acts as the main entrance to the church, animated with a coloured glass “blade” marking the church from afar. Block A then picks up on the gradation of the elevation of the former pub, with a taller and slightly recessed base in a darker brick, a three storey, lighter brick middle and a set-back, attic top; in each case a modest step up from the height of those elements in the former pub.</p> <p>27. The West Green Road frontage of Block B also follows a similar gradation, with a slightly less tall but this time projecting base, incorporating the darker brick in panels, a four-storey middle and a matching top. Similar treatment to the West Green Road frontages turn into the entrance courtyard, while as the elevations turn into Stanley Road, the park or the paths between the blocks, the darker brick of the base becomes the garden walls only, with the four or five storey “middle” sitting grounded, as pavilions in the landscape. The attic set-back top floors are consistent across all blocks and are proposed to be in a bronze metallic cladding, which will match metal details elsewhere, such as balustrades, window frames and the projecting</p>	

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	<p>wintergardens along West Green Road.</p> <p>28. The applicants' brick-based palette is welcome as a durable, appealing and contextual material. The idea of a darker brick for the West Green Road lower floors and for garden walls elsewhere, and a lighter brick elsewhere is likely to be appropriate and to respond in a complimentary but not imitative manner to the variety of bricks found in surrounding existing buildings. Textured brick panels are proposed to give a sense of order and proportion to some parts of the elevations as the stacked wintergardens will achieve on the West Green Road elevation, whilst the stacked recessed balconies will give a similar sense of order to the park elevations. Communal lift and stair cores are distinguished with colour to solid elements, full height partially or wholly obscured glazing to stairs and landings.</p> <p>29. Precise choice of brick, mortar and 1:5 detailing of crucial junctions (including window, door and recessed balcony cills, jambs and heads, all soffits and parapets) should be subject to condition. Details that will be particularly important to get right will include the overhangs on Block A (to the base on West Green Road and the rear, to the wintergardens and access balconies) and the materials and details to the lift and stair cores.</p> <p>30. The design of the church extensions (extensions to the former pub building for the use of the church and its ancillary spaces / uses) are generally positive. There could have been a danger that the complex and vibrant colour scheme could look discordant, but that is more likely to arise as a comment on the drawings than to the buildings as they will be built, as this colourful palette will naturally look considerably more toned down in reality, and it will to some extent fit in well with the busy, vibrant colour palette of the commercial high street context of its location. Their architects' comment that it is important to maintain the appearance of the elevations stepping down the hill of Stanley Road, which is achieved in a distinctive manner that will make the church an individual building, as is appropriate for this sort of use, but one that is not in too sharp a contrast to its context. Again, details and materials should be subject to condition.</p>	

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	<p data-bbox="530 236 1733 268"><u>Residential Quality (flat, room & private amenity space shape, size and quality,)</u></p> <p data-bbox="530 288 1715 357">31. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.</p> <p data-bbox="530 378 1794 520">32. All dwellings meet or exceed the private external amenity space in the London Plan, with private gardens, balconies or roof terraces. This is in addition to the generous, increased and improved public amenity space on their doorsteps. Privacy of amenity space is achieved by all balconies being recessed.</p> <p data-bbox="530 541 1798 868">33. Flats in Block A facing the busy West Green Road are provided with wintergardens in place of balconies; these will provide greater privacy and protection from noise, dust and pollution as well as providing further buffering to the living rooms or (generally) bedrooms opening off them; their projections and angled faces will also allow longer views. These flats are also all dual aspect, even the middle one-bedroom flats having kitchen and bathroom windows on their opposite façade onto the access balconies, allowing cross ventilation and access to the sun. The access balconies are also wide enough to act as additional semi-private amenity space (shared with their four neighbours).</p> <p data-bbox="530 888 1776 1070">34. Single aspect flats, and north facing single aspect flats in particular, are generally avoided. As mentioned above, flats in the long, street-lining Block A, along West Green Road, are dual aspect with access balconies. Blocks B and C, and the rear part of Block A, are more like point blocks providing most flats with a corner location and two (or in some cases three) outlooks.</p> <p data-bbox="530 1091 1771 1233">35. Tenure and affordability of the proposed housing are outside of the scope of Design Officer Comments, but it is worth noting that whatever mix of tenures chosen all blocks and flat entrances are treated equally in terms of appearance and access to amenities; it can therefore be classified as “tenure blind”.</p> <p data-bbox="530 1254 1599 1286"><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p> <p data-bbox="530 1307 1760 1375">36. There are no concerns with overlooking and privacy with respect to neighbouring dwellings as at present there are none with rear or side elevations close enough or</p>	

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	<p>facing in the relevant direction to be affected. The only neighbouring existing residents with windows facing the proposed development are front elevation windows facing across West Green Road or Stanley Road. There is normally less expectation of privacy for windows facing the street, especially ground floor windows.</p> <p>37. Having said that, the width of the streets means that the offset from existing to proposed habitable rooms across those streets is around 15m – 20m, which will provide a reasonable degree of privacy; it is widely recognised that 18m is the maximum distance that a human face can be recognised, over which distance alone provides privacy. As the properties concerned are either houses, with back gardens, on Stanley Road, or flats above shops on West Green Road, none of the existing housing concerned is believed to be single aspect, as are none of the proposed dwellings in this application.</p> <p>38. Residents of the new dwellings in this proposal should also have an expectation of privacy from passers-by in the public realm, which in this case not only means streets but also paths through and the public park adjoining (and extended into) the development. This is addressed along the whole of the West Green Road frontage and part of the park frontage by having duplexes, with greater privacy on their first floors; the duplexes in Block A where it is closest to the street are also dual aspect, with most of their habitable rooms facing south onto private gardens away from the street. Where there are ground floor flats, onto the park in Blocks A and B and onto Stanley Road and the new public footpath in Block C, most are dual aspect flats with a side elevation. More significantly most have generous private gardens, giving them screening and distance from the street, park or paths.</p> <p><u>Daylight and Sunlight</u></p> <p>39. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p style="padding-left: 40px;"><i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p>	

Stakeholder	Comments	Response
	<p data-bbox="770 236 1794 491"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...</i> </p> <p data-bbox="544 547 1794 762">40. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011) , known as “The BRE Guide”.</p> <p data-bbox="544 786 1794 1074">41. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only some, modest detrimental effects on windows. The applicants’ consultants carried out a 25° line screening tests on all neighbouring properties, and then carried out daylight (Vertical Sky Component – VSC, and Daylight Distribution – DD) and where appropriate sunlight access numerical tests on 37no. neighbouring properties. This included all the properties facing the application proposal on the opposite side of West Green Road and Stanley Road, as well as several to either side.</p> <p data-bbox="544 1098 1794 1313">42. This assessment found 17 properties would fall below the daylight levels recommended in the BRE Guide to a noticeable degree. However, although these would fall below the 27% recommended VSC, they would all retain levels in the mid 20s, never below 22.99%. This is considered to be a good level of daylight, better than typically available in higher density urban locations. The assessment found no applicable properties would receive noticeably less sunlight.</p> <p data-bbox="528 1337 1794 1366">43. There are no amenity spaces, public or private, existing or proposed, to the north of</p>	

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	<p>the application proposal that could be affected by loss of sunlight in the terms of the BRE Guide.</p> <p>44. Daylight and sunlight levels to the proposed residential accommodation within this proposal showed a reasonably high level of achievement of the BRE standard, a good result for a higher density scheme. In particular, only nine of the rooms assessed do not meet either the Average Daylight Factor (ADF) standard recommended in the BRE Guide and 17 rooms failed the Daylight Distribution (DD) standard. Only four rooms were assessed as failing both, and many these “fails” were very close to a “pass”. Only one flat has no room that passes both recommended standards, Flat 3 in Block C. In most flats affected, one living room or one/two bedroom(s) failed to meet one or both standards but they have living room(s) or bedroom(s) that pass. Since the test was carried out, a late change has been made to the layout of the ground and first floor maisonettes to Block A, which should significantly improve their daylight levels, albeit that those units had only two rooms that each failed one of the standards, passing the other, and in each case very narrowly failed.</p> <p>45. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London’s Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p><u>Conclusions</u></p> <p>46. This proposal is a well-designed redevelopment of an allocated site that sits at the fulcrum between the busy local shopping street of West Green Road and a hitherto</p>	

Stakeholder	Comments	Response
	<p>neglected and ill-defined public park. The urban form, bulk, massing and pattern of streets, paths and blocks will help give greater definition and sense of enclosure to the park, as well as increasing its area and improving the condition of its landscaping. It will also help to “sign” and locate the park from West Green Road.</p> <p>47. The proposals recognise and work with the contemporary retail and commercial environment; it would not be realistic to seek to increase the number of retail / commercial units in a local shopping centre with an existing high vacancy rate. The relocation of the currently poorly housed but popular existing church, into a restored, improved and extended former pub, will secure the retention and improvement of a locally listed building and distinct corner, complimentarily to the local centre. There is no shortage of food and beverage “offers”, nor of vacant units suitable for relocation of the existing short-term pub user elsewhere along West Green Road. The greater number of residents that could be accommodated in this development would bring a significant number of new customers to the street.</p> <p>48. These proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments. More importantly, these proposals are elegantly designed to produce a high standard of residential accommodation that will significantly enhance the appearance of its surroundings.</p>	
<p>Conservation Officer</p>	<p>The proposal is for redevelopment of the wider site, to include refurbishment and extension of the historic pub to provide church premises, a café, and residential accommodation on upper floors. The former pub space would form a café associated with the church, which would have an active frontage addressing West Green Road. The proposal includes works to refurbish the street facing facades of the historic building including restoration of original features, and refurbishment of the pub frontage having regard to the original design and proportions. This work would provide considerable enhancement to the appearance of the building and its contribution to the street scene.</p>	<p>Comments noted. Additional heritage specific drawings to be secured by condition.</p>

Stakeholder	Comments	Response
	<p>New buildings proposed to the east of the pub along West Green Road, while slightly larger in scale than the original terrace, would reinstate the original building line and urban form, replicating the original setting of the pub. This would be a considerable improvement over the current situation.</p> <p>The proposed new building on Stanley Road does not replicate the historic layout. It would adjoin the rear of the pub, obscuring its original form somewhat, and leading to some loss of original fabric at the rear. However, this element of the proposal would also deliver some improvements to the setting of the building when approached from Stanley Road. The rear façade (which was never intended to be widely visible) as well as various unsightly accretions and extensions at the back of the pub, are currently very prominent following the loss of the historic terrace on the east side of Stanley Road. The proposed design would improve upon this by providing an improved building frontage addressing Stanley Road.</p> <p>The proposed roof extension to the historic pub would be set back from both frontages and obscured behind the parapet wall. The proposed simple contemporary design responds to the proportions and fenestration pattern of the original façade, and would not appear overbearing when viewed from the street.</p> <p>Overall, the proposal would provide considerable enhancement to the historic building and its setting through refurbishment of the street facing facades and pub frontage, and reinstatement of the original building line along West Green Road. This would outweigh any harm caused through loss of historic fabric at the rear of the building, and extensions to the rear and roof.</p> <p>Conclusions: On balance, the proposal would provide some enhancement to the historic pub building and its setting (especially to the West Green Road frontage) that would outweigh any adverse heritage impacts of the proposal. It is acceptable in conservation terms</p>	

Stakeholder	Comments	Response
	<p>Recommendations: There is no objection to the proposed development on conservation grounds. Details of the external materials to be used in the development should be secured by condition.</p>	
<p>Transportation</p>	<p>Summary of proposal The proposed site is located in an area with a high public transport accessibility level, PTAL of 6a and is within PTAL walking distance some 600 metres of Turnpike Lane underground and bus station, the site is also located in the Wood Green outer control parking zone which operates Monday to Saturday between the hours of 8am to 6:30pm. The site primary access to the site is via West Green Road, with vehicular access Via Stanley Road. There are a number of existing vehicular crossovers on Stanley Road which provide access to the car park which service the development.</p> <p>Description of Development</p> <p>The applicant is proposing to redevelop the site to provide 83 residential units (C3), replacement of the existing Church (D1) and replacement of the existing nursery D1, provision of a new café of some 100Sqm, 296sqm of new A1 floor space, 19 off street car parking spaces for the new residential development and the D1 church element of the proposal and some 168 secure cycle parking spaces.</p> <p>Existing Conditions Section:</p> <p>The applicant transport consultant Caneparo Associates conducted on street parking beat surveys in the area surrounding the site to determine the levels of on street parking pressures, the surveys were undertaken on Friday 16th and Tuesday 20th March 2018 with overnight surveys conducted between 03:00 and 04:30 when residents are at home and on street car parking is at its highest. The results of the on street car parking surveys concluded that of the 339-361 car parking spaces available within 200 metre radius of the site between 117-153 on street car parking spaces were free with a maximum space</p>	<p>Observations have been taken into account. The recommended legal agreement clauses, conditions and informatives will be included with any grant of planning permission as appropriate.</p>

Stakeholder	Comments	Response
	<p>utilisation of 76%. Based on the data submitted we have concluded that the area surrounding the site is not suffering from high on street car parking pressures. It is also to be noted that the maximum number of free car parking spaces were observed on a Sunday the 18th of March 2018 at 12:00 noon, with some 153 car parking spaces available within the local area.</p> <p>Trip Generation</p> <p>The applicant's transport consultant Caneparo Associates has produced trip generation information for the existing site and the proposed development based on using sites from the TRICS database. The residential aspect of the development proposal will be car free. The 83 residential units will generate a total of 34 in/out trips during the AM peak period and 35 in/out trips during the PM peak period. The majority of the trips some 85% will be by sustainable modes of transport.</p> <p>The proposed church will be retained, the applicant is proposing to increase the number of attendees from 150-220 attendees on a Sunday for the AM service between 09:00-13:00 this is the maximum increase in the number of attendees proposed. Based on an increase of some 70 additional attendees we would expect the car driver/ car passenger mode share to increase by 28 attendees assuming a car occupancy rate of 2.4 attendees per car this would result in generating an additional 12 car trips.</p> <p>The nurse and café elements of the development will remain unchanged with 33 pupils and 7 member of staff, as this element of the proposal will remain unchanged, and these are trips that are already on the transportation and highways network, the trip will not be considered as part of this assessment. The retail element of the development is aimed at the local area, with the majority of the trips being generated on foot or by public transport as part of a linked trips. The servicing of the development will be managed by a delivery and servicing plan which will be secured by condition.</p> <p>Parking Provision</p>	

Stakeholder	Comments	Response
	<p>The applicant is proposing to provide 19 car parking spaces including 10 car parking spaces at ground level for the church use and 9 car parking spaces at basement level, 8 of which are wheelchair accessible car parking space and one visitors car parking space. The car parking provision for the wheelchair accessible space equates to 0.11 car parking space per unit. The car parking provision proposed is largely in line with the London Plan. We have also considered that the sites has good public transport accessibility level, this is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:</p> <ul style="list-style-type: none"> a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development <p>This development proposal will be dedicated as a car free development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits. The Councils DM32 requires family sized units to have access to car parking space. The applicant will be required to provide enhance car-club packages for the family sized units to mitigate the lack of off-street car parking space. On balance given that the site is located in an area with a good public transport accessibility level, we have considered that the residential car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures.</p> <p>We will be seeking a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas, the contribution is estimated at £15,000 (fifteen three pounds). This will have to be secured byway of the S.106 agreement. We will also require the applicant to submit a parking management plan for approval before</p>	

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	<p>the development is occupied; this must be secured by way of the S.106 agreement. Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport, in addition the applicant is proposing to provide a residential travel plan to support the residential aspect of the development; this will be secured by the S.106 legal agreement.</p> <p>The applicant is required to provide cycle parking for the development in line with the 2016 London plan which require, 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit, and 4 short stay cycle parking spaces. The applicant is proposing to provide a minimum of 168 secure sheltered cycle parking space, 140 of which will be allocated to the residential aspect of the development the reminder of the cycle parking space will be dedicated the church, nursey and D1 element of the proposal, the number of secure cycle parking proposed is in line with the London Plan. We will require a condition securing the provision of the cycle parking in line with the 2016 London Cycle Design Standard (LCDS) a minimum of 5% of the stands must be able to accommodate larger bicycle, details of the layout must be submitted for approval before any development commences on site.</p> <p>Access and Servicing Arrangements</p> <p>The applicant has forecasted the number of servicing trips in the region of 7-8 servicing trips per day, we have considered that as the servicing of the residential and commercial aspect of the development can be completed via West Green Road and Stanley Road. We will require a service and delivery plan to be secured byway of condition.</p> <p>Highways Layout</p> <p>The proposed development will require changes to the highway network including changes to West Green Road and Stanley Road including the removal of the existing crossovers, providing new vehicular crossovers to access the development and new delivery and serving by on West Green Road to service the A1 commercial element of the development. The cost of the highways works has been estimated at () the cost of the</p>	

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	<p>scheme must be secured by the S.278 agreement.</p> <p>Travel Plan</p> <p>The applicant's transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using the ATTrBuTe, the travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £3k for travel pan monitoring for a minimum of 3 years.</p> <p>Conclusions</p> <p>On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this applicant:</p> <p>1. Car-free Development</p> <p>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.</p> <p>2. Travel Plan (Residential)</p> <p>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</p>	

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	<p>Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and 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 including 3 years membership £100 (one hundred pounds) per year from membership for 3 years. d) We will also like to see Travel Information displayed at strategic points within the development. 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, £3,000 (three thousand pounds) per travel plan to monitor the initiatives for a minimum of 3 years. <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. Work Place Travel Plan</p> <p>A Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <ul style="list-style-type: none"> 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 	

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	<p>the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan to monitor the initiatives for a minimum of 3 years.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. Control Parking Zone consultation CPZ</p> <p>The applicant developer will require to contribute byway of a Section 106 agreement a sum of £15,000 (Fifteen thousand pounds) towards the design and consultation on the implementing parking management measures to the south east of the site, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>5. Section 278 Highway Act 1980</p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway,</p>	

Stakeholder	Comments	Response
	<p>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 for the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at (thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works. Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>6. Parking Management Plan</p> <p>The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking space for the commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/ affordable):</p> <ol style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed 8 (eight)- wheel chair accessible car parking spaces) 2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development. 3. Family sized units 3+ bed units 4. Two bed 4 four person units 5. Two bed units 6. one bed units and studios. <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.</p>	

Stakeholder	Comments	Response
	<p data-bbox="528 272 1216 304">7. Construction management and Logistics Plan.</p> <p data-bbox="528 347 1787 711">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 West Green Road, Stanley 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.</p> <p data-bbox="528 754 707 786">Conditions:</p> <p data-bbox="528 791 1037 823">1. Cycle parking Design and Layout</p> <p data-bbox="528 866 1767 970">The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p data-bbox="528 1086 909 1118">2. Electric Charging Points</p> <p data-bbox="528 1161 1792 1265">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>	

Stakeholder	Comments	Response
	<p>3. Delivery and Servicing Plan and Waste Management Plan.</p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>	
Housing	The plans, mix and tenure for this scheme have been assessed by Housing and Growth and they (we) are fully supportive of the proposals.	Comments noted.
Parks	Yes, we are happy to adopt the additional piece of land as long as the increased maintenance costs are covered/funded as part of the arrangement.	Comments noted. Management and maintenance contribution secured.
SUDS (Drainage) Officer	<p>I've taken a look through the revised drainage strategy for the site which is now more comprehensive. I believe it has covered the elements that we had a chat about.</p> <p>I note there's a pump proposed in the basement level I couldn't see anything in the maintenance plan regarding this and what measures would be in place should the pump</p>	Comments noted. Condition attached in respect of

Stakeholder	Comments	Response
	<p>fail.</p> <p>The proposed strategy meets Haringey's criteria and we are satisfied this can proceed at this stage.</p>	<p>drainage management and maintenance.</p>
<p>Carbon Management</p>	<p>Energy Strategy The energy strategy submitted is set out as per the London Plan guidance under Lean, Clean and Green Energy. Over all the scheme delivers the 35% minimum standard and achieves a 36% reduction in CO₂ overall through Lean, Clean and Green Measures.</p> <p>The applicant has set out what they will achieve, but there is no detail on how they will achieve this in line with the GLA guidance on Energy Strategies.</p> <p>The relevant sections and the Carbon Management Services comments are below.</p> <p>Lean Energy The development will deliver CO₂ emissions reductions 3% carbon reduction through energy efficiency measures. But there are no U-values given and measures employed that will achieve this.</p> <p>This should be conditioned:</p> <div data-bbox="546 1046 1800 1378" style="border: 1px solid black; padding: 5px;"> <p>Suggested Condition You must deliver the energy efficiency standards (the Lean) as set out in "Energy & Sustainability Statement 423 West Green Road, London, N15 3PJ", dated April 2018, by Energy Rating Services.com Ltd.</p> <p>The development shall then be constructed and deliver the reduction in Carbon Emissions through U-values only. Achieving the agreed carbon reduction of 3% beyond BR 2013. Addressing the dwellings, and commercial areas. Confirmation that</p> </div>	<p>Comments noted. Conditions and legal agreement clauses included.</p>

Stakeholder	Comments	Response
	<p>these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Clean Energy The development does not set out how on site heating and hot water loads will be generated efficiently. This should address all the dwellings, and commercial areas. There are no details on the reduction in CO₂ based on this.</p> <p>Action: To get the applicant to review their heating and hot water strategy. This should highlight carbon reduction and efficiencies delivered. This may include community heating and hot water strategies, which are expected in policy. It should also demonstrate the efficiency standards of any equipment to be used on the site.</p> <p>To resubmit the Energy Strategy confirming the position for efficient heating and hot water loads, and the equipment and the location of the equipment to deliver this. Once confirmed this will be conditioned to be delivered.</p> <p>Green Energy The Council has a policy (SP:04) that requires a minimum of 20% reduction in carbon emissions through the use of renewable energy, working towards Zero Carbon. The London Plan policy 5.7 states “major development proposals should provide a reduction in</p>	

Stakeholder	Comments	Response
	<p>expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.”</p> <p>The development’s Energy Strategy states that 332 PV Panels should be installed to deliver the required 36% reduction (covering and area of at least 531.2m²). This is then contradicted by the submitted Roof Plan of the development, which only shows space for 24 panels.</p> <p>Action: For the applicant to clarify how the expected 36% carbon reduction will be delivered on site. And ensure that maximum opportunities for renewable technologies are delivered (i.e. all available space is covered in panels). To display this on roof plans.</p> <p>And to resubmit the Energy Strategy confirming the position on maximizing renewable energy generation on site. Once confirmed it will be conditioned to be delivered.</p> <p>Offsetting. Due to issues above (on Clean and Green issues) the final offsetting payment cannot be calculated. But this will be based on the published London Plan price of £1,800 per tonne. And ensure that the development deliveries the Zero Carbon Standard. Once confirmed this will be secured through s106 agreement.</p> <p>Overheating There is no overheating assessment. This is required to ensure that the dwellings do not overheat now, and in the future. There are several single aspect units, which are at high risk from overheating.</p> <p>Action: Modelling should be undertaken on 4 units (approx. 5% of units) following the GLA guidance, which sets out the methodology of modelling residential units. This should follow TM52 using the London Weather Profile TM49. And should incorporate the following:</p>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> - The units that should be modelled are: Flat B20 Block B - 5th Floor, Flat B16 Block C – 4th Floor, Flat C19 in Block - 4th Floor, and Flat A25 in Block A, 4th Floor; - The development should use the urban dataset (the London Weather Centre dataset). This is most reflective of the climate location and its metropolitan town centre design and issues. - The Council expects high emissions scenario to be modelled for the 2050's. And high emissions scenario to for the 2080's. This is based on the latest data presented by the Climate Change Committee on future scenarios. - The future weather patterns cover timeframes and projected impacts over the future time periods - the 2020s, 2050s and 2080s (each a 30-year period centred on the stated decade). The building will demonstrate full compliance in the 2020's and 2050's through passive and building design solutions. This should be based on building and design assumptions, and not occupancy requirements (eg Blinds / heavy curtain are a occupancy issue, which are not covered by planning). Alongside this the 2080's should also be modelled, but due to the challenging nature of the overheating risk 60 year from now, a mechanical cooling strategy may be consider and should be set out. This will enable that these cooling strategies can be retrofitted with ease to all units, and will not impact on visual design of the development. <p>Sustainability</p> <p>The development has set out that it will achieve a BREEAM BREEAM UK New Construction 2014 targeting Very Good rating. This assessment only covers the non-domestic part of the development.</p> <p>There is no auditable assessment of sustainability for the domestic units. As this development type makes up the larger share (in %) of the development this should be addressed. Such as the Home Quality Mark 4 star, or LEED Gold standard.</p>	

Stakeholder	Comments	Response
	<p data-bbox="530 272 1323 308">Suggested Condition for the Non-Dwelling development.</p> <div data-bbox="530 308 1760 1197" style="border: 1px solid black; padding: 10px;"> <p data-bbox="539 347 1704 456">You must deliver the sustainability measures as set out in “Energy & Sustainability Statement 423 West Green Road, London, N15 3PJ”, dated April 2018, by Energy Rating Services.com Ltd.</p> <p data-bbox="539 496 1733 715">The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of Very Good under the BREEAM UK New Construction 2014 Assessment, and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p data-bbox="539 754 1742 1007">In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p data-bbox="539 1046 1742 1155">Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> </div> <p data-bbox="530 1273 1760 1377">Action: For the Applicant to demonstrate the Sustainability of the development through an auditable mechanism for the domestic units. Once the method and the outcome is agreed, this should be conditioned.</p>	

Stakeholder	Comments	Response
	<p data-bbox="526 272 674 304"><u>Additional</u></p> <p data-bbox="526 347 792 379">My comments are:</p> <ul data-bbox="577 422 1787 751" style="list-style-type: none"> <li data-bbox="577 422 1787 528">- The units when fitted with internal blinds do not overheat under 2020 weather patterns. But to achieve this they do have to rely on openable windows. They did not comment on the noise / air quality issues on this. <li data-bbox="577 571 1787 751">- Under 2050 weather patterns the units overheat. And the applicant recommends Air Conditioning to be fitted. But they do not set out how this achieved or who is responsible for this. It could be fitted to the front of the flats, but this will impact on the visual appearance of the scheme. Or it could be done centrally and therefore require internal conduit space for future measures such as air vents. <p data-bbox="526 794 1621 826">To conclude this I would recommend that we include the following conditions:</p> <ul data-bbox="577 869 1800 1375" style="list-style-type: none"> <li data-bbox="577 869 1800 1082">- That the submitted Overheating Strategy (Overheating Risk Analysis Report, 423 West Green Road, London, by ERS Consultants) will be delivered on the scheme as set out. And that any alterations to the scheme which may impact on the results of this Analysis (such as blinds, glazing – size and specification, air change rates etc) must be approved by the Council. And any impact on the overheating risk that these alterations may bring are mitigated. <li data-bbox="577 1125 1800 1375">- Before commencement on site that the applicants submit an Overheating Management Plan. This Plan will set out how the identified future measures to reduce the overheating risks will be installed to the units. This will set out: <ul data-bbox="674 1241 1787 1375" style="list-style-type: none"> <li data-bbox="674 1241 1787 1305">○ what the best measures to reduce overheating risk are under 2050 weather files; <li data-bbox="674 1310 1787 1375">○ who is responsible to fit them and how residents will be able to get them fitted quickly at cost; and 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> ○ confirm and ensure that these measures will not impact on the visual appearance of the development. 	
Pollution	<p><u>Air Quality:</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>I recommend the following conditions:</p> <p><u>Air Quality Assessment:</u></p> <ul style="list-style-type: none"> • An Air Quality Neutral Assessment, taking into account emissions from boilers and combustion plant and road transport sources must be undertaken and submitted 	<p>Comments noted. Conditions included.</p>

Stakeholder	Comments	Response
	<p>for approval.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p><u>Contaminated Land:</u></p> <p><u>CON1</u></p> <p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> 1. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. 2. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. 3.If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable: - <ol style="list-style-type: none"> a. a risk assessment to be undertaken, b. refinement of the Conceptual Model, and c. the development of a Method Statement detailing the remediation 	

Stakeholder	Comments	Response
	<p>requirements.</p> <p>4.The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>5. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>CON B:</u></p> <p>Before development is occupied:</p> <p>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. <u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Combustion and Energy Plant:</u></p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan and the GLA SPG</p>	

Stakeholder	Comments	Response
	<p>Sustainable Design and Construction</p> <p><u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</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><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p><u>As an informative:</u> Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Waste Management Officer	<p>The proposed allocation of waste receptacles in the application are sufficient however the following points are not clear.</p> <ul style="list-style-type: none"> • Waste receptacles must be within 10 metres of waste collection vehicles • Gradients must be no greater than 1:20 surfaces should be smooth and sound, concrete rather than flexible • Dropped kerbs should be installed as necessary <p>Commercial waste must not be stored or collected with residential waste. Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of</p>	<p>Comments noted. Waste provision appears to match these requirements but further details shall be secured by condition.</p>

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	<p>an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above.</p>	
Building Control	No objections raised.	Noted.
Regeneration	No objections raised.	Noted.
Tree and Nature Conservation Manager	<p>In principle, I have no objection to this proposed development. The two most significant trees on site (T34 & T44) are to be retained and protected. It is proposed to remove six other trees, all are of low quality and value and should not be an impediment to development. The planting of new trees will mitigate for the loss of tree cover.</p> <p>The new landscape plan must include a variety of new trees, both native and non-native and of different nursery sizes. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The report details how works within the Root Protection Areas must be carried out. The Tree Protection Plan shows the location of the protective fencing and ground protection during the demolition and construction stages.</p> <p>Please ensure planning conditions are made to include the following;</p> <p>A method statement must be submitted to specify the design and installation method for</p>	<p>Comments noted.</p> <p>Conditions included for tree protection and landscaping.</p>

Stakeholder	Comments	Response
	<p>the foundations proposed for this scheme.</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Arboricultural Consultant, Council Arboricultural Officer, Parks Manager and Contractors) to confirm construction details and protection measures to be installed for trees and park.</p> <p>Robust protective fencing / ground protection must be installed prior to commencement of demolition activities on site and retained until completion. It must be designed and installed as specified in the Arboricultural report and outline Method Statement.</p> <p>The tree protective measures must be inspected by the Council Arboricultural Officer, prior to any works commencing on site.</p> <p>The tree protective measures must be inspected weekly the Arboricultural Consultant and reports sent to the Council Arboricultural Officer.</p> <p>All construction works within the Root Protection Areas or that may impact on them, must be carried out under the direct supervision of the Arboricultural Consultant.</p>	
Noise Specialist	<p>There's no objections made in principle to this proposed development, the internal noise level within habitable rooms can be met, as well as the condition imposed for music from the church. As it appears that the nursery play area falls in close proximity to residential units I would suggest that there's a restriction on the hours of operation of the nurseys as well as the times and the number of children utilising the play area at any one time.</p>	<p>Comments noted. Conditions included.</p>

EXTERNAL		

<p>Financial Viability Consultant</p>	<p>We have undertaken an assessment of the proposed Development with 30% affordable housing (8 shared ownership units and 14 affordable rent units).</p> <p>Taking into account the recommended amendments outlined in paragraph 5.2 of this report, we have concluded that the proposed Development with 30% affordable housing (8 shared ownership units and 14 affordable rent units) generates a surplus of £204,414 that could be used for further Section 106 payments (should this be justifiable in planning terms) or a commuted sum payment.</p> <p>For the reasons outlined in section 5.3, we recommend the Council include a review mechanism in the Section 106 Agreement.</p> <p><u>Additional</u></p> <p>After review of the additional information provided by BF [Braiser Freeth – applicant’s viability consultant], we have undertaken an updated appraisal to establish the quantum of affordable housing that could viably be provided on-site. We have concluded that the proposed Development is able to viably provide 21.5% affordable housing (6 shared ownership units and 11 affordable rent units) in addition to a commuted sum payment of £93,742.</p>	<p>Comments noted. A significant increase in affordable housing provision has been secured.</p>
<p>Thames Water</p>	<p>Waste Comments</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p>	<p>Observations have been taken into account and conditions and informatives included as appropriate.</p>

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer

Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your->

	<u>development/Working-near-or-diverting-our-pipes</u>	
London Fire Service	<p>The Brigade is not satisfied with the proposals. As compliance with part B5 of the building regulations is not shown.</p> <p>This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p> <p><u>Additional</u></p> <p>Following our telephone conversation subject to blocks A & B having the dry riser inlets points visible from the fire appliance parking location we would be happy with the then scheme for fire fighting access the exact location of the inlets can be sorted out at the building stage subject to the developer giving and undertaking to comply with part B5 of the building regulations.</p>	<p>Comments noted.</p> <p>Updated fire safety plans were submitted and adequate fire safety measures shall be secured at Building Regs stage.</p>
Metropolitan Police	<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>	<p>Observations have been taken into account and amendments</p>

	<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 L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Section 2).</p> <p><i>We have met favourably with the project Architects to discuss Crime Prevention and Secured by Design (SBD). The Architects have submitted an application form to achieve Secured by Design Accreditation and have agreed to undertake recommendations within the design that will reduce crime.</i></p> <p><i>Whilst in principle we have no objections to the development, we have recommended the attaching of a suitably worded condition and an informative. The comments made can be easily mitigated early if the Architects ensure continual engagement with our department throughout its development and build, by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 3). The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</i></p> <p><u>Section 2 - Design Comments:</u></p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations from the plans and discussions with the Architect. Site specific advice may change depending on further information or site limitations as the project develops:</p> <p>Boundary Treatment – The site is permeable as it aims to provide access for residents in/out of the Culross open space, but over permeability often leads to ASB and further crime. Recommendations have been made to maintain the aesthetics of the site whilst reducing permeability at the appropriate times.</p>	<p>to the plans made where possible. Condition included.</p>
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Stanley entrance

- This area has two entrances, one that leads through the residential development and one that leads into the rear of the development to the nursery and community space.
 - **Residential** – A gate has been recommended as the residential street leads into the park area. Its main intention is to allow access during the day hours, but to be closed and fob access controlled (for residents) during night time hours (dusk till dawn). It has also been recommended that there is a gate from the park leading towards West Green road, again to reduce permeability during dusk till dawn hours
 - **Church/Nursery** – The car park area should be gated (self-closing, locking with fob access for residents and audio visual access control to church and should include a boundary fence that meets the original site boundary which faces block C.

Balconies/Climbing Aids – Balconies should be designed so that they have flush fitted glazed balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any external drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. The design should not provide opportunities to climb. Such examples cannot be designed out and climbing may be possible then vulnerable properties **must** have PAS 24:2016 doors and glazing.

Door/Window Specifications – All accessible doors and windows into the residential development to be accredited to a minimum standard of PAS24:2016. Vulnerable or easily accessible windows should be a minimum standard of PAS 24:2016 with P2A Laminated glazing on the attack face. In addition, windows/glazing located within 400m of a door set should be fitted with laminated glass meeting the requirements BS EN 356:2000 on the outer pane.

Rear access to Ground floor apartments (to Stanley Cross Park) – Where possible

should be avoided so as not to encourage “ front door access to apartments” and the perimeter should be minimum of 1.8 metre in height. If remaining then 1.8metre gates that self closing and have the facility to lock.

Main Communal Entrance doors – All communal door sets (block A,B and C) to be a single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 BR2 with self-closing hinges and two magnetic locks placed 1/3 from the top and 1/3 from the bottom, able to individually withstand 1200lb/500kg pressure.

Secondary Communal entrance doors – Secondary doors are to be used to create a lobby/airlock entrance (block A, B and C) which is to be a single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 BR2 or PAS24:2016 with self-closing hinges and two magnetic locks placed 1/3 from the top and 1/3 from the bottom, able to individually withstand 1200lb/500kg pressure.

Access Control – It is recommended that a data log-in system with high encryption and access control via a vandal resistant door entry panel with an integrated camera, recording colour images of people entering the premises and allow remote release from the dwelling. These images should be stored for a minimum of 30 days on a hard drive system and stored in a secure locked cabinet or securely located on a remote ‘cloud’.

Lifts and Access to each floor – It is recommended that each block utilises smart card technology to ensure that only authorised access occurs on each floor. The case would be fob access to each floor with push button to release to escape to ground floor

Externally located Refuse and Cycle Store doors – all doors to be single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 BR2 with self-closing hinges and two magnetic locks placed 1/3 from the top and 1/3 from the bottom, able to individually withstand 1200lb/500kg pressure.

CCTV – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postboxes and overlooking the car park to provide an extra level of security through the site. This should be installed to BS EN 50132-7:2012+A1:2013

standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use. Where CCTV is not installed then the provision should be made for its future inclusion.

Postal strategy – It would be advised that all post is delivered into the airlock or lobby of each block to reduce postal theft. Post boxes should be securely surface mounted and meet TS009 standard.

Cycle Storage – It is noted that the cycle storage in Block C is external and this would be better suited within the lobby area, behind a communal front door and therefore a layer of security is provided making it harder for this to be accessed via opportunistic thieves. It is recommended that this should have a PAS 24:2016 data logged fob controlled door with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.

It is recommended that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.

Visitor cycling to be moved from the entrance of Block A and Block b and placed in the ceiling as a feature, thus avoiding them being used as a seat outside the main entrance. Natural surveillance of the cycle stands also improves

Bin Storage – The door should be to LPS 1175 SR2 standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers if they incorporate a slatted ventilation design. This should be data logged and fob controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.

Lighting – It is unclear what levels of illumination are provided for the external pathway, the communal entrance and also the car park. A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is accredited to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime.

Commercial Units – West Green road are independent of the residential and the communal use and will be subject to the guidelines of the SbD Commercial guide 2015

Church/Nursery – Further consultation is required regarding the Church and Nursery as their needs are very different. Detailed plans of how this would function have not yet been examined and as such the Nursery would fall under the SbD schools guidelines.

Please note that these recommendations are not exhaustive and are subject to further review with the architect and or developer as the development advances.

Section 3 - Secured by Design Conditions and Informative:

In light of the comments made, we request the following Conditions and Informative:

Condition:

Prior to the first occupation of each building or part of a building or use, a relevant ‘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.

Informative:

	<p>The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 4 - Conclusion:</u></p> <p>We would ask that my interest in this planning application is noted and that we are kept apprised of developments. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact us at the above office.</p> <p>Yours sincerely,</p> <p>Lee Warwick 463TP <i>Designing Out Crime Officer</i> Metropolitan Police Service</p>	
<p>Transport for London</p>	<p>Thank you for consulting Transport for London with regard to the above planning application. TfL has the following comments:</p> <ol style="list-style-type: none"> 1. A total of 18 parking spaces are proposed across the site. 10 of these are for the church, which already has 10 spaces. This is acceptable. 2. 8 disabled parking spaces are proposed for the residential units. This is acceptable as it accords with the London Plan requirement of 1 space per dwelling for 10% of dwellings being provided. An additional visitor/maintenance parking space will be provided for the residential units. It is not clear why this is required, and given the excellent public transport links the site benefits the applicant should consider removing this from the scheme. 3. The applicant proposes that 20% of car parking spaces will be provided with active charging facilities, with 20% provided with passive provision for future use. 	<p>Comments noted and will be dealt with by conditions and legal agreement as appropriate.</p>

	<p>This is acceptable, however draft New London Plan Policy T6.1 requires that 20% of spaces have active charging facilities and all remaining spaces (80%) have passive provision for future use. The applicant is strongly encouraged to provide this instead. This should be secured by condition.</p> <ol style="list-style-type: none"> 4. Paragraph 4.6 refers to 3 spaces for 8 residential uses and 29 for the community centre. It is unclear what this means. The applicant should clarify the meaning of this. – typo ask applicant to remove. 5. Residential and retail cycle parking is in line with (or in certain cases exceeds) London Plan standards, which is welcomed. 6. Further details on the number of staff for the church and the number of students and staff for the nursery should be provided so that TfL can be satisfied that the proposals meet London Plan standards. 7. Residential long-stay cycle parking will be provided at the lower ground floor level. The applicant should provide details of how this will be accessed. 8. A mixture of two-tier racks and Sheffield stands will be provided, which is welcome. The applicant should ensure that the two tier racks are provided with a mechanically or pneumatically operated system for accessing the upper levels. 9. In line with draft New London Plan Policy T5, showers, lockers and changing facilities should be provided for staff of the retail/café use and nursery. 10. TfL recommends that a Delivery and Servicing Plan (DSP) and Detailed Construction Logistics Plan (CLP) are secured by condition and pre-commencement condition. In line with draft New London Plan Policy T7, these should ensure a safe, sustainable and efficient pattern of freight. 11. The site is located within the Crossrail 2 safeguarding area. Haringey Council should ensure that the conditions which Crossrail 2 requested are imposed, should the application be granted permission. <p>TfL requires the information above to be clarified before we can be supporting of</p>	
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	<p>this application.</p> <p><u>Additional</u></p> <p>I am happy that clarification provided is acceptable to TfL.</p>	
<p>Crossrail 2 Safeguarding</p>	<p>Thank you for your letter dated 12 July 2018, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-</p> <ul style="list-style-type: none"> (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works (ii) Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures. <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with</p>	<p>Comments noted. The condition has been included as required.</p>

	<p>Crossrail 2.</p> <p>Informative:</p> <p>Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.</p> <p>In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk , which is updated on a regular basis.</p>	
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<p>LOCAL REPRESENTATIONS:</p> <p><i>LETTERS FROM 64 INDIVIDUAL ADDRESSES</i></p> <p><i>55 IN OBJECTION</i></p> <p><i>7 IN SUPPORT</i></p> <p><i>2 COMMENTS</i></p>	<p>Land Use, Employment and Housing</p> <ul style="list-style-type: none"> • Removal of existing short term tenants • Loss of existing residential accommodation • Insufficient affordable and social housing • Loss of jobs and businesses 	<p>These residents are hosted in temporary accommodation and thus were always intended to move on at a later date</p> <p>Existing residential units would be replaced by a greater number of new residential units</p> <p>The amount of affordable housing has been independently tested and found to be above the maximum viable level</p> <p>Small loss of jobs would be outweighed by other benefits of the scheme. Vacant units in</p>
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	<ul style="list-style-type: none"> • Loss of care facility • Church would not serve local population • Excessive number of churches in local area 	<p>local centre that could be re-occupied by displaced businesses. New residents in the area could stimulate the local economy.</p> <p>The Council no longer operates care homes of this type which are now provided by the private sector</p> <p>The existing church has been operational in the local area for many years and serves a local community</p> <p>The anticipated demand for a larger church in this location demonstrates that there is a requirement for additional religious facilities</p>
	<p>Size, Scale and Design</p> <ul style="list-style-type: none"> • Overdevelopment of the site • Excessive and dominating height • Out of keeping with local character 	<p>Although the development is marginally over the Mayor's density threshold this is considered to be acceptable given the improving public transport links in the area</p> <p>The height is acceptable considering the commercial nature of West Green Road, the existence of developments with a similar height in the local area, and the increasing density of the area</p> <p>The development would be finished in brick similar to that of existing local properties, with an articulation that reflects existing built form.</p>

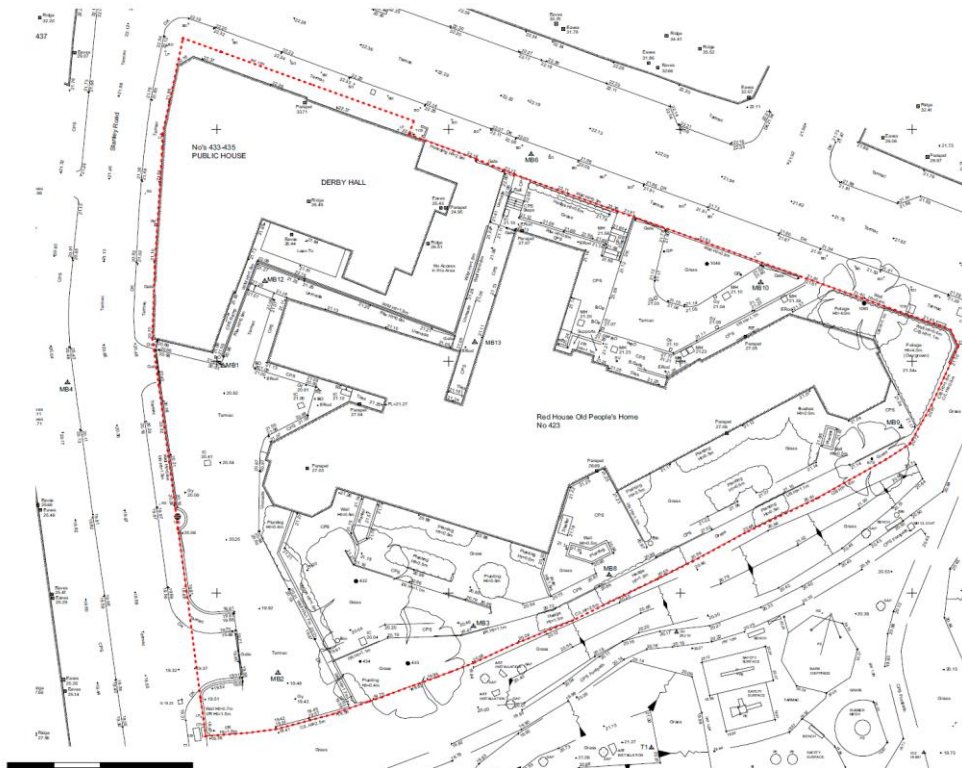
	<ul style="list-style-type: none"> • Inappropriate design • Lack of fire safety 	<p>For reasons as described above the design would be appropriate.</p> <p>Fire safety is not a planning matter and is controlled by building regulations. Additional fire safety information has been requested and shall be provided ahead of the date of the planning committee.</p>
	<p>Transport and Parking</p> <ul style="list-style-type: none"> • Increased traffic congestion • Loss of parking availability • Loss of highway/pedestrian safety 	<p>The existing road capacity can manage the additional trips anticipated from this development</p> <p>There is not considered to be significant parking pressure locally that would be adversely affected by the proposal</p> <p>The additional number of trips and proposed on-street parking would be accommodated by existing highway and would not lead to loss of highway/pedestrian safety</p>
	<p>Residential Amenity</p> <ul style="list-style-type: none"> • Loss of sunlight and daylight 	<p>Sunlight and daylight impacts have been assessed and found to have only limited effects on neighbouring properties or proposed residential quality</p>

	<ul style="list-style-type: none"> • Increased overshadowing • Increased overlooking and loss of privacy • Increased noise disturbance • Loss of security • Disturbance from building works • Increased overshadowing 	<p>The day/sunlight study indicated no negative impact from overshadowing.</p> <p>The separation distance between the development and nearby properties is good so residential privacy would not be adversely affected.</p> <p>Noise would be limited by condition so as not to impact on neighbouring residents</p> <p>Increased overlooking from a vacant site would improve local security. Pedestrian activity would increase on surrounding streets. The development has approval in principle from the Met Police.</p> <p>Building works are a temporary occurrence that are controlled by other legislation</p> <p>Private external areas would not be excessively overshadowed by the proposal</p>
	<p>Park, Environment and Public Health</p> <ul style="list-style-type: none"> • Loss of open space 	<p>A net increase in open space is proposed</p>

	<ul style="list-style-type: none"> • Insufficient improvements to adjacent open space • Lack of sustainability • Increased environmental pollution • Impact on health of local residents 	<p>The Council's Parks team are content with the Park improvements and a public consultation will be required prior to final approval of the works</p> <p>The applicant has attempted to maximise the sustainability of the development through solar panels, green roofs and other measures</p> <p>Dedicated waste facilities would be provided for the residential and non-residential uses and local street bins are available for general public use</p> <p>The development is unlikely to exceed emissions benchmarks and construction dust shall be controlled by condition. All other emissions (including noise) and amenity impacts are within reasonable limits and appropriately controlled as necessary.</p>
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Appendix 2: Plans and Images

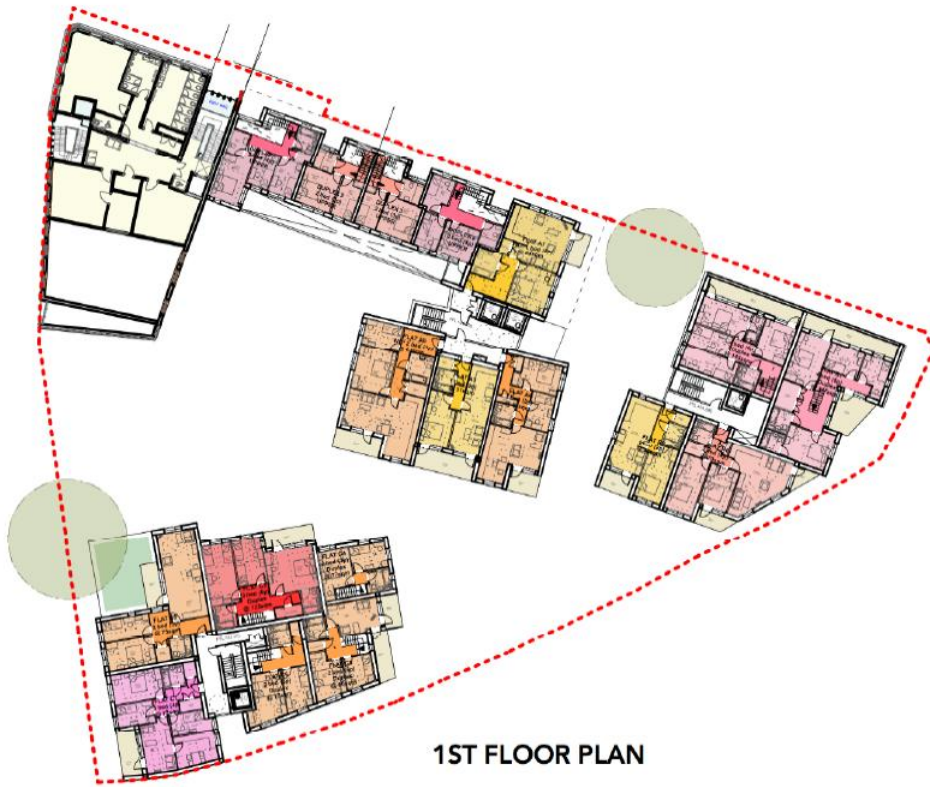
Existing Site Location Plan



Ground Floor Layout Plan



First Floor Layout Plan



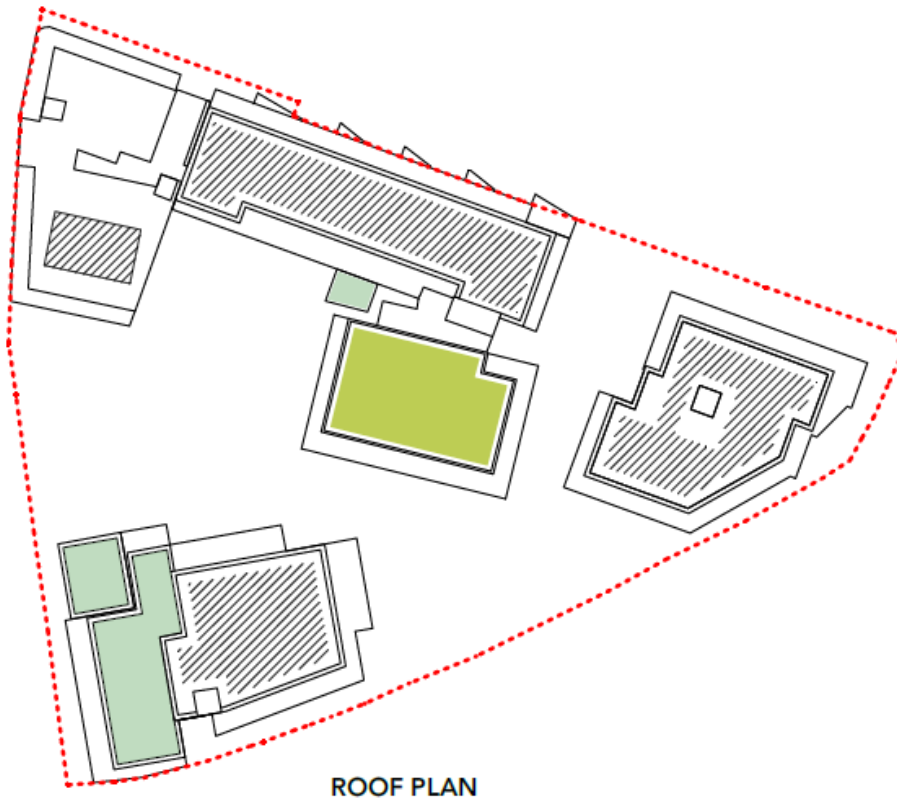
Second Floor Layout Plan



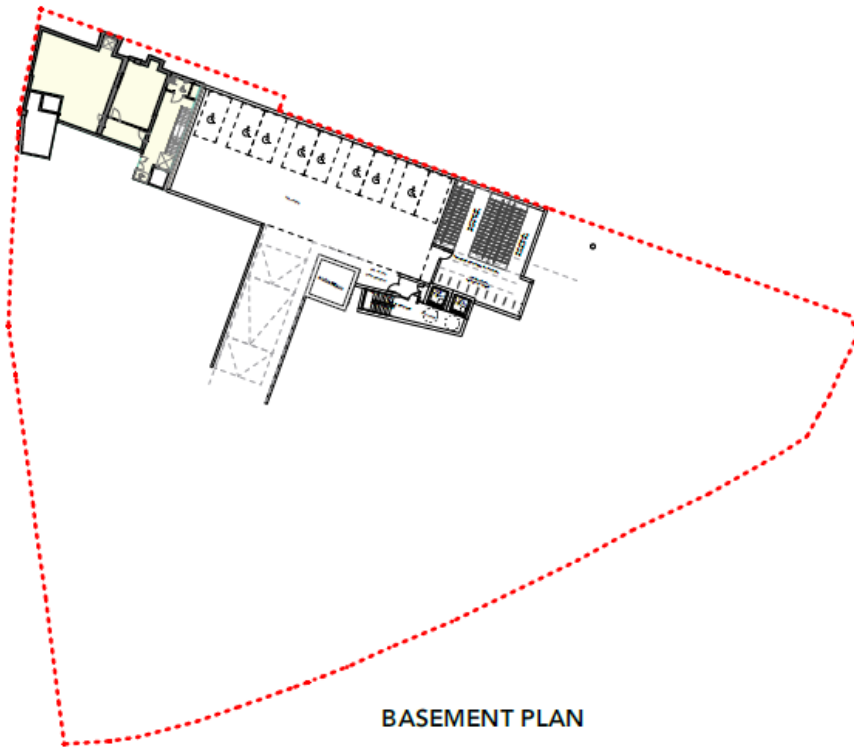
Fifth Floor Layout Plan



Roof Layout Plan



Basement Layout Plan



Park Masterplan



View from East on West Green Road



View from West on West Green Road towards Junction with Stanley Road



View from South within Stanley Culross Open Space



Appendix 3: Quality Review Panel Reports

First Review – 17th May 2017

Summary

The Quality Review Panel understands that the development of the site presents some difficult challenges, and they don't yet feel that the scheme (as proposed) is as convincing as it could be. They would encourage the design team to explore some different options for the layout of the buildings and uses on site, and feel that there is also scope for improvement within the design of the open spaces within the development. They question whether additional retail / commercial frontage onto West Green Road is viable; and note that a more relaxed approach to the uses on this primary frontage may open up other possibilities for the layout elsewhere. Whilst the panel supports the principle of locating the church premises in the existing public house, they suggested refinements to its design. In particular, the panel raised concerns about the quality of nursery accommodation, associated with the church, and think this element of the scheme would benefit from further thought. The design, massing and density of the residential accommodation also requires further consideration to ensure the creation of high quality new homes; a T-shaped configuration potentially creates very awkward and compromised flat plans, and an undercroft parking area will increase the risk of anti-social behaviour. Further details on the panel's views are provided below.

Massing and development density

- The panel express concerns about the scale and quantum of development as currently proposed; they feel the constraints of the site will make it difficult to accommodate the scale of development proposed successfully.
- They note that the plot ratio seems very high, considering the configuration of the blocks with the parking court in the middle of the site.
- A reduction in the quantum of development could relieve pressure on the layout, enabling significant reduction in the numbers of single aspect flats, and an improvement in amenity, quality and outlook of the units.
- The panel notes that historically, the public house on the corner would have been a landmark; the tallest element of the urban block. The proposed massing of the new build elements rises above the existing public house, and presents an uncomfortable relationship with the historic building.

Place-making and landscape design

- The panel would encourage the design team to retain the mature tree on West Green Road, as a positive feature of the existing site, alongside the locally listed public house building. They note that the majority of open space within the red-line area is given over to vehicle circulation and parking, which in tandem with an open

undercroft area (also for parking) would create an unpleasant inner courtyard. There is also a risk this would foster anti-social behaviour.

- They would encourage the design team to explore alternative site layouts, to increase the amount and quality of amenity space - rather than giving space to the park as currently proposed.
- Separating the residential parking from the community parking could also help to reduce the dominance of parking, and could enable the introduction of a courtyard garden for residents.
- The design approach of providing a good 'edge' to the adjacent park, that provides good levels of vitality and surveillance, could potentially be of great benefit to the quality and nature of the park, without necessarily transferring additional land over to the park.
- They note that Y-shaped parks can be very successful, as they can appear much larger than they actually are. Mature, simple landscape proposals can work very well in this type of setting, whilst play space should preferably not be located at the nexus of the Y.

Scheme layout

- The panel would strongly encourage the design team to step back from the current proposals and explore alternative site layouts, to achieve a higher quality, more coherent development.
- The panel also questions whether additional commercial units in this location would be successful, as the existing units on the other side of the street appear to be very marginal.
- A more relaxed approach to the uses appropriate on the West Green Road frontage, for example with community uses or homes with front doors, could be more appropriate.
- This would also potentially enable the development to be set back behind a small landscaped strip, allowing retention of the existing mature tree on the frontage.
- The panel support the decision to locate the church and nursery together, but feel that extra thought is required in order to make both parts of the building work well. Further thought is needed to avoid blank elevations and improve the quality of accommodation for the nursery.
- The panel also notes the small nursery courtyard, as currently designed, would be a dark and inhospitable external space. The residential accommodation is currently configured as a T-shaped block, which results in awkward planning, and compromised circulation and light levels within residential layouts, as it creates a lot of internal corners.

- The panel would encourage the design team to evaluate the proposed apartments against housing quality guidelines, to ensure that appropriate standards are being met.
- The residential access decks are also not ideal; despite being open at the ends they are neither internal or external spaces.
- The panel notes that breaking the residential accommodation into separate buildings may be more successful.

Architectural expression and detailed design

- The panel would encourage the creation of a more generous and prominent entrance to the residential units on West Green Road; retention of the existing mature tree could help create a pleasant threshold space.
- The panel feels that some of the emerging details of the design of the church could be very positive (for example, the 'spire'), and they welcome the proposal to restore some of the lost details from the public house.
- They would encourage some further refinement of the architecture, to achieve high quality building, for this important community use.
- They would also encourage a simpler approach to the massing of the church building, with a less stepped profile, which would improve circulation, and reduce construction costs.
- The panel express concerns about inconsistencies in the detailed design. More thought is needed to resolve technical elements such as service risers, to ensure buildability.

Next steps

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

Second Review – 18th March 2018

Summary

The Quality Review Panel welcomes the detailed and helpful presentation, and feels that the design team has responded well to the comments from the previous review. The panel considers that the proposals have the potential to deliver high quality development. It broadly supports the revised layout and the changes to the configuration of the blocks, and feels that the reduction in commercial accommodation is a positive response to the local context. However, it considers that a final iteration of the design is required (as outlined below), in order to fine-tune some of the detailed aspects of the scheme. In this regard, it highlights scope for refinement within: the design and activation of the ground plane of the development,

including the robustness of the public realm; the architectural expression of the different buildings on the site; and the quality and amenity of some of the residential accommodation. Further details on the panel's views are provided below.

Massing and development density

- The panel generally supports the emerging massing and configuration of the development.
- The panel supports the principle of breaking the development into smaller elements that allow public routes through to the park behind – but recommends careful thought about the edges of the blocks fronting onto the park, to ensure a good level of informal surveillance and activity.
- The panel considers that the residential block at the south of the site at Stanley Road would work better if it was configured similarly to the other residential blocks. A single set-back storey at roof level fronting onto the open space of the park would present a much more comfortable proportion than the two set-back storeys as currently proposed, whilst retaining the same overall number of building storeys.
- With regards to the question of whether an additional storey of accommodation would be achievable above the new church building, the panel does not rule it out, but considers that an argument could be made for it if it was of exceptional design quality, perhaps with an intriguing geometry.
- Other issues to consider would be that any increase of height in the accommodation above the church would be visible in local and distant views, and that the impact of the proposed contemporary 'spire' would be lost.

Place-making and landscape design

- The panel welcomes the appointment of a landscape architect. A carefully considered landscape design could unlock the potential of the spaces being created within the development, whilst supporting and reinforcing activity, surveillance and safety within and around the site.
- The design of the public realm should help to reinforce the park edge as the 'heart' of the scheme, and should focus activity in this location, to avoid an anti-social behaviour hot-spot.
- The panel welcomes the move to retain the existing mature tree on West Green Road, as this will allow the scheme some 'breathing space', as well as signifying the start of the park, which is located behind the buildings.
- It would encourage a detailed survey of the existing trees to be retained on, or immediately adjacent to the site, in order to establish whether there is any risk of damage to root zones during the construction. Measures should be taken to protect tree roots; the massing or configuration of the development adjacent should be adjusted where necessary to achieve this.

- A stronger tree-planting strategy for the site as a whole could help improve the quality of some of the secondary external areas, for example the car park.

Scheme layout

- The panel generally supports the scheme layout, whilst noting some areas in which this could be fine-tuned.
- The design and configuration of the interface of the development with the park to the south requires very careful consideration. Re-locating the larger 'family' duplex apartments to this location will enable provision of individual front doors, giving a good level of informal surveillance.
- Duplexes in this location would also enable bedrooms to be located at first floor level; ground floor bedrooms fronting onto the park should be avoided.
- The design of the public realm at this interface should seek to maximise the 'eyes on the street', in addition to activity levels, footfall, and views through from the street into the quieter areas beyond.
- Care should be taken to avoid the creation of private gardens at the park edge that could in time be bounded by tall fences limiting natural surveillance and the perception of safety.
- The reduction of commercial accommodation onto West Green Road is welcomed, as being a more appropriate response to the local context.
- The bin store is located at a very prominent corner onto West Green Road. The panel would encourage relocation of the bin store away from this primary frontage. A more public-facing function, i.e. a retail/commercial or community use, would be more appropriate in this location. The panel notes that the design of the church has not changed significantly since the previous review. It feels that the contemporary 'spire' could be very successful.

Architectural expression

- Scope remains to refine and enhance the architectural expression of the proposals. The panel would encourage the design team to explore a greater exuberance within the architecture of the different elements of the development as a whole.
- It notes that the predominant architectural context of West Green Road includes both oriel and bay windows, and there are virtually no 'flat' buildings.
- Well-detailed, high quality brickwork will be very important to ensure the success of the development, in place-making terms; both within the context of West Green Road, and also as a back-drop and setting for the park.
- In addition, the materiality and design of the balconies within the development could be explored further to add richness and detail to the building elevations.

- The panel considers that the configuration and design of the (thinner) middle block of accommodation onto West Green Road holds further potential for refinement. It suggests inclusion of bay windows and / or winter gardens, instead of inset north-facing balconies. This could help add a more intricate layer of detail to the elevations, as well as enhancing the quality and amenity of the accommodation.
- The solid brickwork band of the setback above ground floor level at the eastern block of development fronting onto West Green Road currently appears visually heavy. The panel think this detail should be refined – for example by introducing a more vertical rhythm within the brickwork of this band, that references the scale and verticality of the townhouses.
- The panel feels that the street elevation along West Green Road could be very successful if the two new residential blocks could each be visually more distinct from the other, and from the new church and nursery (within the existing public house building).
- Different treatment of all of the blocks in the development would be supported. It will be important for all of the buildings to have a common 'language' and shared principles, but potential exists to further refine and explore the distinct personalities of the different blocks.

Next Steps

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

Appendix 4: Development Management Forum 22nd March 2018 – Briefing Note

Attendees

Three members of the public were present.

Overview

The Forum was advertised to residents by Haringey Council via A4 notices posted by the site and in the local area. The Forum was held at West Green Primary School.

The Forum was led by the Head of Development Management.

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

Issues

Issues raised broadly covered the following areas:

- Nursery layout
- Underground parking arrangements
- Park layout, play space and size increase
- Non-church related community facilities
- Proposed uses
- Cycle parking
- Affordable housing provision and property tenure
- Refuse storage
- Solar panel provision
- Height and canyon effect
- Sound proofing
- Sustainability
- Material finish

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

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Planning Sub Committee 8th July 2019

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2019/1278

Ward: Tottenham Hale

Address: Marsh Lane Refuse Depot, Marsh Lane, N17 0XE

Proposal: Erection of a two storey office and workshop building, gatehouse and other ancillary buildings/stores, repositioning of existing storage buildings, provision of new vehicle access onto Watermead Way, and provision of vehicle parking and circulation areas.

Applicant: Mr Andrew Harrison, London Borough of Haringey

Ownership: Council

Case Officer Contact: Christopher Smith

Site Visit Date: 28/05/2018

Date received: 30/04/2019 **Last amended date:** 25/06/2019

Drawing number of plans:

HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

Supporting documents also assessed:

Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

1.1 This application is being reported to the planning committee as it is a major application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of development of this site for a depot has been previously accepted (2015), and this proposal would release land in Tottenham Hale for future regeneration including the provision of new housing;
- The design is functional, sustainable, contemporary and high-quality
- The development would provide an appropriate level of vehicle parking given the operational requirements of the site, and would not impact on highway safety;
- The development would provide appropriate on-site carbon reduction measures plus a carbon off-setting payment, as well as good quality drainage and soft landscaping;
- The proposal would enhance biodiversity.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30th July 2019 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Three years
- 2) Drawings

- 3) London Underground asset protection
- 4) Secured by design
- 5) Workplace travel plan
- 6) Construction management and logistics plans
- 7) Drainage
- 8) Boilers
- 9) Flues
- 10) Considerate Constructor
- 11) Non-Road Mobile Machinery
- 12) Non-Road Mobile Machinery Compliance
- 13) Air quality and dust management plan
- 14) Nesting bird check
- 15) Reptile protection
- 16) Invasive species
- 17) Electric vehicle charging
- 18) Land contamination
- 19) Highways works
- 20) Pathway works

Informatives

- 1) Proactive working
- 2) CIL
- 3) Legal agreements
- 4) Signage consent
- 5) Numbering
- 6) Asbestos
- 7) Construction hours
- 8) London Underground infrastructure protection
- 9) Water pressure
- 10) Designing out crime

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- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
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- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and Images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This application is for the removal of the existing single storey temporary structures, relocation of the existing single storey bin repair enclosure, retention of the existing double-height salt barn and the erection of a two storey vehicle maintenance and office building, a gatehouse, a covered fuelling and wash area, plus other ancillary single storey storage and service structures across the site including a new sub-station.
- 3.1.2 The development proposal would also include a new vehicle access and signalled junction on Watermead Way, a vehicle access to the bus depot on the north side of the site, soft landscaping on the eastern side of the site and parking and circulation areas for vehicles.
- 3.1.2 Parking spaces would be provided for 112 operational vehicles (including 59 HGVs), 68 cars (including 6 accessible spaces) and 6 motorcycles. 40 cycle parking spaces are also proposed.
- 3.1.3 The premises would be accessible 24 hours a day.
- 3.1.4 The office part of the proposed main building would be finished in grey composite wall and roof panels, grey aluminium window frames and grey steel doors. Dark grey profiled cladding would provide a feature element. The workshop part of the main building would be finished in grey metal trapezoidal cladding.
- 3.1.5 The proposal includes a deep band of landscaping along the east of the site to create an attractive 'green' frontage onto Watermead Lane, with tree, shrub and bulb planting and wildflower meadow. An area of low-lying land in the north east corner is proposed as a swale/rain garden for water attenuation. This area is to be planted with marginal and wet grassland seed mix.
- 3.1.6 The development would be completed in two phases with the existing Council depot retained during the construction of Phase 1 to the south before decanting to allow works to Phase 2 to the north.
- 3.1.7 This development would allow all functions from the existing Council depot on Ashley Road to consolidate on this site, thereby releasing that land for future residential / council-housing development.

3.2 Site and Surroundings

- 3.1.8 The application site is 1.87 hectares in area. It is sited between Marsh Lane to the east and the Watermead Way (A1055) dual carriageway to the west. Immediately to the south-east of the site is a footpath which is a public right of way path.
- 3.1.9 To the north is the Go Ahead Northumberland Park Bus Depot. Further to the west and south is the Northumberland Park rail depot which is the service and storage area for trains on the Victoria line.

3.1.10 The site was previously occupied by an abrasive manufacturing works up until the 1990s when it became derelict. All buildings relating to that former use have been demolished. The site is now mostly vacant, although it has been partially developed for temporary and storage uses in advance of the transfer from the waste depot at Ashley Road to facilitate the provision of sports facilities for the Harris Academy on part of the depot site.

3.1.11 The site is predominately level except for a few raised bunds of hardcore rubble and a ditch on the eastern side.

3.3 Relevant Policy Designations

3.3.1 The site is located within Flood Zone 2 and a Source Protection Zone 1, an Area of Archaeological Importance and a Strategic Industrial Location. The eastern edge of the site is within the Lee Valley Regional Park.

3.3.2 The site is adjacent to an Ecological Corridor, a Site of Importance for Nature Conservation (SINC, Borough Grade I) and an area of Green Belt. There is a Blue Ribbon Network to the east site (Pymme's Brook).

3.4 Relevant Planning History

The following applications have been submitted for this site since 2010:

HGY/2015/2640. Request for Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended). EIA Not Required October 2015.

HGY/2015/2650. New build refuse facility on existing site and associated outbuildings. Granted December 2015.

HGY/2017/1694. Permanent salt barn in position previously consented (HGY/2015/2650), temporary welfare & office cabins, temporary storage containers, temporary roofed store & fencing and hardstanding improvements to suit use as a satellite site to Ashley Road Depot providing temporary parking. Granted December 2017.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding this planning application:

4.2 INTERNAL

4.3 Design Officer

- 4.4 No objections.
- 4.5 Transportation
- 4.6 The proposed vehicle trips are not new but relocated on the highway network as this depot would be moving from Ashley Road. Most trips would be between 5am and 7am and thus are outside of peak travel times. The provision of a new three-way signalled junction onto Watermead Way, to be shared with the adjacent bus garage, is supported. The existing crossing will be removed.
- 4.7 The level of parking provided is determined by the operational needs of the depot and is therefore acceptable.
- 4.8 No objections subject to conditions.
- 4.9 Drainage Engineer
- 4.10 The proposed drainage rates are acceptable. No objections subject to conditions.
- 4.11 Carbon Management
- 4.12 No objections subject to conditions.
- 4.13 Pollution
- 4.14 No objections subject to conditions.
- 4.15 Waste Management
- 4.16 No objections raised.
- 4.17 Regeneration – Tottenham Team
- 4.18 Supportive of the application.
- 4.19 Economic Development
- 4.20 Support the application.
- 4.21 Nature and Conservation
- 4.22 No objections.
- 4.23 Noise Specialist
- 4.24 No objections.

- 4.25 Arboricultural Officer
- 4.26 No objections received.
- 4.27 Emergency Planning
- 4.28 No objections received.
- 4.29 Parks
- 4.30 No objections.
- 4.31 EXTERNAL
- 4.32 Environment Agency
- 4.33 An objection has been raised as further information must be submitted to demonstrate that risks to groundwater from the development would be acceptable. The applicant has submitted additional information to overcome this objection. An update will be provided as part of an addendum report.
- 4.34 Natural England
- 4.35 No comments to make.
- 4.36 Lee Valley Regional Park Authority
- 4.37 The provision of a new access from Watermead Way breaks up the green corridor to the east of the site. Therefore, an objection is raised on this ground. (Officer Comment: More landscaping and biodiversity improvements are proposed within the LVRP boundary than was the case in 2015 when the previous application was approved and to which the LVRPA did not object. As such, the landscaping proposals are considered acceptable).
- 4.38 Thames Water
- 4.39 No objections raised.
- 4.40 Transport for London
- 4.41 Further information requested. No objections raised.
- 4.42 London Underground

- 4.43 No objections subject to conditions.
- 4.44 Network Rail
- 4.45 No comments to make.
- 4.46 Historic England Archaeology (GLAAS)
- 4.47 No archaeological requirements.
- 4.48 London Fire Service
- 4.49 Satisfied with the proposals.
- 4.50 Health and Safety Executive
- 4.51 The proposed development site is not within the consultation distance of a major hazard site or major accident hazard pipeline.
- 4.52 Canal and River Trust
- 4.53 No objections raised.
- 4.54 London Wildlife Trust
- 4.55 No comments received.
- 4.56 Friends of the Earth
- 4.57 No comments received.
- 4.58 North London Waste Authority
- 4.59 No comments received.
- 4.60 Tree Trust for Haringey
- 4.61 No comments received.
- 4.62 Metropolitan Police
- 4.63 No objections subject to conditions.
- 4.64 LB Waltham Forest
- 4.65 No comments received.

5 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 28 neighbouring properties;
- Local neighbourhood groups, including Friends of Tottenham Marshes;
- Public notices were erected in the vicinity of the site.

5.1.1 No third party comments have been received.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Design and Appearance
3. Parking and Highway Safety
4. Flood Risk and Drainage
5. Carbon Reduction
6. Ecology and Landscaping
7. Air Quality and Land Contamination
8. Other Considerations
9. Section 106 Heads of Terms

6.2 Principle of the Development

6.2.1 The principle of a refuse depot has been accepted on this site under HGY/2015/2650 approved in December 2015 which is an extant permission. Since then there have been changes to National and local policy but these do not materially impact the policy position on the principle of development.

6.2.2 The National Planning Policy Framework (NPPF) 2019 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 'development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.3 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'.

6.2.4 The consolidated London Plan (2016) sets out objectives for development through a range of planning policies. The policies in the London Plan are

accompanied by a suite of Supplementary Planning Guidance (SPGs) documents that provide further guidance and policy advice.

- 6.2.5 The draft new London Plan is also a material consideration in the assessment of this application but is only given limited weight.
- 6.2.6 Policy SP8 of the Local Plan states that that Council will secure a strong economy in Haringey and shall achieve this through the provision of additional floor space in 'B-Class' uses, including through the reconfiguration and re-use of surplus employment designated land and the intensification of existing employment sites. The policy also states that the Council will support local employment and regeneration aims and will contribute to a diverse North London economy by promoting logistics and other industrial-type industries.
- 6.2.7 Policy DM37 of the Development Management (DM) DPD states that proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development is consistent with the range of uses in Policy SP8. Proposals should be designed to be flexible, have adequate provision for on-site servicing and goods vehicles, improve the environmental quality of the site and the local area and provide a demonstrable improvement in the use of the site for employment purposes with regard to floorspace, jobs and the Council's economic and Local Plan objectives.
- 6.2.8 The application site is designated as a Strategic Industrial Location.
- 6.2.9 The proposed development is for the expansion of the existing Council depot facilities on this site and the creation of new employment floor space in the form of a two storey/double-height office and vehicle workshop, plus ancillary stores, operational buildings and vehicle parking areas. Most of the application site is currently vacant land. The site was previously occupied by a chemicals factory but all buildings relating to that earlier use have now been removed or demolished and the ground laid to rubble. As such, the proposal would make use of previously developed land that is currently unoccupied.
- 6.2.10 The proposal would replace the existing Council depot operations that currently take place at Ashley Road. The depot is expected to accommodate 268 staff. This proposal would enable the release of the Council's Ashley Road site and allow its future development for housing in accordance with its designation as the northern part of Site Allocation TH7 (Ashley Road North) of the Tottenham Area Action Plan.
- 6.2.11 Therefore, the proposed development would be acceptable in principle as the use proposed is acceptable in SIL, it enables the re-use of this previously developed land, provides new employment floor space and would facilitate the Council's long-term regeneration objectives. As such, the application is in

accordance with Policies SP8 and DM23. This is subject to compliance with all other relevant planning policies as described in the sections below.

6.3 Design and Appearance

6.3.1 The NPPF 2019 states that good design is a key aspect of sustainable development and that developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.3.2 London Plan Policies 7.4 and 7.6 state that buildings should be of a high-quality design and should make a positive contribution to the streetscape. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. These objectives are supported by Policy DM1 of the DM DPD.

Scale, Layout and Detailed Design

6.3.3 The application site is in an industrial area that is characterised by transport depots. It is currently only partly occupied and is mostly covered by overgrown plants, demolished material and hardstanding. There are some temporary and lightweight structures on the northern part of the site, and a double-height salt barn to its western side.

6.3.4 The proposed development would regenerate this mostly derelict site by erecting a new two storey office and workshop building, ancillary single storey buildings and structures, and surrounding vehicle parking and circulation areas.

6.3.5 The building would be 118 metres wide, 17.9 metres deep and a maximum 9.9 metres in height. It would be located close to the northern site boundary. The building would be a functional utilitarian industrial building. It would be finished in grey cladding with grey metal windows and doors and would feature a dual pitched roof to the workshop element (western part) and a mono-pitched roof behind a parapet to the office (eastern part).

6.3.6 Signage would be added to the eastern elevation to add visual interest to the building as viewed from Watermead Way.

6.3.7 The Council's Design Officer has been consulted on this proposal and states that the workshop/office building would appear toned-down, recessive and subservient in colour and appearance, helping it to 'disappear into the background' and merge into the wider landscape of hardstanding.

6.3.8 The other proposed buildings, including the re-located bin repair enclosure, would all be single storey in height and would not be prominent in public views given their location either well away from Watermead Way or towards the far

southern end of Marsh Lane, and given they would be screened from public areas by fencing.

- 6.3.9 The development proposal would bring additional visual improvements to the site including replacement fencing to site boundaries and prominent areas of new soft landscaping including a large area of tree, shrub and wildflower planting fronting Watermead Way.
- 6.3.10 The Council's Design Officer states that the development proposals will be "fit for purpose, easily maintained, and will sit in the background. In form, siting, site layout, materials and colours, the proposals will not 'shout loudly' but create the minimum impact and visibility."
- 6.3.11 The Design Officer comments also support the landscaped context of the proposals, particularly the quality of the soft landscaping on the eastern side of the site which would consist of significant vegetation and trees.
- 6.3.12 Taking into account the site context and functionality of the proposal, the appearance of the building is considered to comply with policy.

Access and Security

- 6.3.13 The building has been designed within level access thresholds and wide doorways throughout. The first floor of the office would be accessible by lift.
- 6.3.14 The existing fencing on the south-eastern and western sides of the site would be replaced with security mesh fencing. Additional fencing would be provided in key areas, including to the eastern side of the main operational part of the site, to maximise the security of the depot activities. Access to this area would be controlled by gatehouse security staff. Staff access to the buildings would be controlled via fob.
- 6.3.15 Existing palisade fencing on the eastern site boundary would be realigned and partly screened by planting. CCTV and pole-mounted lighting would provide additional security benefits.
- 6.3.16 The proposed development would bring new activity, and additional visual and security improvements, to a currently vacant site. It would have a high quality and contemporary functional appearance that would be appropriate in the local context and would have a positive impact on the character of the surrounding area.
- 6.3.17 Therefore, the proposed development is acceptable in design terms.

6.4 Parking and Highway Safety

- 6.4.1 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.
- 6.4.2 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.4.3 The site has a public transport accessibility level (PTAL) of 2, which is considered low. There are four bus routes operating within the vicinity of the site and the frequencies of buses on the routes serving the site range from four to twelve vehicles per hour. The nearest bus stop is an approximate 480 metre walk from the site in Northumberland Park. Therefore, although the PTAL rating of the site is low, the buses operating in the vicinity of the site provide good connectivity to nearby stations, such as those at Tottenham Hale and White Hart Lane.
- 6.4.4 The closest rail station is Northumberland Park, which is an approximate 300 metre walk from the site. The train service is a low frequency service but is set to increase to 4 trains per hours as part of the upgrades to facilitate development at Meridian Water.
- 6.4.5 The proposed development would relocate the Council's existing waste depot at Ashley Road to the site, the distance between the existing and proposed depot sites is approximately 600 metres. The road trips that are anticipated to be generated by this development are not therefore new trips on the road network but instead are trips which have been relocated from a different part of the network nearby (i.e. the existing depot). The hours of operation and times of peak trip generation are also similar to the existing depot, i.e. 24 hour activities with most vehicle trips taking place between 5am and 7am. As such, the Transportation Officer has raised no objections to the trip generation aspect of this proposal.
- 6.4.6 The proposed development would relocate the main vehicle access to the site from Marsh Lane to Watermead Way. The Marsh Lane access would be retained for emergency access only. This new access would be shared with the neighbouring bus depot and would be supported by a three-way signalled junction. As part of the highway re-modelling in this area the existing signalled crossing to the east of the site would be removed. The existing cycle route into the Lee Valley Regional Park would be realigned as part of the new crossing arrangements. This would be secured by condition. The Transportation Officer states that this new junction has been modelled to their satisfaction and is supported.

6.4.7 The proposal provides cycle parking in accordance with the London Plan. Vehicle parking provision would be similar to that available at the existing depot at Ashley Road. The exact number of parking spaces proposed is described below:

Vehicle Type	No.	Other Info
<i>Operational Vehicle Parking</i>		
HGVs	57	
LGVs	29	
SGVs	26	Incl. 14 electric charging spaces
<i>Staff and Public Parking</i>		
Cars (Staff)	62	Incl. 6 wheelchair accessible spaces
Cars (Public Parking)	6	All electric charging spaces
Motorbike	6	All covered
Bicycles	40	All covered

6.4.8 The amount of parking provided is dictated by the operational requirements of the development. The applicant has attempted to minimise the parking provision where possible. The Council's Transportation Officer has therefore raised no objections to the level of parking provided.

6.4.9 The applicant has committed to improving the public right of way to the south of the site as part of this proposal, by improving the fencing on the shared boundary and improving lighting to that route, amongst other measures. The Transportation Officer has requested further information on the specific details of these improvements, and this will be secured by condition.

6.4.10 As such, the Council's Transportation Officer supports this development proposal and considers that the relocation of the existing Council depot to a new site in Marsh Lane is acceptable, subject to conditions in respect of a workplace travel plan to maximise the take-up of sustainable transport, and the provision of construction management/logistics plans to ensure disruption to the highway network from the construction of the development is minimised, as well as the legal clauses referenced above.

6.4.11 Therefore, the application is acceptable in parking terms and in terms of its impact on the public highway.

6.5 Flood Risk and Drainage

6.5.1 London Plan Policies 5.12 and 5.13 call for measures to reduce and manage flood risk. 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 require measures to reduce and manage flood risk and incorporate SUDS.

- 6.5.2 The site is located within Flood Zone 2, which is defined as having a medium probability of flooding. It is also located within a Source Protection Zone 1 (SPZ1)

Flood Risk

- 6.5.3 The NPPG identifies the proposal as 'more vulnerable' which is appropriate in Flood Zone 2 and a site specific flood risk assessment (FRA) has been provided. The Environment Agency has reviewed the FRA and raises no objections in relation to flooding.
- 6.5.4 Paragraph 155 of the NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 6.5.5 Paragraph 3.1.15 of Local Plan Policy SP1 states that the sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with Planning Policy Statement 25 (which has been superseded by the NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located. This is in accordance with Paragraph 162 of the NPPF which states that "where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again.". Therefore subject to appropriate flood resilience and resistance the proposal is considered acceptable in terms of flood risk.
- 6.5.6 The application site has a predominantly low or very low risk of fluvial (river and sea) and pluvial (surface water) flooding. However, the far north-west corner of the site would have a medium risk of fluvial flooding due to its close proximity to Pymme's Brook. Other small parts of the site would have elevated medium and high flood risk levels due to their nature as particularly low points on the existing site that correspond to surface water sewers, drains or ditches. These drops in land level would be levelled as part of this application. Any flooding caused by a failed reservoir would be mitigated by the River Lee Navigation channel.
- 6.5.7 The flood risk of the site would be mitigated through site levels and the installation of a wide range of sustainable drainage measures including the installation of a swale in the area of highest (medium) flood risk. Therefore, it is considered that the requirements of the exception test would be met.

6.5.8 As such, it is considered that the proposed development is not at risk of flooding and is acceptable in this regard.

Drainage

6.5.9 The drainage strategy submitted with this application shows that car parking areas would be made of permeable hardstanding to help attenuate surface water run-off. Rainwater would permeate through this surfacing and a sub-base and would then be held in a lining before entering the sewer system at a controlled rate.

6.5.10 Geo-cellular storage would be provided underground to help with this attenuation of water. Additional water attenuation is achieved by the swale and soft landscaping that would be provided to the east of the site.

6.5.11 The proposed surface water run-off rate has been estimated at 20 l/s. This is a considerable betterment against the existing run-off rate of more than 200 l/s. The previous application at this site was approved with a run-off rate of 26 l/s. Therefore, the proposed run-off rate is welcomed and has been deemed acceptable by the Council's SUDS Officer.

6.5.12 The vehicle refuelling and washing areas would be designed to drain into the existing foul network with an appropriate oil interceptor also installed.

6.5.13 The provision of lining means that no water would permeate through to the existing soil, which would prevent the potential contamination of ground water sources as required due to the site's location within SPZ1.

6.5.14 The SUDS Officer supports the site drainage provisions and recommends that full details of the proposed surface water drainage scheme, including information in respect of its future management and maintenance, are secured by condition. These are included in the decision notice.

6.5.15 Thames Water have commented and raised no objection to the proposal.

6.5.16 The EA has commented on this application and object to the proposals because they consider the risks to groundwater from the development to be unacceptable. The objection requests further information in respect of the details of the fuel tank storage, infiltration drainage and waste storage and management before the development proposal can be deemed to be adequately protective of groundwater. Additional information has been submitted to meet the EA requirements and the Council considers that the EA is likely to withdraw this objection, pending further discussions. Any further comments, including recommended conditions, by the EA shall be reported to the Planning Committee.

6.5.17 As such, it is considered that the proposal is acceptable in terms of its sustainable drainage provision.

6.6 Carbon Reduction

6.6.1 The NPPF, Policies 5.1-5.3 and 5.5-5.9 of the London Plan 2016, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.

6.6.2 The applicant has submitted an *Energy Usage and Sustainability Statement* in support of this application. The report describes how passive design strategies including natural daylighting, building fabric efficiencies and high-performance glazing would be incorporated into the proposed development. Combined with active design strategies such as heat recovery ventilation and energy monitoring these measures contribute towards minimising carbon emissions from the scheme.

6.6.3 The proposal would also incorporate three air source heat pumps and 330 sq.m. of photovoltaic (solar) panels. In total these measures provide a 43.76% reduction in carbon dioxide against 2013 Building Regulations, which is significantly above the required London Plan 35% carbon reduction target. The remaining carbon (42.766 tonnes per year) must be offset. Battery storage would be provided to ensure all energy generated on site would be consumed thereby minimising wastage. This is accepted as a direct offset for the remaining carbon emissions.

6.6.4 Electric vehicle charging would be provided for twenty vehicles. The proposed development would achieve the requirements of BREEAM 2014 'Very Good'. Therefore, it is considered that the application is acceptable in terms of its provision of adequate levels of carbon reduction.

6.7 Ecology and Landscaping

Ecology

6.7.1 London Plan Policy 7.19, Local Plan Policy SP13 and Policy DM19 of the DM DPD require that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance SINC's.

6.7.2 The eastern side of the application site is located within the Lee Valley Regional Park. The *Preliminary Ecological Appraisal* submitted with the application states that the site is currently covered with dense scrub and other planting. It also states that nesting birds and reptiles may exist on the site, whilst there is also the potential for foraging and commuting bats. Nesting birds must be checked for prior to the clearance of the site and this can be secured by condition.

- 6.7.3 The *Reptile Report* submitted with the application found no reptiles on site and also recommended precautionary measures to ensure there is no harm to reptiles in the case that any migrate to the site from nearby habitats. These measures can be secured by condition.
- 6.7.4 The Council's Nature and Conservation Officer has confirmed that lighting and noise from the 24-hour activities of the proposed development would not impact on the nature protection designations, and therefore foraging/commuting bats would not be significantly affected.
- 6.7.5 Japanese knotweed previously existed on the site and another invasive species, Himalayan Cotoneaster, has also been found. All knotweed has been treated and removed and a *Knotweed Management Plan* has been submitted to the satisfaction of the Council's Nature and Conservation Officer. Himalayan Cotoneaster must be removed by a specialist and this can be secured by condition.

Landscaping

- 6.7.6 Policy DM1 of the DM DPD states that landscaping and planting shall be integrated into development proposals. SP13 of the Local Plan states that the Council will work with the Lee Valley Regional Park Authority to protect and enhance access to the park.
- 6.7.7 The proposed development has a corridor of soft landscaping of up to 25 metres in width from the eastern site boundary. This landscaped area would include tree, shrub and wildflower planting to provide year-round seasonal interest and contribute towards local biodiversity. It would incorporate a swale in the north-eastern corner of the site. This would improve the appearance of the site as viewed from Watermead Way.
- 6.7.8 This landscaped zone is larger than previously approved as part of the former application for a Council depot at this site in 2015 (Ref. HGY/2015/2650).
- 6.7.9 There are no significant trees on the application site, as only saplings are identified by the *Preliminary Ecological Appraisal*. It is not considered necessary to retain these trees. More than twenty new trees would be planted as part of this application.
- 6.7.10 Further planting is provided across the site. The Council's Nature Conservation Officer has reviewed the landscaping scheme and considers the proposals to be acceptable.
- 6.7.11 The Lee Valley Regional Park has objected to this application on the basis that the proposed 'green corridor' on the eastern side of the site would be interrupted

by the new vehicle access. However, the quantity and quality of soft landscaping would be significantly improved in comparison to the 2015 planning permission to which they did not raise objection. Furthermore, locating a new vehicle access on Watermead Way provides other public benefits including improving the pedestrian/cycle environment on Marsh Lane and Marigold Road, which is a key link to the Lee Valley Regional Park, by restricting heavy vehicle traffic to the Watermead Way.

6.7.12 Therefore, the application is acceptable in terms of its impact on ecology and landscaping.

6.8 Air Quality and Land Contamination

Air Quality

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

6.8.2 An *Air Quality Assessment (AQA)* has been submitted with the application. The report states that there is predicted to be a negligible to low risk of dust from construction creating nuisance and/or loss of amenity. It also states that the potential for adverse health effects from increased levels of particulate matter derived from the development proposal would also be negligible to low. Furthermore, a series of mitigation measures, including dust suppression techniques, dust monitoring inspections and vehicle wheel washing, are proposed during the construction phase that would minimise these risks further, to the point that the impacts would be assessed as 'not significant'.

6.8.3 The AQA also shows that the operational phase of the development would have a 'negligible' impact on nitrous oxide or particulate matter and so the impact of the proposal on air quality is 'not significant'.

6.8.4 The development is expected to be air quality neutral and in addition to this further air quality improvement measures are proposed in the form of electric vehicle charging installations. Air quality controls for the construction process shall be secured by condition.

6.8.5 As such, the Pollution Officer raises no objections to the proposal.

Land Contamination

6.8.6 London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back into beneficial use. 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.

- 6.8.7 The applicant has submitted a *Contaminated Land Risk Assessment* which states that soil samples from the site indicate that there is low risk to human health from potential contaminants in the made ground and that there is also a low risk of potential contaminants migrating into the adjacent Pymme's Brook watercourse.
- 6.8.8 As such, no remediation is required in respect of human health or watercourse impacts.
- 6.8.9 The report recommends that measures are taken to ensure contractors are adequately protected during construction works and that any unforeseen contamination can be adequately dealt with. These measures can be adequately secured by condition.
- 6.8.10 The Council's Pollution Officer has raised no objections to the proposal but recommends that further investigation of contamination matters occurs. This has been secured by condition together with appropriate remediation to be carried out later if required.
- 6.8.11 Therefore, the application is acceptable in terms of its impact on air quality and land contamination.

6.9 Other Considerations

Impact on Neighbouring Amenity

- 6.9.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.9.2 The nearest residential properties are more than 130 metres away on Shelbourne Road to the west from the application site. Therefore, it is considered that the proposal would not impact on neighbouring amenity.

Archaeology

- 6.9.3 Policy DM9 of the DM DPD states that proposals will be required to assess the potential impact on archaeological assets.
- 6.9.4 The 'Archaeological Desk-Based Assessment' submitted with this application states that *"Even though the site itself, as a recognisable plot of land at least, has a long traceable history, there is little to suggest that it has any great archaeological potential. Any buried remains or waterlogged deposits are likely to*

have been significantly affected, or removed, by the development of the site from 1902 onwards.”

- 6.9.5 Historic England’s Archaeological Advisory Service (GLAAS) has raised no objections to this proposal, noting that the lightweight nature of the proposed development would have no foreseeable impact on the site’s archaeology.
- 6.9.6 As such, the application is acceptable in terms of its impact on archaeology.

Fire Safety

- 6.9.7 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.
- 6.9.8 Nevertheless, the applicant has submitted a fire strategy as part of their Planning, Design and Access Statement. The proposed office/workshop building would not be fitted with sprinklers but would still satisfy Building Regulations.
- 6.9.9 Sixty-minute fire separation is provided between the workshop and office areas. There is a fire hydrant available in a location immediately outside of the Marsh Lane site entrance.
- 6.9.10 The London Fire Brigade has been consulted on this application and is satisfied with the proposal. There are no other safety concerns with the scheme.
- 6.9.11 As such, the proposed development is acceptable in terms of its fire safety provision.

6.10 Conclusion

- The principle of the development was previously established in 2015, and would release land in Tottenham Hale for future regeneration including the provision of new housing;
- The design is functional, sustainable, contemporary and high-quality
- The development would provide an appropriate level of vehicle parking given the operational requirements of the site, and would not impact on highway safety;
- The development would provide appropriate on-site carbon reduction measures plus a carbon off-setting payment, as well as good quality drainage and soft landscaping;
- The proposal would enhance biodiversity.

6.10.1 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.

6.11 Community Infrastructure Levy

6.11.1 Based on the information submitted with the application, the Mayoral CIL charge would be £147,840 (2,464sqm x £60 x 1) and the Haringey CIL charge would be nil.

6.11.2 This is based on the following figures derived from the submitted floor plans and the applicant's CIL form:

- Proposed new non-residential floorspace – 2,464sqm.

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

6.11.4 An informative will be attached to any decision notice 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): HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

7.1.3 Supporting documents also approved: Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

Conditions:

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

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

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

HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

Supporting documents also approved:

Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

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

3. The development hereby approved shall not commenced until detailed design and method statements (produced in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority. The statements shall:
 - Provide details on all structures facing LU elevation or adjacent to LU property boundary;
 - Provide details on the use of tall plant/scaffolding;
 - Accommodate the location of the existing London Underground structures;

- Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land;
- Demonstrate that there will at no time be any potential security risk to our railway, property or structures.

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

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

4. 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. 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.

Reason: To ensure a safe environment in accordance with Policy 7.3 of the London Plan 2016 and Policy DM2 of the Development Management DPD.

5. Prior to the first occupation of the development hereby approved a Workplace Travel Plan (WTP) for the commercial use must be submitted to and approved in writing by the Local Planning Authority. The developer must appoint a designated Travel Plan Coordinator who shall work in collaboration with the Facility Management Team to monitor the Workplace Travel Plan initiatives annually for a period of two years. The WTP shall secure the following measures:
 - a) Provision of travel packs for staff members containing public transport and cycling/walking information, and bus/rail/tube maps and timetables;
 - b) Provision of showers, lockers and changing room facilities within the development.

Reason: To promote travel by sustainable modes of transport in line with the London Plan, the Council's Local Plan SP7 and Policy DM32 of the Development Management DPD.

6. Prior to the commencement of work on site a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to and approved

by the Local Planning Authority. The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Marsh Lane, Marigold Road and Watermead Way is minimised. Construction vehicle movements shall be carefully planned and coordinated to avoid the AM and PM peak travel periods. The plans shall demonstrate appropriate consideration of other developments that are being constructed locally and shall implement measures to safeguard and maintain the operation of the local highway network during the construction process. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the impacts of the development proposal on the local highways network are minimised during construction.

7. The development hereby approved shall not commence (other than site set up works) until a statement is received and approved in writing by the Local Planning Authority confirming that the surface water drainage scheme for the site shall meet the following requirements:
 - Be constructed in accordance with the Flood Risk Assessment submitted with this application, dated 01 April 2019;
 - Be constructed in accordance with drawing no. HML-MMD-XX-XX-DR-D-0001 rev. P1
 - Shall be appropriately lined to mitigate against infiltration;
 - Shall achieve the expected 20 l/s run-off rate.
 - The statement shall also include details of the surface water drainage scheme's management and maintenance after completion of the development and the scheme shall subsequently be implemented in accordance with the approved details before the site is occupied.

8.

Reason: To comply with Policy DM25 of the Development Management DPD which requires sensitive surface water management.

9. Prior to installation details of the gas boilers to be provided for space heating and hot water should be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%). The development shall be implemented in accordance with the approved details.

Reason: As required by The London Plan Policy 7.14.

10. Prior to commencement of the development details of height calculations, diameters and locations of any flues must be submitted for approval by the Local Planning Authority. The development shall be implemented in accordance with the approved details

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

11. Prior to the commencement of works the site the Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

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

REASON: To protect local air quality.

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

REASON: To protect local air quality.

14. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG 'Dust and Emissions Control' and shall also include a Dust Risk Assessment. The development shall be implemented in accordance with the approved details

Reason: To Comply with Policy 7.14 of the London Plan

15. If site vegetation is to be removed during the bird breeding season (March-August inclusive) the vegetation shall first be checked for nesting birds, with this check supervised by an appropriately qualified Ecological Clerk of Work, no more than 48 hours prior to removal. If active nests are found, any young shall to be allowed to fledge prior to vegetation removal and a buffer around the nest shall be installed to minimise disturbance and shall remain in situ whilst the nest is active.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

16. During the clearance of the site the recommendations of the Reptile Report shall be followed in full. For the avoidance of doubt these measures include:

- Vegetation clearance to be completed in set phases during the active reptile season (March to September inclusive) and to be cut by hand or machine mounted blade only;
- Cut vegetation to be cleared from the site as soon as the cut is done to avoid creating new refugia for reptiles;
- Vegetated area ground disturbance to be supervised by a suitably qualified ecologist;
- Any log or rubble piles or other natural refugia on site to be searched by a suitably qualified ecologist and dismantled by hand.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

17. Prior to the commencement of the development hereby approved a two metre exclusion zone shall be installed around the invasive species Himalayan Cotoneaster (*cotoneaster simonsii*) and an appropriately qualified Invasive Species Specialist shall be engaged to remove this plant from site.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

18. No works shall commence on site until details of the active and passive electric vehicle charging points have been submitted to the Local Planning Authority and approved in writing. The details shall include:

- a) Location of active and passive charge points;
- b) Location of associated parking spaces;
- c) Specification of charging equipment;
- d) Operation/management strategy.

The development shall be implemented in accordance with the approved details

Reason: To comply with London Plan Policy 6.13.

19. Prior to the commencement of the development (other than for investigative work):

- a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the site as appropriate. The investigation must be comprehensive enough to enable: (i) a risk assessment to be undertaken, (ii) refinement of the Conceptual Model, and (iii) 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 in respect of the site, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on the Plot;
- c) Where remediation of contamination on the site is required completion of the remediation detailed in the approved Method Statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is first occupied.

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

20. Prior to first occupation of the development hereby approved, the following shall be in place:

- Provision of a new signalled junction to the satisfaction of the Council's Transportation Officer
- Existing crossing shall be removed
- Existing cycle route from Watermead Way shall be re-routed through the new road crossing to provide a connection to the Lee Valley Regional Park
- The public right of way connecting Marsh Lane to Watermead Way (south of the site) shall be re-surfaced
- The detailed design of the proposed improvements, including details of how light spill shall illuminate this path, shall be submitted to and approved by the Council within six months of the first commencement of works on site
- Cycle directional signage shall be retained and/or upgraded as required
- Design details of the proposed improvements shall be submitted to and approved by the Council within six months of the first commencement of works on site and prior to the removal of the existing crossing

Reason: To promote travel by sustainable modes of transport in line with the London Plan, the Council's Local Plan SP7 and Policy DM32 of the Development Management DPD.

INFORMATIVES

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council has made available detailed advice in the form of our development plan comprising the London Plan 2016 and the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Based on the information submitted with the application, the Mayoral CIL charge would be £147,840 (2,464sqm x £60 x 1) and the Haringey CIL charge would be nil.
3. The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 legal agreements.
4. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
5. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
6. Prior to demolition/relocation of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Contractors & developers undertaking significantly noise-creating construction works within the London Borough of Haringey are restricted to the following dates and times: Monday – Friday 08.00 – 18.00hrs; Saturday 08.00 - 13.00hrs; Sundays & Bank Holidays – no significantly noise-creating works permitted. Major developments are encouraged to apply for prior consent under Section 61 of the Control of Pollution Act 1974.
8. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding and security;
9. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

10. The applicant must seek the continual 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.

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Appendix 1: Consultation Responses

Stakeholder	Comments	Response
INTERNAL		
Design Officer	<p>Not all development projects involve a building or buildings for which the quality of design is important. These proposals are functional and utilitarian, they will be fit for purpose, easily maintained, and will sit in the background. In form, siting, site layout, materials and colours, the proposals will not “shout loudly” but create the minimum impact and visibility, behind a strong landscaped edge, sinking into their more important surrounding nature. For this reason projects such as this need not be reviewed by the council’s Quality Review Policy (QRP) or undergo detailed design assessment.</p> <p>However, there is also a good reason, from a planning and design point of view, why an efficient depot facility, procured cost effectively, will be hugely beneficial, which is that it will enable the release of the existing depot site. This is at Ashley Road, on the north side of Down Lane Park, close to Tottenham Hale. This location, with excellent public transport links, access to parks and facilities, is being transformed into a new District Centre, and the Ashley road site would make an excellent site for new housing, as well as taking depot traffic off local residential roads. For this reason above all, this application is an important and beneficial proposal, for the opportunity it creates at a site where many more people can be benefitted, in significant additional housing created and in improving that busy, vibrant centre.</p>	<p>Comments noted. Materials to be controlled by condition.</p>
Transportation	<p>The proposed development is for the relocation of the Council’s depot that is currently located on Asley Road N17 to a new site at 85 Marsh Lane N17 which is some 0.8km to the north of the existing depot. A full transport assessment was prepared in August 2015 for the previous scheme, since the preparation of the transport assessment there has been a number of changes to; the proposed access arrangements to the depot which will now be via Water Mead Way and the level crossing which previously provided access via Marigold Road to Shelbourne Road has been stopped-up to vehicular traffic access, and is only accessible to pedestrians via the newly completed Northumberland Park station which also provide wheel chair access. The applicant has provided a supplementary</p>	<p>Comments have been taken into account. Conditions included.</p>

Stakeholder	Comments	Response
	<p>Design and Modelling report to support the creation of the new access which was reviewed as part of our assessment.</p> <p>The development proposal is located on Marsh Lane N17 and is accessed via Watermead Way A1005 via Marigold Road N17, the proposed development which when completed will include a pre-fabricated depot building, including workshop, a garage and office in addition some of the relocated facility will include a fuel store/ vehicle wash facility, salt store, parks storage facility and parking to support the depot activities. It is to be noted that the trips that are proposed to be generated by the proposed relocated facility are not new trips but simply trips that are been relocated on the highways network, we will therefore be assessing the impact of the proposed relocated trip in relation to access and agrees issue and any potential safety concerns.</p> <p>The deport uses was surveyed to determine what trips where generated by the uses and will be relocated to the new site, it is to be noted that the depot operation will be over a 24 hour period , however the majority of the trips generated by the depot are outside of the networks peak operational hours (08:00-09:00 and 17:00-18:000 hours). The current depot generates most of its trips between 05:00-07:00 hours) with a total of 105 in vehicular tips and 85 out vehicular trips. During the peak period the am peak hour, the development proposal will generate a total of 40 in and 33 out vehicular trips during the AM peak period and 22in and 27 vehicular trips during the PM peak period.</p> <p>The application is proposing to change the means of access from Marsh Lane/ Marigold Road to provide a direct shared vehicle access with the neighbouring bus garage, the proposed access will lead directly onto Watermead Way and is supported by a design and modelling report that was undertaken in June 2018. The report concluded that of the two options that were assessed, Option 2 (the new depot access is located 70m north of the existing staggered pedestrian crossing, creating a 3-arm junction; removal of the staggered signalled crossing on Watermead Way; and signalling the new 3-arm junction with straight pedestrian crossing across two of the arms) was chose as providing the best option for the new depot access.</p>	

Stakeholder	Comments	Response
	<p>The modelling completed to support the new access demonstrated that the junction will working within theoretical capacity with the exception on one arm Watermead Way Northbound in the PM peak period which has a degree of saturation of 92.3% which is slightly above the 90% theoretical degree of saturation, however the mean maximum queue length is some 31.8 PCU which is considered acceptable. The proposed new junction will be subject to further detailed design and modelling which is being progressed by the Council's Highways Department with the aid of external highway consultant engineers in line with the TfL modelling guidelines. The removal of the existing crossing and the relocation of the crossing to some 70 metres north of the existing crossing will require realignment of the existing cycle link into the Lee Valley, we will therefore require the applicant to extend the existing cycle route to safeguard cycle connectivity into the Lee Valley details design of the proposed scheme must be submitted for approval before the existing crossing is removed.</p> <p>In relation to pedestrian traffic an promoting travel by sustainable modes of transport the development is located in an area with a low public transport accessibility level however the site is within walking distance of Northumberland Park Rail and Bus station which provide good connectivity to Tottenham Hale underground station and the High Road bus corridor. We have therefore considered that employees will be able to travel to the site by sustainable modes of transport. The development proposal is located close to several strategic cycle routes which provides access to the wider cycling network both in Haringey and the neighbouring Borough of Enfield. The applicant will be required to provide cycle parking in line with the London Plan which required the applicant to provide a total of 34 cycle parking spaces.</p> <p>The applicant is proposing to provide replacement vehicle parking to accommodate the Council's fleet of refuse vehicles and on site staff and visitors car parking spaces, a total of 62 car parking spaces including 6 wheel chair accessible car parking space and 6 electric vehicle charging spaces for the public use and taxi's, 29 light goods vehicle parking space, and 26 small goods vehicle spaces including 14 electric vehicle charging</p>	

Stakeholder	Comments	Response
	<p>spaces, 57 parking bays for refuse vehicles, 6 motorcycle parking spaces and 40 cycle parking space. We have considered that as the number of parking spaces provided is determined by the operational needs of the depot and the number of space proposed are similar to the number of spaces that currently exist as part of the existing site, we wouldn't object to level of parking proposed to support the development.</p> <p>The proposed development is located next to a public rights of way which links Watermead Way to Marsh Lane via Marigold Road, the construction of the development will impact on the path, we will require details of a measure to improve the path including resurfacing, lighting, details of surface water drainage must also be provide to ensure that no surface water runs off onto the existing path from the proposed new hard standing.</p> <p>On considering the development proposal we have considered that the proposal to relocate the depot from the current location in Ashely Road to Marsh Lane would not generate any significant increase in traffic and parking demand when compared to the existing use and would not object to this application subject to the following conditions:</p> <p>1. A Workplace travel plan must be secured by condition, as part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 2 years and must include the following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM</p>	

Stakeholder	Comments	Response
	<p>32.</p> <p>2. 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 Marsh Lane, Marigold Road, Watermead Way 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. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p> <p>3. The proposed development is located next to a public rights of way which links Watermead Way to Marsh Lane via Marigold Road, the construction of the development will impact on the path, we will require details of a measure to improve the path including resurfacing, lighting, details of surface water drainage must also be provide to ensure that no surface water runs off onto the existing path from the proposed new hard standing. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised and the public rights of way is safeguarded.</p> <p>4. The removal of the existing crossing and the relocation of the crossing to some 70 metres north of the existing crossing will require realignment of the existing cycle link into the Lee Valley, we will therefore require the applicant to extend the existing cycle route to safeguard cycle connectivity into the Lee Valley details design of the proposed scheme must be submitted for approval before the existing crossing pint is removed. Reason: to ensure that the impacts of the development proposal on the local highways</p>	

Stakeholder	Comments	Response
	network are minimised and the public rights of way is safeguarded.	
SUDS Officer	<p>We've taken a look at the comments and we are satisfied there will be no infiltration on this site, mitigated by the drainage proposal.</p> <p>The LLFA, had previously agreed the discharge rates these remain acceptable.</p> <p>We accept the buildings will not have green roofs as the proposed buildings are unsuitable to support a green roof structure.</p> <p>We accept the proposal in principal, and feel an appropriately worded condition be imposed, please see the suggested condition below, we're happy to be guided on this.</p> <p>No development shall take place until a detailed surface water drainage scheme for the site, which is based on sustainable drainage principals and an assessment of the Hydrological and the Hydro-geological context of the development has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% CC critical storm will not exceed the run-off from the undeveloped site following corresponding rainfall event.</p> <p>The scheme shall include details of its management maintenance after completion and shall subsequently be implemented in accordance with the approved details before the site is occupied.</p> <p>Explanation: Mechanism for detailed drainage proposal to be approved as the scheme is developed.</p> <p><u>Additional</u></p>	<p>Comments noted. Condition included.</p>

Stakeholder	Comments	Response
	<p>Further to our telephone conversation, and the consultants challenge to having a condition imposed, I believe we have made progress and the key issue for the LLFA, was the initial potential that the surface water could permeate through the proposed sub-base that could potentially cause pollutants to be mobilised.</p> <p>The consultants have since confirmed the SuDS system proposed will be lined this will mitigate against infiltration happening. We are satisfied with this proposal and require a cover letter from the applicant confirming the proposed SuDS solution will be built as per the approved scheme, we believe this can avoid having a condition imposed to progress this application.</p>	
Carbon Reduction	<p>The energy strategy makes no mention or reference to:</p> <ul style="list-style-type: none"> • The risk of overheating <ul style="list-style-type: none"> ○ While I appreciate a full overheating strategy is too much for this site, I would expect some narrative in the report referencing how overheating will be mitigated (brise soleil, site greening (trees) etc.) ○ Due to the site location and function we cannot rely on natural ventilation from opening windows etc. • The BREEAM certification <ul style="list-style-type: none"> ○ Perhaps a full BREEAM certification cannot be achieved, but what credits can be achieved on site and how? ○ This should be explained in the Energy Strategy ○ No BREEAM pre-certificate was included in the application • The performance of the ASHP <p>In addition, the Ecology Report is limited in terms of recommendations for on-site biodiversity and greening. We need to clearly understand what will be delivered on this site.</p>	<p>Comments noted. Overheating was addressed in a revised energy statement.</p> <p>Condition included.</p>

Stakeholder	Comments	Response
	<p><u>Additional</u></p> <p>For EVs:</p> <p>Suggested Condition You will deliver at least 6 public Electric Vehicle Charging Points (EVCP) and 14 facilities EVCP as set out in document Marsh Lane, Energy Usage and Sustainability Statement, April 2019, submitted by DDA.</p> <p>Details and location of the parking spaces equipped with Active electric Vehicle Charging Points (ECVPS) and the passive electric provision must be submitted 3 months prior to works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> · Location of active and passive charge points · Specification of charging equipment · Operation/management strategy <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>Reason: To comply with London Plan Policy 6.13.</p> <p><u>Additional</u></p> <p>I agree that the Battery will improve performance and therefore deliver carbon reduction which is not captured by the Energy Assessment template. It is also true that the cost would be more than the offset.</p> <p>On balance I would take the battery over the offsetting.</p>	

Stakeholder	Comments	Response
<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>An air quality assessment (Document referenced HML-MMD-XX-XX-RP-T-0001) dated June 2019 by Mott MacDonald was submitted with the application. the conclusions of the assessment are as follows:</p> <p>The proposed development also includes two small boilers (<300kW) which will be used to provide heating and hot water onsite.</p> <p>A qualitative assessment of construction dust effects has been undertaken for the proposed development.</p> <p>There is predicted to be a ‘Negligible to Low Risk’ of dust creating nuisance and/or loss of</p>	<p>Comments noted. Conditions attached</p>

Stakeholder	Comments	Response
	<p>amenity and of PM10 leading to adverse health effects (without mitigation).</p> <p>Following the appropriate implementation of the mitigation measures listed in the report (i.e. Section 6), impacts are predicted not to be significant.</p> <p>Modelled results of the operation phase show that changes in NO2, PM10 and PM2.5 concentrations at sensitive receptors will be 'negligible' in accordance with the EPUK/IAQM guidance adopted for this assessment. Therefore, the impact of the proposed development on air quality at existing receptors is 'not significant'.</p> <p>An assessment of the proposed development has also found that the development is expected to be air quality neutral.</p> <p>While no operation mitigation measures are required, the AQAP should be considered within design of the proposed development, especially with regards to helping facilitate the transition in the Council's fleet to vehicles with low emissions such as through the installation of electric vehicle charging points.</p> <p>The findings of the air quality assessment are generally acceptable.</p> <hr/> <p>Contamination:</p> <p>A Desk Study Report Reference: HML-MMD-XX-XX-RP-C-0001 by Mott MacDonald, dated February 2019 was submitted with the application. An outline of the findings is as follows:</p> <ul style="list-style-type: none"> • The north of the site is partially occupied by a salt depot and parking for Haringey Council, the remainder of the site is currently derelict with evidence of having been levelled and overgrown by vegetation in places. 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> • On Site sources include Made Ground associated with historical use, Historical use of the site as an abrasive works, Infilled pond in the north-west, Spread and stockpiled crushed demolition rubble (potential asbestos containing material), Former storage tanks and Contaminated groundwater beneath the site. • Off-Site sources include Tottenham Marshes Landfill, Contaminated groundwater from off-site activities, Former storage tanks, Railway depot adjacent to western boundary and Above ground storage tank to the north-east • The site is on Source Protection Zone SPZ111 Inner Protection Zone and there is Groundwater Abstraction License onsite. • A review has been undertaken of the available desk-based resources including previous desk studies, ground investigation reports, generic and detailed risk assessment, remediation strategy and correspondence with the Environment Agency. • Several phases of investigation have been undertaken since 2007 and have proven ground conditions beneath the site to comprise Made Ground (generally 0.2m and 0.8m thick, with an infilled pond in the north-west where the Made Ground is up to 4.2m thick) and Alluvium (encountered between 01.30m and 3.05m bgl); • Visual and olfactory evidence of contamination was reported during all ground investigations, generally noting the presence of hydrocarbons in the soil and Made Ground in the west and north of the site. • Geo-environmental testing at the site identified exceedances of lead, PAHs and petroleum hydrocarbons within soils as well as visual identification of asbestos containing material in the Made Ground. Petroleum hydrocarbons were also reported during groundwater monitoring and testing. 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> • Gas monitoring at the site reported conditions representative of Characteristics Situation CS2 (low hazard potential), requiring basic protection measures to be installed in all new structures. • The site has been significantly investigated, however there are still aspects that require further work and consideration and more investigation is recommended. The following limitation were outlined; <ol style="list-style-type: none"> 1. Investigation along the eastern site boundary is limited, due mainly to the presence of overgrown vegetation and ecological constraints. This presents an area of uncertainty that requires further investigation. 2. Characterisation of the stockpiles and bunds present across the site has not been undertaken. This material will need to be classified prior to disposal and/or reuse on site. 3. The current fate of contaminants under the site is not fully characterised; particularly regarding petroleum hydrocarbons in the perched groundwater of the Secondary A Aquifer of the River Terrace Deposits. 4. A further investigation and delineation of hydrocarbon contamination was proposed by ESG in 2016, however this, along with a remediation strategy, was not undertaken. Since 2016 no further ground investigation or remedial works have been completed at the site and the current state of the groundwater is unknown. 5. Since the most recent ground investigation in 2015 all monitoring wells have either been destroyed or decommissioned, preventing their use for addition monitoring. 6. Derivation of concrete design sulphate class considering total potential sulphate in accordance with BRE Special Digest 1: 2005. <p>I recommend the following conditions:</p>	

Stakeholder	Comments	Response
	<p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • 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%). <p>Reason: As required by The London Plan Policy 7.14.</p> <ul style="list-style-type: none"> • Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p>Contaminated land: (CON1 & CON2)</p> <p>CON1:</p> <p>Prior to the commencement of the development (other than for investigative work):</p> <p>a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the Plot as appropriate.</p> <p>The investigation must be comprehensive enough to enable: -</p> <ul style="list-style-type: none"> i) A risk assessment to be undertaken, ii) Refinement of the Conceptual Model, and iii) The development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site</p>	

Stakeholder	Comments	Response
	<p>investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the Plot, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on the Plot.</p> <p>REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>And CON2:</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</p> <ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. 	

Stakeholder	Comments	Response
	<p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p>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>	

Stakeholder	Comments	Response
	<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>Waste Management Officer</p>	<p>Any Commercial enterprise must make arrangements for a scheduled waste collection with a Commercial Waste Contractor.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is always contained.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p>	<p>Comments noted.</p>
<p>Regeneration Officer</p>	<p>We are supportive of this application.</p>	<p>Comments noted.</p>
<p>Economic Development Officer</p>	<p>Thank you for giving us the opportunity to comment on this application.</p> <p>I welcome the proposals and write to confirm my support for this application.</p>	<p>Comments noted.</p>

Stakeholder	Comments	Response
<p>Tree and Nature Conservation Officer</p>	<p>Lighting Was concerned with the light spill at the north of the site but have since realised this is into the Go Ahead bus bit so won't impact on any nature bits.</p> <p>Invasive species Within the Planning, Design and Access Statement, it references: "5. Invasive Plant Species – Following previous identification of 'Japanese Knotweed', an Eradication programme is currently underway and will extend through Construction phase of works to ensure permanent treatment. Other invasive species including 'Cotoneaster Species' have also been identified and will be removed as part of the works." I think it would be good for a requirement to produce a method statement detailing the process of removal of invasive species, methods of control and subsequent monitoring to ensure that control has been effective. Guess this could be an element of the overall landscaping condition.</p> <p>Landscaping That's fine regarding consultation with the groups and yes, the standard landscaping condition should cover replacement (5 years?) So I guess overall happy from me, assuming as you say standard condition on landscaping is included.</p> <p><u>Additional</u></p> <p>Happy with the knotweed treatment as per the document and also pleased with the planting plan with the increase in native hedging, trees and shrubs.</p>	<p>Comments noted. Conditions included to control invasive species.</p>

Stakeholder	Comments	Response
	I therefore have no further comments on this application.	
Noise Specialist	<p>A visit to the above site was undertaken on 20th June 2019. The area is predominately commercial/industrial without any residential properties in proximity.</p> <p>I have read the Noise Impact Assessment (Ref: 12843.NIA.01. RevA) dated 6th June 2019 approved by Kyriakos Papanagiotou of KP Acoustics. With respect to the proposed development there are no adverse noise observations made.</p> <p>Light Pollution</p> <p>As part of the application, I have viewed the Marsh Lane Depot External Lighting Rev 2 drawing dated 1st April 2019 produced by Alan Nicholson. The drawing provides the predicted light spillage and Lux levels resulting from the use of the artificial luminaires installed at the proposed development. The drawing indicates that the lux levels are adequately controlled, and as there are no light sensitive or residential premises in the immediate vicinity, I have no objections in principle to this development with respect to light pollution.</p>	Comments noted.
Arboricultural Officer	No comments made.	Noted.
Emergency Planning	No comments made.	Noted.
Parks	No the parks service has no objection. We are part of the move from Ashley Road to Marsh Lane.	Comments noted.

Stakeholder	Comments	Response
	I don't think the proposals will have a detrimental effect on LVRP or our Allotments to the north of the site.	

EXTERNAL		
Environment Agency	<p>Thank you for consulting us on the above planning application.</p> <p>We have reviewed the information submitted and object to the proposals because the risks to groundwater from the development are unacceptable.</p> <p>The applicant has not supplied adequate information to demonstrate that the risks posed to groundwater can be satisfactorily managed. We recommend that planning permission is refused on this basis in line with paragraph 170 of the National Planning Policy Framework.</p> <p>Reason(s) Our approach to groundwater protection is set out in 'The Environment Agency's approach to groundwater protection'. In implementing the position statements in this guidance we will oppose development proposals that may pollute groundwater especially where the risks of pollution are high and the groundwater asset is of high value. In this case position statements apply:</p> <ul style="list-style-type: none"> • A5 - Adequate Supply of Information • F1 - No Landfill waste activities • G11 - Discharges from areas subject to contamination. <p>Groundwater is particularly sensitive in this location because the proposed development site:</p> <ul style="list-style-type: none"> • is within source protection zone 1 • is within 50 metres of a known borehole used for the supply of water for 	<p>Objection noted. Additional information has been provided and revised comments from the EA are expected shortly.</p>

	<p>human consumption</p> <ul style="list-style-type: none"> • Is located upon a Secondary Aquifer A which is underlain by a Principal Aquifer. <p>To ensure development is sustainable, applicants must provide adequate information to demonstrate that the risks posed by development to groundwater can be satisfactorily managed. In this instance the applicant has failed to provide this information and we consider that the proposed development may pose an unacceptable risk of causing a detrimental impact to groundwater quality because:</p> <ol style="list-style-type: none"> 1. The proposal includes a 40,000l fuel tank. Currently, insufficient information has been submitted to demonstrate the risks posed from the storage of fuel within an SPZ1 and within close proximity to a groundwater abstraction, used for potable supplies, are understood and that suitable mitigation measures are in place. 2. It is unclear if infiltration drainage through ground affected by contamination or from areas where run off is likely to be subject to contamination (ie HGV parking and turning areas) will be included as part of the SuDs scheme. Such a discharge may be subject to requirement of an Environmental Permit. 3. The proposal includes a waste activity within an SPZ1. Currently, there is insufficient information to determine if this risk associated with the storage and handling of waste have been assessed can be mitigated or if there will be a requirement for an Environmental Permit. <p>Overcoming our objection In accordance with our approach to groundwater protection we will maintain our objection until we receive satisfactory risk assessments that demonstrates that the risks to groundwater posed by this development can be satisfactorily managed. The information submitted must be sufficient to address the 3 points underpinning our objection.</p> <p>Where measures are identified to mitigate the risks posed, we will require a detailed scheme to demonstrate how these measures will be implemented. Additionally, where one or more of the site activities may be subject to the requirement for an Environmental Permit, it is recommend that this application is subject to parallel tracking. Further</p>	
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	<p>information is available from: https://www.gov.uk/government/publications/developments-requiring-planning-permission-and-environmental-permits</p> <p>Final Comments Thank you again for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence.</p>	
Natural England	Natural England has no comments to make on this application.	Noted.
Lee Valley Regional Park Authority	<p>Whilst the retention of a landscaping strip along the frontage is appropriate given the inclusion of this area within the statutory boundary of the Regional Park it appears narrower than the previous scheme and the proposed parking spaces have an unacceptable impact. Revisions are required to reduce the extent of parking and to strengthen the landscape on this boundary.</p> <p>The Authority requests that it is consulted on any application requiring approval of details of a landscaping condition included in any permission.</p> <p><u>Additional</u></p> <p>As I explained there has been very little time for further consideration of the above planning application and I am not in a position to retract the comments Stephen formally sent, albeit they are officer level comments. I appreciate that the current scheme offers more in the way of a 'green frontage' on land that falls within the Park, fronting Watermead Way and this is welcomed. It appears however that the main access into the site is now taken from Watermead Way (compared to the previous plan that you attached) and this unfortunately breaks up the continuity of the landscaped corridor.</p>	<p>Comments noted. More landscaping and biodiversity improvements are proposed within the LVRP boundary than was the case in 2015 when the previous application was approved. As such, the landscaping proposals are considered</p>

	<p>In terms of the planting scheme there are concerns about the reliance on ornamental shrub planting to the frontage, although the proposed wildflower meadow is supported. Did the applicant consider moving the native hedgerow back to run alongside the car parking with the wildflower meadow to the road frontage? This might buffer views of the car parking and emphasise the green edge to the development. It may be that the current position of the native hedgerow has a function in 'holding back' litter which is a key issue in this area.</p> <p>A final comment relates to the management of the wildflower meadow – apologies if this is covered in the application documentation but a condition relating to management methods and responsibilities will be key to the long term success of this feature</p>	acceptable.
<p>Thames Water</p>	<p>Waste Comments</p> <p>Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't 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.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes.</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</p>	<p>Comments noted. Informatives included.</p>

	<p>Water Comments</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>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</p> <p>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</p>	

<p>Transport for London</p>	<p>Thank you for contacting TfL Spatial Planning on the above application. It is understood that London Underground Infrastructure Protection has provided separate comments.</p> <p>TfL acknowledges the role that this development will have, but have concerns in regards to the impact on the operation of the adjacent bus garage and adhering to recent policy approaches contained within the draft London Plan and the Mayors Transport Strategy (MTS).</p> <p><u>Transport Assessment</u></p> <ol style="list-style-type: none"> 1. The applicant has resubmitted the Transport Assessment (TA) that was submitted for previously approved planning application HGY/2015/2650. Since the granting of this planning application, the Mayor has published the draft London Plan and the MTS, which contains the strategic approach and policies for transport in London. The TA should be updated to reflect the aforementioned documents. TfL will accept an addendum to this document to address this matter. 2. We note the level of vehicle movements over the site is 1156 number associated with the existing depot, and it is assumed that this presents the worse-case scenario for the proposed site. The applicant should review within the TA the routing strategy for the site, taking into consideration Vision Zero and Active Travel Zone policies as outlined in the MTS. 3. The collision data included within the TA should be updated, and reviewed in line with Vision Zero and Active Travel Zone policies. <p><u>Site Entrance</u></p> <ol style="list-style-type: none"> 4. It is noted that “<i>The primary site access will be via a new traffic light controlled junction onto Watermead Way</i>”, which will replace existing accesses onto Marsh Lane. The current Council Access onto Marsh Lane will be retained with emergency use only. It is not clear whether the primary access of the site is in place, or will be coming forward with the proposed development. Please provide clarity on this matter. <p><u>Car Parking</u></p> <ol style="list-style-type: none"> 5. It is noted that 112 operational parking spaces are to be provided: 57 for HGV’s, 29 	<p>Comments noted. TfL were consulted as a courtesy as none of the roads affected by this application are under their control.</p>
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for large good vehicles and 26 for small good vehicles. It is proposed that 14 spaces of the small good vehicles will be electric vehicle charging bays.

6. Operational parking should be determined on a case-by-case basis. The applicant should therefore demonstrate that the above parking spaces are required to meet the operational needs of the business.
7. Furthermore, in line with the draft London Plan all operation parking should make provision for electric or other Ultra-Low Emission vehicles, including offering rapid charging.
8. 62 car parking spaces are proposed to serve staff and the public. This provision includes 6 disabled car parking spaces. This level of provision exceeds draft London Plan standards by 37 spaces. It is therefore requested that the level of provision is reduced in order to comply with draft London Plan standards.
9. In line with draft London Plan, where car parking is provided provision should be made fro infrastructure for electric or other Ultra-Low Emission vehicles. All operational parking should making this provision, including offering rapid charging.

Cycle Parking

10. 40 covered cycle parking spaces are proposed. This level of provision accords with draft London Plan standards, which is welcomed.

Bus Operations

11. The proposed site layout shows that a new gate will be installed. TfL are concerned that this will impact on the operation of the bus garage. Evidence must be provided that the proposed development will not impact on the operations of the adjoining Go-Ahead Bus Depot.

Construction

12. The operation of the adjoining bus depot should not be impacted during the construction phase of the development.
13. A full Construction Logistics Plan (CLP) should be secured as part of any planning permission for this site. The CLP should be prepared in line with TfL's guidance, which can be accessed using the following link: <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf> . TfL requests to be consulted on the discharge of this

	<p>condition.</p> <p>To summarise, TfL requests further information on how the development will interact with the adjoining bus garage. The applicant should update the TA to reflect the policies and approaches included within the draft London Plan and the MTS.</p>	
<p>London Underground</p>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of LUL engineers that:</p> <ul style="list-style-type: none"> • our right of support is not compromised • the development will not have any detrimental effect on our structures either in the short or long term • the design must be such that the loading imposed on our structures is not increased or removed • we offer no right of support to the development or land <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> • provide details on all structures facing LU elevation or adjacent to LU property boundary • provide details on the use of tall plant/scaffolding • accommodate the location of the existing London Underground structures • demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land • demonstrate that there will at no time be any potential security risk to our railway, property or structures <p>The development shall thereafter be carried out in all respects in accordance with the</p>	<p>Comments noted. Condition included.</p>

	<p>approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and ‘Land for Industry and Transport’ Supplementary Planning Guidance 2012.</p> <p>We also ask that the following informative is added:</p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant; scaffolding and security;</p>	
<p>Network Rail</p>	<p>Thank you for consulting Network Rail about the above application. After examining the plans I would like to inform you that Network Rail have no comments to make.</p>	<p>Comments noted.</p>
<p>Historic England GLAAS</p>	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>In view of the lightweight nature of the proposed new build, I do not foresee archaeological impact. More comprehensive redevelopment in the future may require further assessment.</p>	<p>Comments noted.</p>

	No further assessment or conditions are therefore necessary.	
London Fire Service	<p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.</p> <p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Commissioner is satisfied with the proposals.</p>	Comments noted.
Health and Safety Executive	<p>The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site. However, should there be a delay submitting a planning application for the proposed development on this site, you may wish to approach HSE again to ensure that there have been no changes to CDs in this area in the intervening period.</p>	Comments noted.
Canal and River Trust	<p>I have just had a look at our GIS system and note that the site lies outside of our consultation buffer (50m from centre of asset for householder/minor apps and 150m for major apps), so we were not notified of the application. I have had a brief look at the proposal and don't have any concerns to raise given the distance from our nearest asset (the Lee Navigation).</p>	Comments noted.
London Wildlife Trust	No comments made.	Noted.

<p>Friends of the Earth</p>	<p>Thanks for that. I have looked at the ecology and energy sections. Three questions, before I submit a formal response:</p> <ol style="list-style-type: none"> 1. The northern perimeter fence faces SSW and so could also have PV panels to boost on-site renewable generation, without requiring additional overheads. On the other hand it might be too shaded by the main building. Has this issue been considered? The report didn't seem to look at other opportunities for renewables on site. 2. The Council's Zero 50 strategy includes the suggestion of a wind turbine in the Lee Valley. Has this site been considered as a possible location for that? 3. Would the renewable energy, planting and other environmental aspects be enforced through a planning condition? We have seen other developments proceed that then didn't include the environmental benefits suggested in the application, and the Council has not been able to require them subsequently. 	<p>Comments noted, solar panels are proposed on the roof of the building, the building delivers a 43% carbon reduction. Further panels have been considered to be unfeasible. The feasibility of a wind turbine for the area has been considered it would need to exceed 100m in height to avoid building turbulence and is being explored further but could not be provided on this site. Conditions</p>
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		included where appropriate.
North London Waste Authority	No comments made.	Noted.
Tree Trust for Haringey	No comments made.	Noted.
Metropolitan Police	<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. 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 L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects in February 2019 to discuss Crime Prevention and Secured by Design (SBD) for the overall site. The Architects have made mention in the Design and Access Statement with reference to design out crime or crime prevention and have specified what features of the design will reduce crime. They have also stated that should it be required, consultation will take place during the detailed design stage. At this point it can be difficult to design out any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of</p>	Comments noted. Condition and informative included.

offences.

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.

Informative:

The applicant must seek the continual 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>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>London Borough of Waltham Forest</p>	<p>No comments made.</p>	<p>Noted.</p>

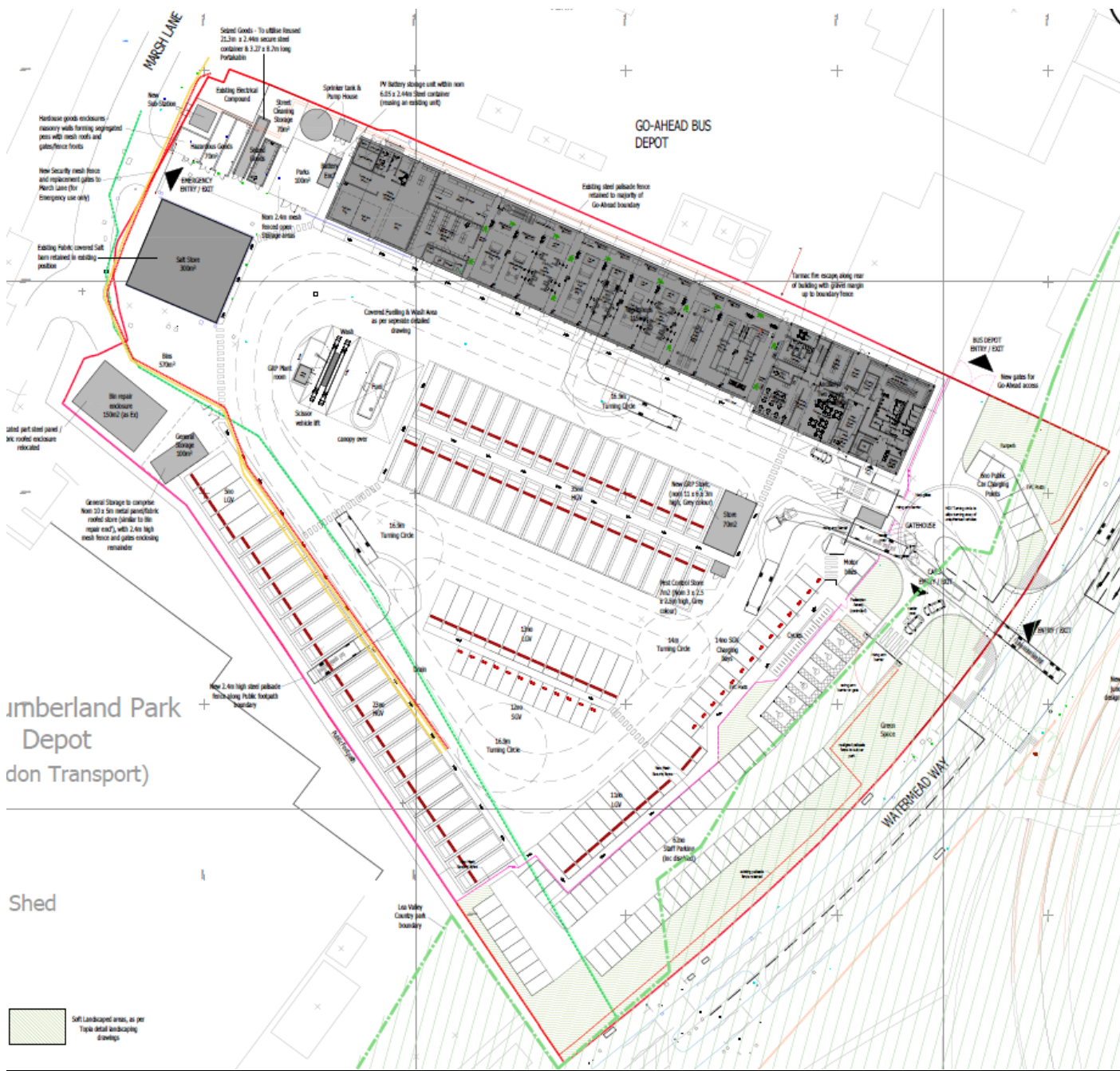
<p>LOCAL REPRESENTATIONS</p>	<p>No letters received.</p>	<p>N/A</p>
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Appendix 2: Plans and Images

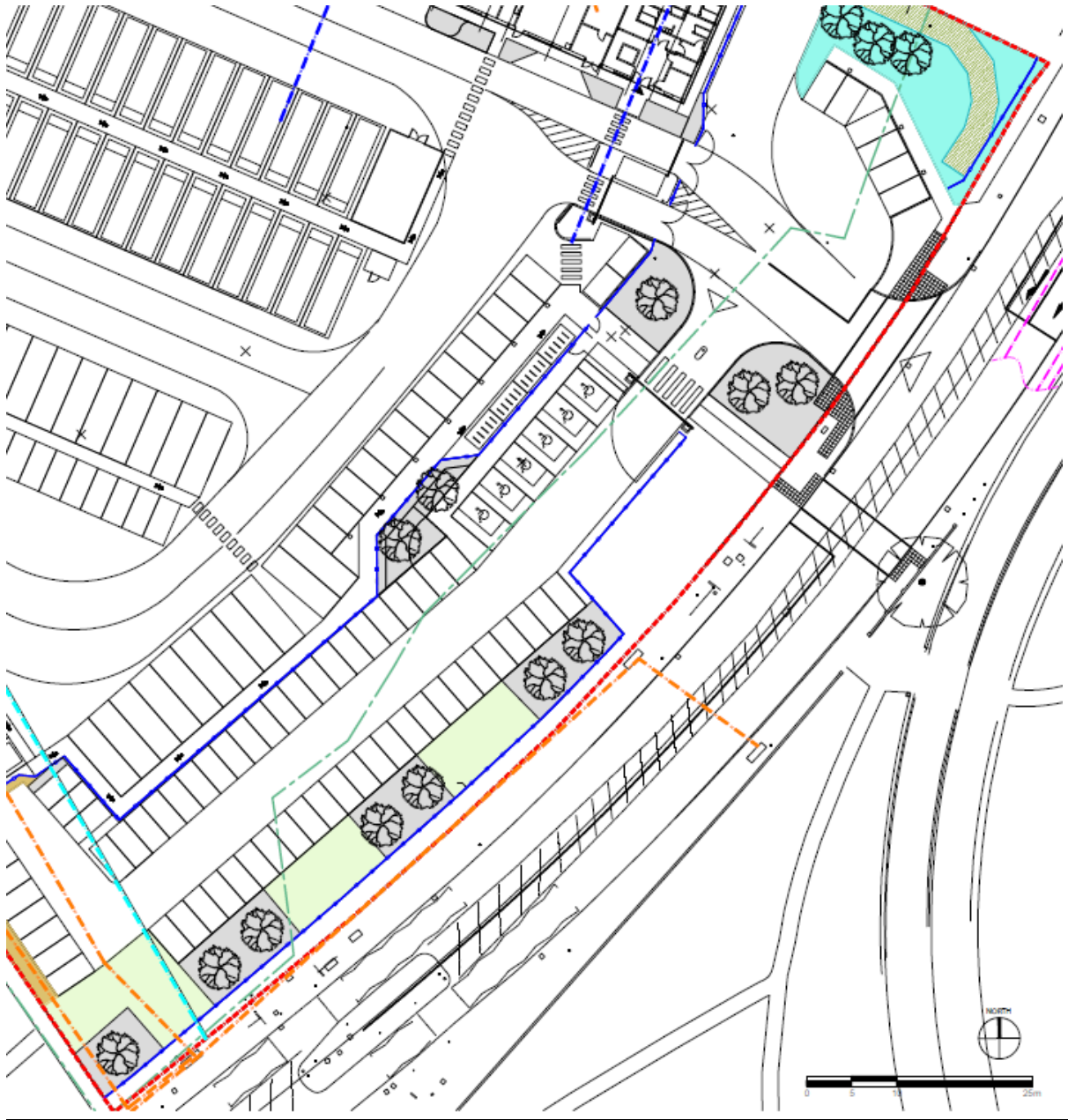
Existing Site Location Plan



Ground Floor Layout Plan



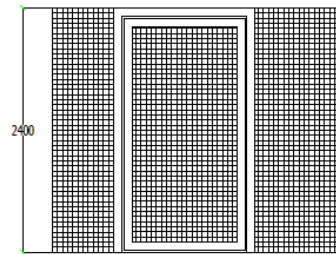
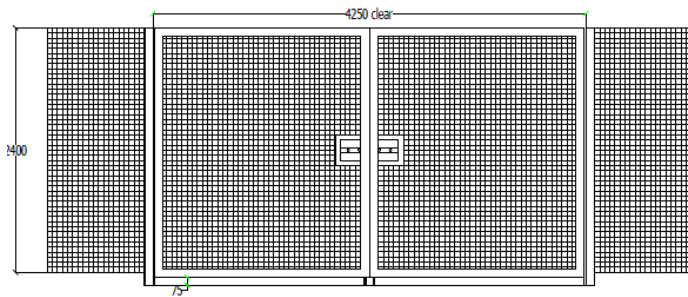
Landscaping



3D Image – View from East



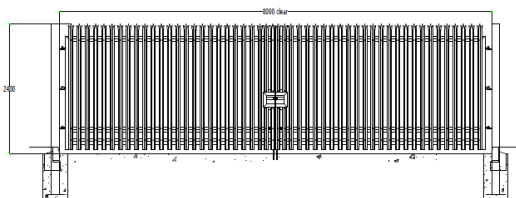
Entrance Gates



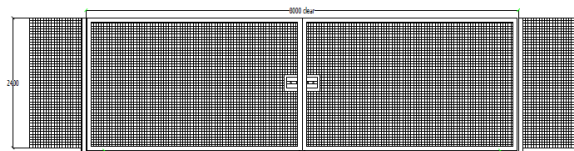
Access controlled with self closer, handle & intercom.

Main entrance gates
2 No pairs.

Pedestrian Access Gate

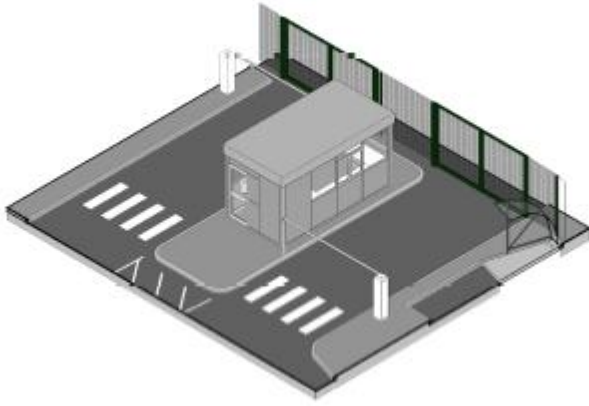


Go Ahead Gate



Marsh Lane Gate

Gate House



3D - Gatehouse Planning

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Pre-application briefing to Committee Item No.

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2019/0027

Ward: Northumberland Park

Address: 867-869 High Road N17 8EY (B&M Store - Former Sainsbury's supermarket site)

Proposal: hybrid planning application to construct a residential-led development comprising approximately 300 new residential units, approximately 120m² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces, a new park, landscaping and open space. Buildings would range from approximately 3 – 6 storeys and there would be a taller building of approximately 29 storeys.

Applicant: Tottenham Hotspurs Football Club (THFC)

Agent Quod

Ownership: Private

Case Officer Contact: Robbie McNaugher

2. BACKGROUND

2.1. The proposed application is being reported to Planning Sub Committee to enable members to view the proposal prior to submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any reserved matters application submitted for formal determination. Pre-application discussions have been ongoing.

3. SITE AND SURROUNDS

3.1. The site is 1.2 Ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park. The site also includes a Grade II listed building (867 and 869 High Road) within the eastern site boundary, together with a row of five small retail units towards the south of the site, two of which are vacant.

3.2. The Brook House development, including Brook House Primary School lies to the north of the site. The Tottenham High Road forms the eastern boundary of the Site. Commercial uses associated with the Peacock Industrial Estate are located to the south. A railway line forms the western boundary of the site, with residential uses beyond. The Site has a Public Transport Accessibility Level (PTAL) rating of 3-4, indicating good access to public transportation. Vehicle and pedestrian access is currently from High Road to the east.

- 3.3. The eastern part of the Site is located within the North Tottenham Conservation Area. The site is within a wider strategic site, NT5 (High Road West).

4. PROPOSED DEVELOPMENT

- 4.1 The applicant proposes a hybrid planning application to construct a residential-led development comprising approximately 300 new residential units, approximately 120m² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces, a new park, landscaping and open space. Buildings would range from approximately 3 – 8 storeys and there would be a taller building of approximately 29 storeys.

5. PLANNING HISTORY

- 5.1. The site has an extensive planning history. Planning permission for the former supermarket building on the site dates from the early 1980s but it may not have been construction until the 1990s. Previous to this, part of the site may have contained a packing case works and a transportation depot. The Local Planning Authority issued a Screening Opinion on 5th March 2019.
- OLD/1982/0598 - Construction of supermarket with ancillary accommodation, attached shop units vehicles and pedestrian access, vehicle operational areas and customer car parking. Granted 25/2/1982
 - HGY/2019/0383 - Town & country planning (environmental impact assessment) regulations 2017 (as amended) - regulation 6 - request for a screening opinion. Not EIA development 05/03/2019
- 5.2. The neighbouring site to the south The Good Yard is currently subject to an appeal. A public inquiry was held in May 2019 and during the inquiry 2 of 3 reasons for refusal were addressed through a S106 agreement. This left 1 reason based on non-compliance with the masterplan principles. The inspector's decision is due on 1st July.

6. CONSULTATION

6.1 Internal/external consultation:

- 6.1.1 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. Haringey Council officers have held pre-application meetings with the applicant. The applicant has also sought pre-application advice from Greater London Authority (GLA) officers, and officers understand the applicant intend to consult Historic England at pre-application stage.

Development Management Forum and Quality Review Panel:

6.1.2 A development Management Forum was held on 14th March 2019. The applicant held exhibitions for the public on 9th March and 12th March 2019. The Quality Review Panel reviewed the scheme on 13th March and 19th June but the Panel's report has not yet been received by officers. A summary of the DM Forum is **Appendix 1**.

7 MATERIAL PLANNING CONSIDERATIONS

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

7.1.1 Principle of the Development

7.1.2 The former supermarket site lies within a larger strategic site (NT5 – High Road West) which is allocated in the Tottenham Area Action Plan (AAP). The site allocation calls for comprehensive master planned development. There is a master plan for area - the High Road West Master Plan Framework (HRWMF) - that sits alongside the AAP.

7.1.3 The adjacent Good Yards site to the south which is with the same site allocation is currently subject to an appeal against non-determination. It was reported to the Sub-Committee to ratify the punitive reasons for refusal on 08/10/2019. During the appeal a S106 legal agreement secured infrastructure contributions and social rented housing to address 2 of the reasons for refusal.

7.1.4 Subject to securing proportionate infrastructure contributions this part of the NT5 site may be progressed provided the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought.

7.1.5 Officers welcome much needed housing provision, but will continue to work with the applicant to ensure that a comprehensive development is provided.

7.1.6 Given the site allocation, and that the Sainsburys store has been re-located across the High Road, the loss of the former supermarket building is acceptable in principle.

7.2 Design and Appearance

7.2.1 The applicant is required to ensure any development proposal meets the principles of the HRWMF, including provisions around high quality design and distinct neighbourhood character. The development proposal is partly in outline, with all matters expect site access proposed to be reserved. The applicant has committed to a 'Design Code' approach that would guide reserved matters applications if outline permission were granted, and seek to ensure development consistency and quality. Officers are supportive of this approach.

7.2.2 Officers are working with the appellant to ensure the buildings proposed in detail which surround the listed building and face the proposed park are of high quality.

7.2.3 The QRP has reviewed initial plans and the applicant has presented revised proposals to address previous concerns. The QRP are yet to provide detailed feedback on the current proposal however this is expected to be received by officers shortly and will be reported as an addendum. Design issues concerning the relationship of residential dwellings to proposed green space and the design and location of surface car parking have all been discussed with the applicant at pre-application stage. The relationship of the scheme to existing development is set out in the section below. Officers would expect the scheme to return to QRP for additional assessment.

7.2.4 Officers continue to discuss the detailed design the applicant including the landscape strategy and detail of the proposed buildings.

7.3 *Tall Buildings*

7.3.1 The applicant proposes a 29 storey tall building outline on the western edge of the site. The HRWMF seek to create a 'legible spine' descending southward toward White Hart Lane Station. The application site is a location where the principle of tall buildings is acceptable. The applicant should ensure any tall building on the site is in line with the Master Plan) and reflects the design principles in Haringey's policies.

7.4 *Quality of Accommodation*

7.4.1 All units must meet the space and quality standards set out in London Plan policies. The applicant's proposal is mostly in outline, however officers understand the applicant is committed to a Design Code approach to meet relevant London Plan space and quality standards. Officers will continue to discuss this approach with the applicant and ensure that relevant standards are met.

7.5 *Unit Mix*

7.5.1 The applicant proposes 296 residential units. The indicative outline unit mix is proposed to be 69 x 1-bedroom units, 178 x 2-bedroom units, 42 x 3-bedroom units and 7 x 4-bedroom units. This would equate to 16.5% family housing by unit. Officers will continue to discuss the provision of family housing with the applicant.

7.6 *Affordable Housing*

7.6.1 The applicant is currently proposing at least 35% affordable housing by habitable room. Local Plan Policy SP2 requires developments of more than 10 units to

contribute to the Borough's target of 40% affordable housing. Policy NT5 also sets out specific requirements concerning Estate Renewal.

7.6.2 The applicant is exploring sources of grant funding to raise the headline affordable housing percentage to 40%. The tenure split between social and intermediate housing is still under discussion with officers but is expected to follow the mix proposed on the Goods Yard Site.

7.7 *Impact on Residential Amenity*

7.7.1 The application is proposed to be in outline, however the applicant has been advised any submission will need to be accompanied by a full daylight/sunlight assessment and a wind and micro-climate assessment.

7.7.2 The applicant is working with officer to address comments raised at the DM Forum.

7.8 *Parking and Highway Safety*

7.8.1 The main access to the site is proposed to use the existing junction at the High Road, with connections to the Brook House development to the north. The applicant proposes up to 55 on site car parking - a rate of approximately 0.2 spaces per residential unit. Some of this on-site car parking is provided at surface level. Disabled Blue Badge spaces are proposed at 3% of spaces, with provision for an extra 7% subject to demand in line with the draft London Plan. A small amount of short stay commercial car parking is also proposed.

7.8.2 Subject to the views of Transport for London, officers will continue to work with the applicant to ensure the level of car parking on the site is sustainable and that any surface car parking does not have a negative impact on the character of the urban realm. Issues concerning the access connections to Brook House were raised at DM Forum. Officers will also continue to discuss the vehicle connection points to other sites within the NT5 area to ensure that pedestrian and cycle connections are prioritised in line with the HRWMF and the London Plan.

7.9 *Heritage Conservation*

7.9.1 There are two Grade II listed Georgian building on the pre-application site that are in mixed use. The northernmost buildings on the west of the High Road, Nos. 867 and 869, form a pair of Grade II statutorily listed early 18th century properties of three storeys plus a basement. Part of the site lies in the North Tottenham Conservation Area.

7.9.2 The change of use of the listed buildings to residential use is acceptable subject to a high quality design that protects the historic significance of the assets. The applicant continues to engage officers regarding the impacts of the tall building

on the Conservation Area, and the application will be accompanied by a visual impact assessment, with views from agreed assessment points. A full Heritage Statement will be required and the heritage building proposals are required to come forward in full.

7.10 *Accessibility*

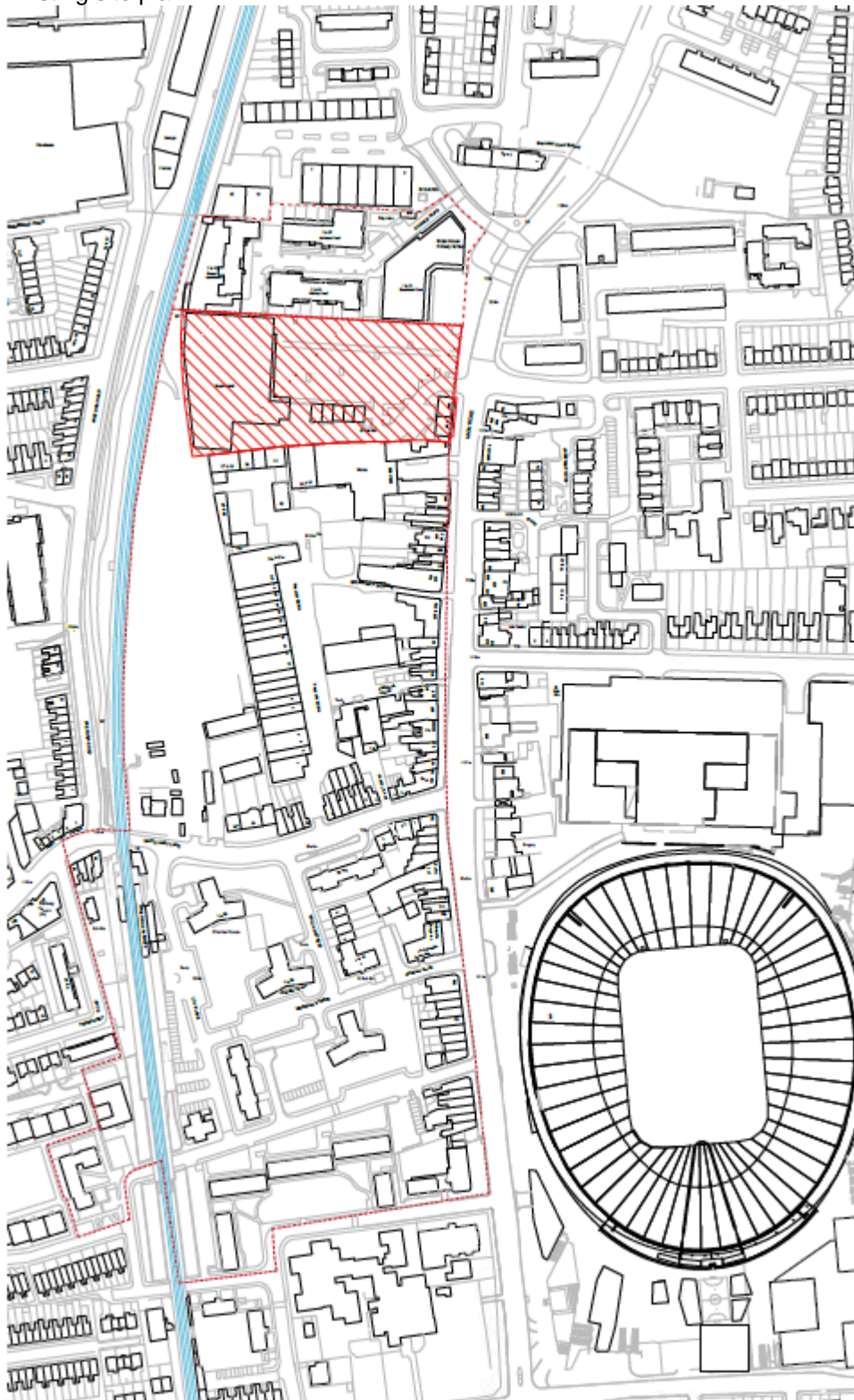
7.10.1 All units would be required to comply with the relevant standards - 10% of the number of residential units would need to be wheelchair accessible. This would be conditioned at Reserved Matters Stage if outline permission were granted.

7.11 *Sustainability*

7.11.1 The London Plan requires all new homes to achieve 'Zero Carbon'. Commercial buildings must achieve BREAM 'Excellent'. This would be expected to be outlined in an Energy Strategy to be submitted with any application. Discussions are ongoing with the Council's Carbon Management Team to ensure compliance with the London Plan Policy and ensure connection to decentralised energy networks.

PLANS AND IMAGES

Existing site plan



Existing Listed Building



Proposed view from the High Road



Site Layout



Aerial view





Report for:	Planning Sub Committee Date: 08 July 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.	<p>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.</p> <p>Awaiting GLA Stage II submission (requires S106 being finalised). Discussion with BNP Paribas has resolved that viability is sound, subject to submission of proof of lease compensation costs. This evidence as submitted is insufficient, so clarification required.</p> <p>S106 nearing completion.</p>	Samuel Uff	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 retail units, flexible workspaces, a hotel, and a public courtyard, with associated site access, car and cycle parking, and landscaping works.	Sub-Committee resolved to grant planning permission subject to the signing of a S106 legal agreement which is with the applicant. Once complete will go to GLA Stage 2.	Samuel Uff	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				

56-68 Stamford Road HGY/2019/1401	Variation of Condition 2 of HGY/2017/0426 to enable the installation of a sub-station, accommodate new structural columns, reduction of the number of parking spaces from 17 to 13 and amendments to the cycle and refuse storage arrangements, all at ground floor level, plus minor changes to other elevations and floor plans	Under consultation.	Chris Smith	John McRory
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	To be presented at July 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.	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	Under consideration Draft S106 with the applicants	Valerie Okeiyi	John McRory

	of bicycle storage, slight reduction of building mass, alterations to dwelling layouts and sizes, slight amendments to the public realm, and other minor amendments to the approved scheme			
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 HGY/2019/0938	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 HGY/2019/1183	Redevelopment of site to create residential development comprising approximately 30 residential units	Under consultation.	Tobias Finlayson	John McRory
Somerlese Courtenay Avenue N6 4LP PRE/2018/0241	Replacement house on the site of Somerlese in Courtenay Avenue.	Under consultation	Gareth Prosser	John McRory
Marsh Lane Depot HGY/2019/0938	Erection of Office building, Workshop, Salt Storage building (retained), Bin Repair enclosure repositioned, Gatehouse and Other Ancillary buildings/stores.	To be presented at July Planning Sub-Committee.	Chris Smith	Robbie McNaugher

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.	Under consideration.	Martin Cowie	Robbie McNaugher
Clarendon Gasworks (Eastern Quarter)	Reserved Matters application for blocks D3 and D4 only of the Eastern Quarter.	Application received, validation pending.	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
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
IN PRE-APPLICATION DISCUSSIONS				
Lockkeepers Cottage, Ferry Lane	Mixed use development providing flexible office space, café, five 1 bed flats, four 2 bed flats and one 3 bed flat are proposed.	Pre-app letter being drafted.	Chris Smith	Robbie McNaugher
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
175 Willoughby Lane	Provision of 4,530 sqm (GIA) of industrial floor space, provided at ground and mezzanine level,	Pre-app letter issued.	Chris Smith	Robbie McNaugher

	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).			
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.		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).	QRP completed. Under consideration. 2 nd QRP to be 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
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.	Valerie Okeiyi	John McRory

25-27 Clarendon Road off Hornsey Park Road	Comprehensive redevelopment of the site to provide new employment floorspace and residential dwellings with associated parking, access and infrastructure.	Pre-application meeting to take place 10 July 2019.	Martin Cowie	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/builder's 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.	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.	Pre-application meeting held and further pre-application meetings programmed. Draft initial Framework presented for Overbury /Eade Road Sites.		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.	Tobias Finlayson	John McRory
42 Oakleigh Hampstead Lane London N6 4LL	Erection of replacement dwelling	Pre-application meeting held – principle acceptable.	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 held 2/5. Uplift of 10 units. Design overhaul required. Housing acceptable subject to AH provision.	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 held 9/5. 2 phase development. Principle of housing acceptable.	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 held 20/5. Additional housing acceptable subject to AH provision.	Tania Skelli	John McRory

44 Hampstead Lane	Use Class C2 high quality specialist dementia care with 45 en-suite bedrooms and communal facilities	Pre-app held on 22 nd March. QRP held on 22/05/2019. Further discussions taking place	Samuel Uff	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	Planning Inquiry concluded 15.05.2019. Awaiting appeal decision from Planning Inspectorate.	Robbie McNaugher	
44-46 High Road (former M&S) 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 Statement of Case submitted. Statement of Common Ground on Affordable Housing agreed. Statement of Common Ground agreed. S106 being finalised.	Samuel Uff Manager: John McRory	
423-435 Lordship Lane (Westbury Court) 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	
Kerswell Close	Pocket housing scheme	Inquiry. To be held 20 th August. Statement of Case and Common Ground being prepared.	Chris Smith Manager: Robbie McNaugher	
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. Public Inquiry sought by appellant. Statement of Case and Common Ground being prepared.	Chris Smith
Westbury Court, 435 Lordship Lane	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.	Hearing sought by appellant. Statement of Case and Common Ground to be prepared.	Chris Smith

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