

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 9th September, 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 - 28)

To confirm and sign the minutes of the Planning Sub Committee held on 8 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/2019/1490 - 19 BERNARD ROAD (PAGES 29 - 140)

Proposal: Demolition of the existing building on site and the erection of a mixed-use building providing: 3 commercial units; 45 residential units (comprising of 14 affordable and 31 private tenure) and part basement plant room

Recommendation: GRANT

9. HGY/2019/1814 - 76 WOODLAND GARDENS

Proposal: Construction of a new family dwelling.

Recommendation: GRANT

Report to follow

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. PPA/2019/0011 - 300-306 WEST GREEN ROAD N15 3QR (PAGES 141 - 154)

Proposal: Demolition of the existing buildings and redevelopment of the site to provide a five storey building which includes a recessed top floor comprising of mixed use development of 1 x retail unit of 186.7 sqm plus stock room of 180.8 sqm on the ground floor and ancillary retail accommodation at basement level with residential flats above (19 units comprising 11 x 1 bed, 6 x 2 bed and 2 x 3 bed units).

12. UPDATE ON MAJOR PROPOSALS (PAGES 155 - 164)

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 (PAGES 165 - 200)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1-31 July 2019.

14. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

15. DATE OF NEXT MEETING

7 October 2019

Felicity Foley, Acting Committees Manager
Tel – 020 8489 2919
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

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

Friday, 30 August 2019

**MINUTES OF THE MEETING OF THE PLANNING SUB
COMMITTEE HELD ON MONDAY, 8TH JULY, 2019, 7.00 - 9.30
pm**

PRESENT:

**Councillors: Vincent Carroll (Chair), Gina Adamou (Vice-Chair),
Dhiren Basu, John Bevan, Luke Cawley-Harrison, Justin Hinchcliffe,
Peter Mitchell, Viv Ross, Yvonne Say and Preston Tabois**

334. FILMING AT MEETINGS

Noted.

335. PLANNING PROTOCOL

Noted.

336. APOLOGIES

Apologies for absence were received from Councillor Williams.

337. URGENT BUSINESS

None.

338. DECLARATIONS OF INTEREST

Councillor Bevan declared an interest in respect of item 9 of the agenda as he was a Board Member of the Lea Valley Park Authority who had made comments on the scheme. He informed the Committee that none of the Board Members had been party to making any comments on the scheme.

339. MINUTES

RESOLVED

That the minutes of the Planning Committee held on 9 May 2019 and 3 June 2019 be approved.

340. HGY/2018/1806 - 423-435 WEST GREEN ROAD, LONDON, N15 3PJ

The Committee considered an application for the 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.

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

Mr Ranapatab Ramdonee addressed the Committee in objection to the application. He lived opposite the site, and felt that development of a large site in the area would create issues for parking, and would make the local roads more congested. He added that a six storey building was not suitable for the site, and requested that the plan be amended to exclude any land used from the park.

Councillor Berryman addressed the Committee in objection to the application. He welcomed the proposal to provide social housing units, however he considered that the inclusion of the pub was in contravention of Site Allocation 57, and DM50. The Council had a policy to protect local pubs, and the conversion into housing should not be so easily allowed. He requested that the Committee reject the application.

Councillor Davies addressed the Committee in objection to the application. She echoed the points made by Councillor Berryman, and added her concern over the assertion that the church would use the pub for community use, as it was her view that such spaces were not run inclusively. She also raised concerns over inaccuracies in the report, and that the Mitalee Centre was not included within the plans. She requested that the decision be deferred until the proposal had been considered by the Overview and Scrutiny Committee.

James Smith, architect, addressed the Committee. The design process had commenced in 2016 and the scheme had evolved from the Red House nursing home and church to include the listed building (the pub). Attempts had been made to involve the Mitalee Centre, however this had not been possible. The scheme had therefore been designed so that any future development on the Mitalee site would not be affected. The application had been presented to two Quality Review Panels, pre-application meetings and two public consultations. The listed building was brought on board as it was no longer operating as a pub – the church had indicated that this would be used as a flexible space to bring life back into the corner of the site.

Officers responded to questions from the Committee:

- None of the open park space would be removed from public use. The space would increase, as some of the space from the Red House area would be included as open space. There would be a financial contribution to the park, and £53,000 for child play-space improvements.
- When considering the inclusion of the pub, officers use a balance of material considerations as outlined on page 51 of the agenda pack. The building was no longer strictly used as a pub, and was in a poor state of repair with a number of unauthorised works carried out. The addition of 46 social housing units was considered to be an overriding benefit against the loss of a pub.
- The scale of the development varied from four to six storeys, which was considered reasonable for a local high street in an urban area.

- The two affordable housing blocks would be located on West Green Road and Stanley Road (blocks b and c).
- The design had been welcomed by the QRP as a 'good design'.
- The levels of affordable housing had increased by the Council using its powers as a landowner.
- A parking survey had been carried out based on the existing use of the church, and officers considered that there would be a surplus of parking within 200m of the site, even with the capacity increase to the church.
- The single aspect units were within block a (private block).
- There were currently no restrictions on the opening hours of the church, and there were no plans to impose any further constraints.

The applicant and architect responded to questions from the Committee:

- The original intention for the development was to have open access to pathways, however it would be future-proofed with gates to be used if required. This would be managed by the management company.
- The maintenance of the church building would be the responsibility of the church.

Councillor Bevan requested that the implementation period be reduced from three years to two, and that the architect be retained for the duration of the development. Emma Williamson confirmed that the retention of the architect could be conditioned, and that the implementation period could be reduced.

Councillor Bevan further requested that consideration be made to including a condition on the use of the balconies and how this would be managed. Emma Williamson explained that as the Council would be managing two of the blocks, they would be able to enforce any informative around balconies.

The Chair moved that the application be approved including the conditions relating to the implementation period and retention of architect, and the informative relating to balconies. Following a vote it was unanimously

RESOLVED

- i. That planning permission be granted and that the Head of Development Management or Assistant Director of Planning 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 obligations set out in the Heads of Terms below.
- ii. That the section 106 legal agreement referred to in resolution (i) 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

- iii. That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- iv. 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) 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 NO_x 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 NO_x 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 NO_x 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 (NO_x 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:
- a) What the best measures are to reduce overheating risk against the 2050 weather files;
 - b) Who is responsible to fit them and how residents will be able to get them fitted quickly and at cost; and,
 - c) 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

wwriskmanagement@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). <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.

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

- 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. 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.

- 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 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.

341. HGY/2019/1278 - MARSH LANE REFUSE DEPOT, MARSH LANE, N17 0XE

The Committee considered an application for the 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.

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

Officers responded to questions from the Committee:

- The Council was the applicant for the development.
- There was some additional boundary treatment to be added as detailed on pages 242-243 of the agenda. To powder coat the fencing was quoted as costing £60,000, which was not considered as essential council spend.
- A condition could be added to specifically state that good quality landscaping measures could be implemented prior to first use of depot.

The Chair moved that the application be granted and following a vote with 9 in favour and 1 abstention it was

RESOLVED

- i. That the Committee GRANT planning permission and that the Head of Development Management or Assistant Director of Planning 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 obligations set out in the Heads of Terms below.

- ii. That the section 106 legal agreement referred to in resolution (i) 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
- iii. That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- iv. 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. 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.

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

8. 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.

9. 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.

10. 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

11. 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.

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

Reason: To protect local air quality.

13. 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

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

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

The Planning Officer and representatives for the applicant gave a short presentation on early plans for the scheme.

Officers and the Applicant responded to questions from the Committee:

- There was no guarantee that the GLA grant would be received, however all affordable housing was subject to viability testing and until the scheme was finalised the amount of affordable housing could not be finalised.
- The tall buildings followed the pattern for scheme already in the area or with planning permission. The design was supported by the Quality Review Panel.
- There would be 12 electric car charging points on the developments, with the ability to install more as demand increased.
- The park would be privately owned and maintained, however it would be publicly accessible.

The Chair thanked all for attending.

343. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

344. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

345. NEW ITEMS OF URGENT BUSINESS

None.

346. DATE OF NEXT MEETING

9 September 2019.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

This page is intentionally left blank

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0. APPLICATION DETAILS

Application: HGY/2019/1490

Ward: Tottenham Green

Address: 19 Bernard Road, Tottenham, London N15 4NX

Proposal: Demolition of the existing building on site and the erection of a mixed-use building providing: 3 commercial units; 45 residential units (comprising of 14 affordable and 31 private tenure) and part basement plant room

Applicant: Daydome Ltd.

Agent: Alvin Ormonde, Planning and Project Management Services

Ownership: Private

Case Officer: Martin Cowie

Date received: 3 June 2019 **Last amended date:** 16 August 2019.

1.1 This application is before the Planning Sub-Committee because it is major development and is required to be reported under the Council's Constitution.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is a well-designed, mixed-use scheme providing a range of residential accommodation and commercial space.
- The proposed development complements the recently approved scheme on the adjacent site at Bernard Works and reflects the policy requirements of Site Allocation (TH12 Herbert Road) and its designation within a Local Employment Area (Regeneration Area).
- The scheme delivers family and smaller sized residential units including 14 units of affordable housing (9 Discount Market Rent at London Living Rent levels (no option to buy) and 5 Social Rent) representing a 31% provision by unit number and 37% provision by habitable room.

- The layout and design of the development optimise the potential of the site and respect the scale and character of the surrounding mixed-use area.

2.0. RECOMMENDATION

- 2.1. That the Committee resolve to **GRANT** planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to referral to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2. That delegated authority be granted to the Head of Development Management or the Assistant Director of 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 Chair (or in their absence the Vice Chair) of the Sub-Committee.
- 2.3. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 14 September 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions Summary (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Three Year Expiry (LBH Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Materials Samples (LBH Development Management)
- 4) Hard and Soft Landscaping (LBH Development Management)
- 5) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 6) Lighting Strategy (LBH Development Management)
- 7) Secure by Design Certificate (Metropolitan Police Service)
- 8) Waste Management (LBH Development Management)
- 9) Construction Management Plan (CMP) and Construction Logistics

- Plan (CLP) (LBH Transportation)
- 10) Service and Delivery Plan (DSP) (LBH Transportation)
 - 11) Wheelchair Dwellings (LBH Development Management)
 - 12) Accessible & Adaptable Dwellings (LBH Development Management)
 - 13) Internal Noise Levels within Residential Units – Design (LBH Environmental Health – Noise)
 - 14) Internal Noise Levels within Residential Units – Maximum Noise (LBH Environmental Health – Noise)
 - 15) Plant Noise (LBH Environmental Health – Noise)
 - 16) Scheme of Sound Insulation (LBH Environmental Health – Noise)
 - 17) Construction and Demolition Noise LBH Environmental Health – Noise)
 - 18) Site Wide Energy Network (LBH Carbon Management)
 - 19) Surface Water Drainage (Thames Water)
 - 20) Public Sewer Crossings (Thames Water)
 - 24) Piling Method Statement (Thames Water)
 - 25) Existing Water Supply Impact study - (Thames Water)
 - 26) Details of Flood Risk Attenuation Measures (LBH Drainage)
 - 27) Drainage Details – (LBH Drainage)
 - 28) Confirmation of Energy Standards (LBH Carbon Management)
 - 29) Post Construction Certification BREEAM and Home Quality Mark (LBH Carbon Management) (LBH Carbon Management)
 - 30) Remedial Works Plan BREEAM Very Good and Home Quality Mark (LBH Carbon Management)
 - 31) Site Investigation (LBH Environmental Health)
 - 32) Site Remediation (LBH Environmental Health)
 - 33) Air Quality and Dust Management Plan (LBH Environmental Health)
 - 34) Machinery Emissions (LBH Environmental Health)
 - 35) NRMM Registration (LBH Environmental Health)
 - 36) Machinery Inventory (LBH Environmental Health)

Informatives Summary (The full text of Informatives is contained in Appendix 1 to this report.)

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)

- 4) Party Wall Act (LBH Development Management)
- 5) Numbering New Development (LBH Development Management)
- 6) Asbestos Survey Where Required (LBH Environmental Health)
- 7) Disposal of Commercial Waste (LBH Waste Management)
- 8) Piling Method Statement Contact Details (Thames Water)
- 9) Minimum Water Pressure (Thames Water)
- 10) Main Water Crossing (Thames Water)
- 11) Installation of Non-Return Valve (Thames Water)
- 12) Paid Garden Waste Collection Service (LBH Development Management)
- 13) Designing out Crime Officer Services (Metropolitan Police Service)

Section 106 Heads of Terms:

- 1) **Affordable Housing** –
 - 37.1% affordable by habitable room
 - 36% Social rent (with no sale) and 64% intermediate rent (Discount Market Rent at London Living Rent levels with no option to buy)
 - Occupier no option to buy Affordable / Intermediate rented
 - LBH first option to purchase social rented affordable purchase

- 2) **Viability Review Mechanism** should the proposal not be implemented within 18 months of the date of the decision.

- 3) **Car Capping**
 - a) No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development save for disabled residents.
 - b) £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

- 4) **Parking Control Measures** - £15,000 towards the consultation and implementation of parking control measure in the local area surrounding the site including amendments to relevant traffic management orders.

- 5) **Car Club** - Establishment or operation of a car club scheme, which includes

the provision of 2 car club bays and two cars with, two years' free membership for all units and £50.00 (fifty pounds in credit) per year for the first 2 years.

6) **Travel Plan** (as part of the detailed travel plan) comprising:

- a) Residential and commercial elements;
- b) Appointment of a travel plan co-ordinator;
- c) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables, to every new resident and commercial occupier;
- d) Travel Information packs to be given to all residents and commercial occupiers and information available through a website.
- e) £3000 (three thousand pounds) for monitoring of the travel plan initiatives.

7) **Energy Plan** and a developer financial contribution of £97,732 **addressing the unachieved carbon reduction targets**. Subject to a review mechanism if the energy efficiency can be improved. Further contribution in the event sustainability measures do not achieve carbon savings.

8) **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

9) **Monitoring Contribution**

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

10) **Considerate Constructor** - Development to be constructed in accordance with Considerate Constructor's scheme.

11) **S278 Works** – Applicant obligated to enter into a S278 agreement for relevant highway works on adopted highways.

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

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

- i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DPD Policies DM 11 and DM 13, and Policy TH12.
- ii. In the absence of the legal agreement securing an Open Space Management and Access Plan the proposal would fail to secure publicly accessible and well-maintained open space. As such, the proposal would be contrary to London Plan policies 7.5, 7.9, Policy SP12, Policy DM20 and Policy TH12.
- iii. In the absence of legal agreement securing 1) residential and commercial Travel Plans, and Traffic Management Order (TMO) amendments and 2) financial contributions toward travel plan monitoring, and car club provision and parking control measures the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Policy DM31 and Policy TH12.
- iv. In the absence of a legal agreement securing an energy plan carbon offset payment and an energy plan the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy 5.2 and Strategic Policy SP4, and emerging DPD Policies DM 21, DM22 and SA48.
- v. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme, the development would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies 5.3, 7.15, Policy SP11 and Policy DM1.

2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director

Planning (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

CONTENTS

- 3.0. PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4.0. CONSULTATION RESPONSE
- 5.0. LOCAL REPRESENTATIONS
- 6.0. MATERIAL PLANNING CONSIDERATIONS
- 7.0. COMMUNITY INFRASTRUCTURE LEVY
- 8.0. RECOMMENDATIONS

APPENDICES

- Appendix 1 Planning Conditions and Informatives
- Appendix 2 Plans and Images
- Appendix 3 Consultation Responses - Internal and External
Consultees
- Appendix 4 Representations
- Appendix 5 DM Forum Summary
- Appendix 6 QRP Reports

3.0. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1 This is a full planning application for the demolition of the existing building on site and the erection of a part 2, 4 and 6 storey building to accommodate 45 residential units and commercial floorspace. A small basement is incorporated for plant/equipment.
- 3.1.2 The proposed building would extend across the entire length of the site, presenting its main frontage onto Bernard Road and a secondary return frontage onto Ashby Road. A communal amenity area including play space to serve the residential accommodation, and an external space for the commercial uses would be provided to the rear of the building.
- 3.1.3 The development incorporates a range of residential unit sizes from 1 to 3 bedrooms and 5 wheelchair accessible homes across both affordable and private tenures. All units would meet the required space standards, incorporate a balcony/terrace with defensible space for ground floor units and feature full height glazing. The scheme does not contain any north or south facing single aspect flats and only 6, 1-bedroom private units would have a single east facing aspect.
- 3.1.4 The proposed development would secure 14 affordable homes (31% by unit/37% by habitable room), split 9 Discount Market Rent at London Living Rent levels with no option to buy (58%) and 5 Social Rented (42%) units, reflecting policy guidance.
- 3.1.5 The proposed commercial accommodation would be located at the eastern end of the development fronting Bernard Road, adjacent existing office/light industrial uses. Split into 3 similar sized units, the commercial floorspace would provide modern, fit for purpose workspace for local business opportunities.
- 3.1.6 The scheme proposes 4 wheelchair accessible residential car parking spaces, on-street along Herbert Road and Ashby Road and secure on-site and covered residential and commercial cycle parking.
- 3.1.7 The scheme has been designed to respond to the development requirements and guidance set out in the Site Allocation, existing site conditions and the consented scheme at Bernard Works.

3.2 Site and Surroundings

- 3.2.1 The site is approximately 0.18 hectares in area and rectangular in shape on an east-west alignment fronting Bernard Road on its northern side. The plot is currently occupied by a double pitched roof former industrial building damaged by fire and partly lacking the roof structure. The building comprises a series of units of mostly informal employment spaces.
- 3.2.2 The site is surrounded by a mix of existing commercial development along Norman Road and Herbert Road to the north and Enterprise Row to the south and west. Two-storey residential terraces are located to the north on Herbert Road and along Ashby Road to the east.
- 3.2.3 The site has a PTAL Rating of 6a with excellent access to Seven Sisters Underground and Overground Station and may benefit from future access to Crossrail 2. The site lies within the Seven Sisters Controlled Parking Zone (CPZ).
- 3.2.4 Located close to West Green/Seven Sisters District Centre to the west and Markfield Park and Walthamstow Reservoirs to the east the site is well served by local facilities and amenities.

Local Designations

- 3.2.5 The site lies within a designated Local Employment Area – Regeneration Area (Rangemoor/Herbert Roads) and within the Tottenham Hale Growth Area. Part of the site (excluding the open space in the northeast corner) is allocated in the Tottenham Area Action Plan (TH12 Herbert Road). The site allocation indicates the site is suitable for mixed used employment-led redevelopment. The site is within the Upper Lea Valley Opportunity Area.
- 3.2.4 The South Tottenham area has been identified by the Greater London Authority (GLA) as a potential Creative Enterprise Zone (CEZ), due to its expanding cluster of creative industries which provide jobs and give character and identity to the area. Survey information indicates that it is an increasingly attractive choice of location for artists, creators and makers.
- 3.2.5 The Seven Sisters/Page Green Conservation area lies to the north-east. The site does not contain any Listed or Locally Listed Buildings. Earlsmead Primary School, a prominent landmark within the Conservation Area is located to the north of the site.

3.3. Relevant Planning and Enforcement history

- 3.3.1. There are no relevant planning applications concerning the site, however a major proposal relating to the site opposite known as Bernard Works was granted planning consent last year (9 July 2018) for the following

development (Ref: HGY/2017/3584). The application is currently subject to a Judicial Review.

Demolition of existing buildings and erection of a part 1,3,4,5,6,7 storey mixed use development comprising 25 Commercial Units (B1/B2), music rehearsal space (Sui Generis), café (A3), exhibition space (Sui Generis) (commercial spaces totalling 2446.9m² gross), and 99 Residential Units (C3) including 12 apartments tethered to the commercial space, plus site access, replacement open space, landscaping, plant and other associated development.

- 3.3.2 The scheme is set out in several blocks, of varying scale and height generally fronting the roads around the site including Bernard Road, Herbert Road and Ashby Road, with an interior courtyard. A basement would contain commercial units and a music rehearsal space. The ground floor would provide an A3 café use and commercial units, with residential dwellings facing existing development along Ashby Road and Herbert Road.
- 3.3.3 The heights of proposed buildings would increase across the site terminating with the highest structures of 7 storeys in its southeast corner. A new publicly accessible park is proposed along the southern boundary of the site to replace the existing greenspace at the north of the site. The proposed greenspace would have seating, open lawn and soft and hard landscaping and an east-west pedestrian connection.
- 3.3.4. The proposal involves rationalising the existing dual road layout running in parallel north to south and removing part of Herbert Road while retaining the pedestrian link with Ashby Road and access for emergency and refuse vehicles and commercial servicing.

3.4 Quality Review Panel

- 3.4.1 The scheme has been presented to Haringey's Quality Review Panel on three occasions, twice at the pre-application stage for full reviews and once following submission for a Chair's Review. A summary of the most recent QRP Chair's Review (on 3 July 2019) is set out in the design section below.
- 3.4.2 The Panel and the Chair have offered their support for the scheme subject to a reduction in the number of south facing single-aspect units within the scheme. As previously noted in paragraph 3.1, the amended proposals do not now contain any south (or north) facing single-aspect units.

3.5. Development Management Forum

- 3.5.1 The proposals were presented to a Development Management Forum on 4 March 2019. Key concerns were raised in relation to the height and design of the building; overshadowing of neighbouring houses and park; air quality;

parking; lack of affordable housing; children's play space and impact on social infrastructure and crime.

3.5.2 The notes from the Forum are set out in Appendix 5.

3.6. Pre-Planning Committee Briefing

3.6.1 Prior to submission the emerging proposals were presented to a Pre-Planning Committee Briefing on 8 April 2019. The minutes of the Briefing are as follows:

'The Planning Officer and representatives for the applicant gave a short presentation on early plans for the scheme. The site was currently occupied by a one storey unit with a double pitched roof. The use of the building was ad-hoc and fell within the policy area which encouraged mixed-use development. The consented scheme 'Bernard Works' was located at the north of the site, and this had largely influenced the plans for 19 Bernard Road.

Officers and the Applicant responded to questions from the Committee:

- The applicant accepted the position of the Committee in relation to the use of separate entrances for the affordable units, however providers have indicated that it was their preference to separate the units in order to manage service charge and maintenance.
- The applicant had instructed BNP Paribas to carry out an independent viability assessment.
- The amenity space would be located on both sides of the building if the schemes were built as consented.'

4.0. CONSULTATION RESPONSE

The following were consulted regarding the application:

Internal

- LBH Head of Carbon Management
- LBH Design Officer
- LBH Housing
- LBH Tree Officer
- LBH Economic Development
- LBH Regeneration
- LBH Cleansing
- LBH Parks
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Policy

- LBH Conservation Officer
- LBH Property Services
- LBH Emergency Planning and Business Continuity
- LBH Drainage
- LBH Transportation Group
- LBH EHS - Noise

External

- London Fire Brigade
- Designing Out Crime Officer - Metropolitan Police
- Transport for London
- Environment Agency
- National Grid
- Thames Water Utilities
- Page Green Residents Association
- Tottenham Conservation Area Advisory Committee

- 4.1. The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1. A summary of the consultation responses received is provided below:

Internal:

- LBH Conservation Officer

No objection. There are no heritage assets on or adjacent to this site. The closest is the Seven Sisters/Page Green Conservation Area to the north east of the site. The scale of the proposed development is such that it won't be visible from the Conservation Area and the design is appropriate for the context and would complement the surrounding pattern of development.

No further comment in respect to the amended plans.

- LBH Waste Management

No objection to proposal. The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection. Standard Conditions and Informatives required.

No further comment in respect to the amended plans.

- LBH Housing

No objection to proposals. No further comment in respect to the amended plans.

- LBH Transportation

No objection subject to conditions and contributions via S106 agreement. No further comment in respect to the amended plans.

- LBH Environmental Health

No objection subject to conditions. No further comment in respect to the amended plans.

- LBH Environmental Health Noise

No objection to proposal. Environmental Noise Survey Report has been reviewed. Conditions recommended including noise insulation scheme.

- LBH Local Lead Flood Authority

No objection to proposal. Satisfied with the Flood Risk Assessment submitted. There is no significant flood risk in this location and sustainable urban drainage strategy proposed is acceptable.

No further comment in respect to the amended plans.

- LBH Carbon Management

No objection to proposal subject to Energy Plan with Carbon Offset. Proposed measures, alongside the site wide energy network, makes the scheme policy compliant and should be secured with an updated energy plan and carbon offset payment through conditions and legal agreement.

- LBH Tottenham Regeneration Team

No objections.

External:

- Thames Water

No objection subject to conditions. No further comment in respect to the amended plans.

- Metropolitan Police – Designing Out Crime Officer (DOCO)

No objection subject to conditions. No further comment in respect to the amended plans.

- Transport for London

As the site is not on or is not in close proximity to the Transport for London Road Network or the Strategic Road Network, TfL has no comments to make on the application. No further comment in respect to the amended plans.

- Environment Agency

No objection but recommend that relevant national policy and guidance around land contamination and ground water infiltration is followed. No further comment in respect to the amended plans.

- London Fire Brigade

No objection but strongly recommend that sprinklers are considered. No further comment in respect to the amended plans.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted in relation to the original and amended plans:

- 471 Neighbouring properties consulted by letter
- Resident's Association consulted by letter
- 6 planning site notices were erected in the vicinity of the site.

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

- No of individual responses: 20
- Objecting: 19
- Supporting: 0
- Comment: 1 (amended plans)
- Petitions: 0

Issues raised in respect to original plans

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

Principle of Development

- The development represents an overdevelopment having regard to other developments locally.
- The number of units proposed exceeds the strategic allocation in the Tottenham Area Action Plan taking account of the Bernard Works development.
- Policy requires development to be commercially led not residential led.
- The owners of this site and Bernard Works have allowed businesses to fall into disrepair.
- The area accommodates business and industry. There needs to be more commercial space in the area.
- The scheme will result in the loss of local businesses existing jobs on the site.
- The Bernard Works scheme [adjacent] set a poor precedent and does not comply with policy.

Development Design

- The proposed development is too tall, dominant and overbearing.
- The height and bulk of the new build blocks are out of keeping with area.
- This development at 6 storeys and Bernard Works at 7 storeys are out of place with area which comprises 2/3 storeys buildings.
- The density of the scheme is excessive.
- The new open space to be provided as part of the Bernard Works scheme will be overshadowed, adversely affecting green landscaping and become dark and unwelcoming.
- The Council's Conservation officers comments show no regard to the design of the surrounding area.
- The proposed building should be redesigned so that it is smaller. Less intrusive in relation to existing properties and more sensitive to the character of the area.

Local Amenity

- Neighbouring properties are only two storeys high and will be overshadowed by the proposed development.
- The development will reduce levels of daylight/sunlight for neighbouring properties and cause loss of privacy, compounding those in relation to the consented Bernard Works scheme.
- The sunlight/daylight study does not take into account of the Bernard Works development.
- The proposal will result in additional air pollution locally from traffic and construction work.
- The proposed rooftop gardens will cause overlooking and disturbance.
- There is insufficient waste collection and servicing proposed, which will lead to local fly tipping.

- Pressure on local services and infrastructure including health services, schools and public transport.
- New open space will attract anti-social behaviour.
- People's quality of life and health will be adversely affected.

Transport

- Increased vehicular (cars and heavy goods traffic) and pedestrian movement will be dangerous, particularly with Earls mead Primary School nearby.
- The proposal doesn't provide sufficient parking and will add to parking pressure in the local area.
- Permit Free development will be insufficient to prevent parking on local roads (after CPZ hours)
- Local road layout isn't suitable, and proposal only considers road change associated with Bernard Works scheme.
- Air quality concerns arising from additional vehicle movements.
- Changes to the road layouts will cause congestion and lead to highway safety issues.
- Air quality concerns arising from additional vehicle movements.

Issues raised in respect to amended plan

5.4 The only new comment received in relation to the amended plans, at the time of writing was a query concerning how one could register an interest in the proposed new commercial units.

5.5 Any further representations received following the publication of the Committee report will be included and reported to Committee in an addendum.

6.0 **MATERIAL PLANNING CONSIDERATIONS**

6.1 **Principle of the Development**

National Policy

6.1.1. 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 Planning Sub-Committee Report development which should be seen as a golden thread running through both plan-making and decision-taking.’

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

The Development Plan

- 6.1.1 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan includes the London Plan (2016), the draft London Plan; Haringey’s Local Plan: Strategic Policies (2013 with alterations 2017); Development Management DPD (2017); Site Allocations (2017); and Tottenham Area Action Plan (2017).

The London Plan

- 6.1.2 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets out several objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.

- 6.1.3 The draft London Plan carries some weight given its progression in the plan making process and is a material planning consideration. The draft London Plan sets an annualised target for Haringey of 1,958 homes, and 10-year target of 19,580 homes.

Haringey Local Plan Strategic Policies (2017)

- 6.1.4 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. It also sets out that the Council will secure a strong local economy through the reconfiguration and reuse of surplus employment designated land in B2 and B8 Use Classes and the intensification of the use of existing employment sites (where possible), including the provision of B1a/b floorspace as part of mixed-use developments on suitable sites.

Haringey Development Management Policies (2017)

- 6.1.5 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.

Tottenham Area Action Plan (AAP)

- 6.1.6 The document provides site specific and area-based policy to underpin the delivery of the spatial vision for growth set out in the adopted alterations to the Strategic Policies DPD and the DPDs. The site allocation TH12 – Herbert Road which covers the application site in addition to Bernard Works, envisages the redevelopment of the sites for mixed-use employment-led mixed-use development.
- 6.1.7. The site allocation describes the area as having a number of buildings that produce unsuitable neighbours for the residential uses, parallel access roads which do not provide an appropriate street layout, and several disused and derelict buildings in need of redevelopment. It states that by introducing new employment floorspace and homes into the area, the site can make a positive contribution to meeting the Borough's housing and employment needs.
- 6.1.7 The policy allocation sets out a series of specific Site Requirements and Development Guidelines as follows:

Site Requirements

- The site is within a Designated Employment Area – Regeneration Area and proposals for mixed-use employment-led development will be supported, where appropriate, to create a mix of uses through the re-introduction of creative employment uses.
- The quantum of dedicated employment floorspace on the site should be maximised through any development. Residential uses will be permitted to optimise the delivery of new employment stock and should be located adjacent to the existing residential uses adjoining the site.
- Proposals should make provision for an element of affordable workspace in line with Policy DM38.

Development Guidelines

- Rationalisation of the “parallel access roads” on Ashby/Bernard/Herbert Roads.
- Reintroducing employment-generating uses is the key aim of this policy.
- Improved streetscape with the existing homes on Ashby Road is required.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Pedestrian access from the site to Page Green Road should be retained.

6.2. Principle of Development – Assessment

Principle of Demolition

- 6.2.1 The scheme proposes the demolition of the existing building on the site which is in poor condition and deemed not fit for modern commercial/industrial purposes. It comprises 21 units, totalling approximately 1100sqm of mostly informal employment spaces and is of limited architectural value and not locally nor statutorily listed. The demolition of the existing building is acceptable in principle.

Principle of Masterplanned Development

- 6.2.2 Local policy advises proposed development within allocated sites to come forward as part of a masterplan or to demonstrate that it would not prejudice other development opportunities.
- 6.2.3 The proposed scheme occupies the southern side of the TH12 policy Site Allocation. While the application is not accompanied by a masterplan, it has been prepared having regard to the consented scheme at Bernard Works, which would occupy the remainder and larger part of the Site Allocation. The applicant’s proposal demonstrates that it would not affect the quality and delivery of the Bernard Works development nor prejudice the Council’s wider strategic planning objectives for the area.

- 6.2.4 The current development is considered to complement that proposed at Bernard Works and act as a significant catalyst for comprehensive change providing new commercial and residential accommodation within an enhanced urban setting, in line with the Site Allocation and other planning objectives.

Redevelopment within a Local Employment Area – Regeneration Area

- 6.2.5 The London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations. Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space. Draft London Plan Policy E3 – Affordable Workspace notes that in defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.
- 6.2.6 Policy DM38 indicates support for mixed use, employment-led development within a Local Employment Area – Regeneration Areas (LEA-RA) where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. DM38 sets a number of criteria for redevelopment within LEA-RA's which are considered below.
- 6.2.7 The proposed redevelopment involves the provision of a new mixed-use building which would accommodate 352sqm of new commercial/business floorspace in addition to 75sqm of associated external space (total 427sqm). As currently shown on the plan, this space is split into 3 units but could be adapted and more flexibly used, if necessary. While the proposal will effectively lead to a net loss of approximately 660sqm employment floorspace, the new provision will provide modern, fit for purpose workspace accommodation and increase potential employment densities. This provision also accords with the requirement of the Site Allocation, having regard to the accommodation secured at the Bernard Works scheme.
- 6.2.8 The Site Allocation specified an indicative capacity of 2300sqm of employment site-wide. The Bernard Works development, which encompasses most of the land area allocation, would provide approximately 1908sqm of employment floorspace including affordable workspace. Together therefore, the two developments achieve the indicative capacity set out in Site Allocation Policy TH12.
- 6.2.9 The proposal is therefore also considered to meet the criteria set out in Policy DM38 for redevelopment within a LEA-RA. The provision of both new affordable and market-based employment space across the Site Allocation would facilitate long-term investment and local economic growth.

Principle of Housing Provision

- 6.2.7 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. Draft London Plan Policy H1 sets a target of 19,580 net completions of homes in the draft Plan period of 2019/20-2028/29. This yields an annualised target for Haringey of 1,958 homes.
- 6.2.8 Given the site's context within the Upper Lee Valley Opportunity Area and considering the Council's local policy designations, the principle of the redevelopment for of this site for mixed-use including provision of 45 new market and affordable homes is supported and in line with both London Plan and local planning policy. The AAP Site Allocation TH12 sets out that residential will be permitted to optimise new employment stock and should be located adjacent to the existing residential uses adjoining the site.

Principle of Development – Summary

- 6.2.9 The proposed development complies with the requirements of the Site Allocation and will complement the consented scheme at Bernard Works, assisting in securing the delivery of a comprehensive approach to the redevelopment of the area. The proposed mixed-use scheme will act as a catalyst for new investment, housing and job growth in addition to significant environmental improvement within a designated Local Employment Area (Regeneration Area).

6.3 Affordable Housing

- 6.3.1 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.
- 6.3.2 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.
- 6.3.3 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.

6.3.4 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 (by habitable room) to be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews required where appropriate.

6.3.5 The proposed development secures **14 affordable homes (31.1% by unit and**

37.1% by habitable room), split 9 Discount Market Rent units at London Living Rent levels with no option to buy (58%) and 5 Social Rent (42%) Rented units, which reflects the preferred balance in Tottenham in accordance with Haringey’s Housing Strategy.

6.3.6 The affordable housing provision has been secured having regard to the Borough’s Housing Strategy Appendix C. Social Rented housing should be owned by local or private registered providers, for which guideline target rents are determined through the National Rent Regime.

Social Rented housing breakdown

Unit type	No. units	%	Average unit size (sqm)
1 bed	1	20	51
2 bed	1	20	70
3 bed	3	60	101
Total	5		

6.3.7 The London Living Rent type of housing proposed for the site represents a localised form of LLR accommodation, whereby there is no future purchasing option for occupants. This form of housing, referred to as Discounted Market Rent would be available for rent at London Living Rent levels in perpetuity as set out in the Housing Strategy.

6.3.8 LLR is one of three types of ‘genuinely affordable’ homes funded by the Mayor. This is normally part-buy, part-rent accommodation for those taking their first

step onto the property ladder. The low rental costs encourage tenants to save but in taking away the option to buy these types of homes remain available for future low rent occupation. The homes are offered on tenancies of a minimum of 3 years and tenants will be supported to save and given the option to buy a home elsewhere on a shared ownership basis and given priority for other shared ownership homes across the capital.

Discount Market Rent (London Living Rent levels) housing breakdown

Unit type	No. units	%	Average unit size (sqm)
1 bed	3	33.3	51
2 bed	3	33.3	70
3 bed	3	33.3	89
Total	9	100	

6.3.9 In Tottenham Green the rent levels for 2019/20 are as follows:

Unit type	LLR (Tottenham Green Ward)	Market Median Rent
<i>One Bed</i>	£231.49	£300
<i>Two Beds</i>	£257.21	£364
<i>Three Beds</i>	£282.93	£461
<i>Four Beds</i>	£308.65	£634

6.3.10 The proposed mix of affordable units provides 43% of affordable dwellings as family-sized accommodation, comprising of three or more bedrooms. The proposed provision would comply with local and regional requirements.

6.3.11 In addition, the affordable housing accords with the revised Appendix C of the Housing strategy which prioritises social rented housing and Discount Market Rented Housing at London Living Rent levels. The Council's Housing team supports the proposed level, tenure and mix of affordable housing in this application.

6.3.10 Given that a satisfactory level of affordable housing would be provided, with a high proportion of family-sized units and available at genuinely affordable rents, it is considered that the amount of affordable housing proposed is fully compliant

with current local, Mayoral and national housing policy.

- 6.3.11 Following discussions with the applicant, the Council would have the first option to purchase these units, secured via the s106 agreement and thereby being able to more effectively deliver and manage for local needs. This builds in potential for all 14 units to be Council homes.

Viability Review

- 6.3.7 The application is supported by a Viability Assessment (VA). The VA was produced in respect of the development of 53 units plus the ground floor commercial space and then updated for the amended scheme of 45 units. The VA was independently assessed by GL Hearn (on behalf of the Council) and the Council's viability consultant GL Hearn has independently assessed the proposed affordable housing provision. The consultant's conclusion is that the scheme's offer of 14 units of affordable housing is the maximum that can be delivered subject to viability and in light of the other planning objectives required as per the site allocation, including maximising employment floorspace.

- 6.3.8 Officers agree with the conclusions of the consultant that the scheme provides the maximum amount of affordable housing subject to viability.

6.4 Tenure and Mix

- 6.4.1 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. Policy 3.4 mentions prioritising higher density provision for smaller households in areas with good transport accessibility. Draft London Plan Policy H12C notes that Boroughs should not set prescriptive dwelling size mix requirements (in terms of numbers of bedrooms) for market and intermediate homes.
- 6.4.2 Strategic Policy SP2 (Housing) and DPD Policy DM11 Policy maintain the London Plan approach. Policy DM11 requires proposals for new residential development to provide a mix of housing having regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

6.4.3 The proposed development incorporates a range of dwelling sizes including one,

two and three-bedroom family units across all tenures. Provision is also made for 6 wheelchair user dwellings (11%), which exceeds London Plan requirements.

6.4.4 The overall mix of housing within the proposed development is presented in the

table below:

Tenure	Unit no.	% Unit	Hab Rms	% Hab Rm	Wheelchair user
Affordable	14	31.1%	49	37.1%	2
- SR	5	11.1%	19	14.4%	0
1 bed	1	2.2%	2	1.5%	0
2 bed	1	2.2%	3	2.3%	0
3 bed	3	6.7%	14	10.6%	2
- LLR	9	20%	30	22.7%	0
1 bed	3	6.7%	6	4.5%	0
2 bed	3	6.7%	9	6.8%	0
3 bed	3	6.7%	15	11.4%	0
Private	31	68.9%	83	62.9%	3
1 bed	10	22.2%	20	15.2%	0
2 bed	19	42.2%	55	41.7%	1
3 bed	2	4.4%	8	6.1%	2
Total	45	100%	132	100%	5

- SR – Social Rent
- LLR – Discount Market Rent at London Living Rent levels

6.4.5 The proposed dwelling mix is considered reasonable and appropriate having regard to policy provisions and the location and nature of the development. In keeping with the Council's in the Tottenham Area Action Plan, the proposal would safeguard existing family homes in the area and promote mixed and balanced communities.

6.5 Design and Appearance

Planning Policy

6.5.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11 and DM1. Policy DM1 states that all

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

Density

- 6.5.2 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. This approach to density is reflected in the Tottenham AAP. While the draft London Plan proposes to remove the London Plan's density matrix, the current adopted London Plan remains part of the Development Plan for the site.
- 6.5.3 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.
- 6.5.4 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.
- 6.5.5 The application site is within an 'urban' setting (terraced housing, mix of uses, close to a town centre - West Green/Seven Sisters District Centre) and has an excellent access to public transport, with a PTAL of 6a, including underground stations and a range of bus routes close-by. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 260 dwellings per hectare and 700 habitable rooms per hectare for residential developments in this type of location.
- 6.5.6 Given the mixed-use nature of the proposed scheme, density has been calculated in line with GLA guidance and the size of the site has been reduced

by an amount that is equivalent to the proportion of total floorspace allocated to non-residential uses for the purposes of calculating residential density.

6.5.7 The applicant proposes the provision of 45 residential units with a total of 132 habitable rooms on a site measuring 0.18 hectares. This equates to a density of 250 units and 733 habitable rooms per hectare. Whilst the level of habitable rooms proposed is marginally higher than the London Plan density guidance, this reflects in part the provision of 3-bedroom family units.

6.5.8 Having regard to the proposed mix, the location and accessibility of the site, its constraints and emerging new urban context; the density is considered acceptable in seeking to optimise the use of existing brownfield land without compromising the character of the surrounding area.

Site Layout and Access

6.5.9 The proposals seek to deliver a mixed-use development on a constrained site, having regard to the requirements of the Site Allocation and the consented scheme at Bernard Works, opposite. These include the need to optimise employment and residential floorspace; the shape, orientation and confined nature of the site, surrounded predominantly by commercial uses; and the consented scheme at Bernard Works which incorporates a new public park across including a shared surface pedestrian route most of the frontage of the application site.

6.5.10 The proposed development utilises the full extent of the relatively narrow rectangular site and attempts to strike a balance between employment and residential floorspace quantum and location, considering the constraints and opportunities presented by the site and viability.

6.5.11 The proposed ground floor comprises 3 elements:

- the commercial floorspace located at the western end of the site, adjacent and opposite existing commercial premises;
- the residential accommodation occupying the central and eastern part of the site fronting and opposite existing commercial uses (or the potential park associated with the Bernard Works scheme) and Ashby Road respectively.

- the external amenity areas and play space located across the back of the site.

6.5.12 The new commercial space would have an active street presence and cover a regular shaped floor plate, which as indicated on the submitted plans could be subdivided into 3 separate units with individual entrances, providing flexibility for potential users. A refuse store is discreetly positioned on the corner away from the residential use.

6.5.13 The residential accommodation is clearly separated from the commercial use on plan and its layout is based around 2 main entrances and 3 lift/stair cores – two for the private units and one for the affordable tenure. Three cores are provided to ensure the layout and amenity of the accommodation is optimised for residents and to assist in future management arrangements.

6.5.14 The main entrances (and cores) are tenure blind, located prominently on the Bernard Road frontage with entrance doors being equally legible. Each has its designated refuse and secure cycle store designed to be accessible by all residents. They both allow direct access and views through to the shared external amenity space to the rear of the building.

6.5.15 The ground floor would accommodate 4 residential units including 3 out of the 5 wheelchair accessible units which will benefit from level access private entrances, 2 onto Bernard Road and 2 onto Ashby Road. Private amenity space for these units would be provided by terraces, recessed and enclosed with metal balustrading. Planted defensible areas are proposed across most north and east facing elevations to further aid privacy and enhance the appearance of these important frontages.

6.5.16 It is worth noting as highlighted in the relevant section below, that the QRP considers that the scheme has broadly responded well to comments around the layout and configuration; supports the approach that locates active frontages at ground floor level and the provision of defensible space where bedrooms look onto the public realm and; acknowledge the importance of the careful siting of refuse and cycle stores.

Height and Massing

6.5.20 DM6 states the Council expects building heights to be of an appropriate scale that respond positively to site surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1. The

development proposal does not contain any 'Tall Buildings' (as defined by policy as 10 storeys or more) but the development does contain Taller Buildings' in centre of the site, 'defined as those that are two to three storeys higher than the prevailing surrounding building heights.

6.5.21 There is a tall building near the site, Cordell House, a post-war 13-storey tower block to the northeast of the application site however the prevailing building height in the area is 2 - 4 storeys.

6.5.22 Policy DM5 requires that proposals for taller buildings be justified in urban design terms and should conform to the following general design requirements:

- a) Be of a high standard of architectural quality and design, including a high-quality urban realm;
- b) Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and
- c) Conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (as per DM9).

6.5.23 The development proposes a building of up to 6 storeys from ground level stepping down to 4 and 2 storeys. This variation in height and massing seeks to respond to the surrounding context including the existing houses on Ashby Road and the consented scheme at Bernard Works. It also aims to create the appearance of a series of buildings rather than a larger single building form and contribute to a more interesting streetscene and townscape.

6.5.24 The plan form has a set-back in the centre 'block', reinforcing the idea of a composition of buildings rather than a single mass. This set-back also creates variety in terms of light and shadow which would not occur on a flat façade. The lower 2 storey elements also importantly serve to maximise the number of dual-aspect units and to allow light through to the street and the potential new park as part of the consented scheme at Bernard Works.

6.5.25 The height and massing of the proposed development, together with its high-quality elevational treatment is considered to represent an appropriate approach in this location, designated in local policy for comprehensive redevelopment. It should be noted that the QRP confirmed that the three-dimensional scale and massing of the proposal is at an acceptable maximum.

6.5.26 As per the assessment below and the comments of the Principal Conservation Officer, the development site is in close proximity to a Conservation Area but will not impact its setting or character and makes a modest but positive contribution to the wider character of Tottenham as a historic area.

6.5.27 The site falls within a Local View Corridor. View 26 notes an assessment point from the junction of Quernmore Road and Stapleton Hall Road looking east bound toward Tottenham Hale. As per the Townscape assessment in the section below, the impact of the development on the view corridor will be negligible and the applicant is considered to have met the policy tests set in Policy DM 15.

6.5.28 The applicant has therefore met the policy tests set for taller buildings. The height and massing of the taller buildings on the site are considered to be justified and respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design.

Townscape and View Management

6.5.29 Haringey's Strategic Policy SP12 and DPD Policy DM5 set out how the Council will protect the Strategic and Local View Corridors. The site does not intersect with a London Plan Strategic View but does lie within a Local View Corridor.

View 26 notes an assessment point from the junction of Quernmore Road and Stapleton Hall Road looking east toward Tottenham Hale. From the assessment point, the development would not obstruct the linear view given the proposed heights and the development would be subservient to other tall buildings in the vicinity of site.

Appearance and Materials

6.5.30 In a similar way that the height and massing of the proposed development seeks to serve as a transition between the scale of the existing and emerging built form locally, its appearance and materiality seeks to transition between the architecture of the surrounding industrial and residential areas. In line with Local Plan Policy DM1 – Delivering High Quality Design, the architectural approach relates to the surrounding context, where brick is the dominant material. The appearance of the building has been informed by a desire to respond to the industrial heritage of the site and wider area.

6.5.31 The proposed elevations adopt a simple, legible appearance of large rectangular openings on a grid pattern incorporating inset balconies and metalwork.

6.5.32 The industrial/warehouse references are subtly carried through in the detailing with the use of header courses, curved brickwork to window reveals and recessed brickwork panels between the large window openings in a contrasting darker shade of brick.

6.5.33 Whilst individual openings are horizontal/linear in overall proportion, their grouping and subdivision create a degree of verticality and bring an overall architectural coherence to the substantive facades of the building.

6.5.34 Officers consider that the detailed design and appearance of the proposed development represents a very high-quality approach which would respect and enhance the character of the surrounding industrial and residential area. The architectural detailing and materials promoted will be subject to planning conditions to ensure that the approach set-out is followed through on-site.

Landscaping and amenity space

6.5.35 The proposed development seeks to maximise the benefit of landscaping and amenity space for residents and the appearance and environmental quality of the area.

6.5.36 The space to the north of the application site, currently public highway is consented to become a public landscaped space. Whilst this is outside the control of the applicant, it would provide a benefit to the area and to the approach and outlook from the proposed development. Of course, officers have considered the situation at present and the proposed development must be acceptable in the event the new public open space does not come forward.

6.5.37 Perimeter boundary planting proposed along the Bernard Road and Ashby Road frontages aims to contribute to the wider landscape strategy and

enhance

the public realm and the appearance of the development and to provide. Defensible space/screening between ground floor accommodation and the streetscape. It should be noted that the opportunity to improve the

streetscape

with the existing homes on Ashby Road is a requirement of the Site Allocation.

6.5.38 In addition to private terraces and balconies serving every unit within the proposed development, a number of external communal areas would be provided for the benefit of residents and commercial occupiers. These

include:

- An accessible and secure south facing communal residential amenity space to the rear of the proposed building providing informal recreation and play space/equipment for use by all residents. This space would measure 204m², be accessible and visible from all cores (private and affordable homes) and incorporate hard/soft landscaping, seating and the required children's play space provision (153m²). It is protected from the adjoining commercial uses by a substantial 2.4m high brick wall along the rear boundary of the site;
- A shared south facing commercial amenity space measuring 75m² which could be split according to commercial needs;
- A communal roof terrace above the western two storey element of the development measuring 87m² accessed off the affordable housing core.
- A communal roof terrace above the eastern four storey element of the development measuring 103m² and accessed off the private tenure core.

6.5.39 In total, the proposed development would provide approximately 394m² of good quality external communal residential amenity space, readily accessible by residents. Subject to appropriate landscaping and boundary treatment conditions, officers consider that this provision is acceptable having regard to the constraints of the site and the availability of public open space in the local area.

Secured by Design

6.5.40 The applicant has worked with the Secured by Design officer to address several issues raised earlier in the process. Subject to condition, the Metropolitan Police raise no objection to the proposal in relation to security. A planning condition will also be imposed requiring compliance with the principles and practices of the Secured by Design Award Scheme and liaison

with relevant officers will continue through into the condition stage if permission is granted.

6.6 Quality Review Panel (QRP)

6.6.1 As noted above, the proposal has been assessed by Haringey’s QRP at pre-application and application stages. The summary of the Chair’s Review on 3 July 2019 stated:

*‘As at the previous reviews in December 2018, the Quality Review Panel considers that the site at 19 Bernard Road presents many challenges for development. It is at the transition point between the consented proposals for new development at the Bernard Works and the industrial area immediately adjacent to the west and south. **It also notes that the orientation and shape of the site present significant challenges for configuring the residential accommodation.***

The design team has broadly responded well to previous comments around the location of ancillary functions (for example the bin and cycle stores), and the architectural expression and materiality of the proposals. The commercial accommodation and the amenity space are also much improved. Some scope for improvement remains in the design of the circulation cores, to enable a direct view through to the amenity space at the rear of the development.

*While it generally supports the approach to scale and massing, the panel feels that some important work remains to be done to reduce the number of single-aspect apartments, particularly those on the southern elevation. **The panel feels that subject to a reduction in the number of south-facing single aspect units it would be able to offer support for the proposals, and the current planning application.**’ [Officer note: the level of single aspect units were then addressed].*

6.6.2 The Panel also noted that it is confident that the project team will be able to address the matters raised in consultation with officers.

6.6.3 The key points of this Review are highlighted in the table below, in addition to officer comments.

Quality Review Panel Chair’s Comment	Officer Response
Massing and development density	
As outlined at the previous review, the panel considers that the three-dimensional scale and massing of the proposal is at an acceptable maximum.	Comment welcomed. The scheme has sought to optimise the provision of residential and employment

	accommodation having regard to the constraints of the site, the character and amenity of the surrounding area and viability.
Scheme layout, public realm, access and integration	
The panel feels that, while the design team has broadly responded well to comments around the layout and configuration, some important work remains to be done to reduce the number of single-aspect apartments, particularly those on the southern elevation.	<p>Comments noted.</p> <p>As recommended by the QRP, the amended proposals reduce the number of single-aspect units from 24 to 6, representing 13% of the total number of dwellings.</p> <p>All north and south facing single- aspect units have been designed out and those 6 remaining are east facing.</p>
The north-facing single-aspect units will have an open outlook over the landscaped space immediately to the north. This will go some way towards mitigating the perceived impact of reduced sunlight.	As above.
However, the single-aspect south-facing units will have significant issues from overheating, problems with natural ventilation, and potential nuisance from the adjacent railway. The panel would encourage the design team to explore alternative means of designing or reconfiguring the accommodation to minimise these issues on the south side of the development.	As above.
If a reduction of south-facing single-aspect units were to be achieved, it would represent the best route to resolving an extremely challenging brief and would potentially create a successful high-density neighbourhood.	As above and agreed.

<p>One option to achieve this reduction would be to provide a third core, to enable a greater number of through units. This would have the added benefit of reducing the length of the corridors.</p>	<p>Comments noted.</p> <p>As recommended by the QRP, the amended proposals introduce a third core to assist in significantly reducing the number of single-aspect units and enhancing the layout and quality of accommodation.</p>
<p>The panel would also encourage the design team to explore re-locating the circulation cores to the southern face of the building, which may also help to reduce south-facing single-aspect units.</p>	<p>As above.</p>
<p>In addition, further work to rethink the design of the circulation cores to allow direct views (through glazed elements) through to the shared amenity space at the rear of the development would be welcomed. This would significantly improve the visibility and usage of the amenity space and would also serve to indicate the standard of quality and thoughtfulness underpinning the design process.</p>	<p>Comments noted.</p> <p>As recommended by the QRP, the amended proposals allow direct views from the cores through to the shared amenity space. This has been achieved by reconfiguring the ground floor layout and introducing appropriately glazing.</p> <p>The revised layout improves the quality of the accommodation and usability of the amenity area and play space.</p>
<p>Subject to the proposals being adjusted to reduce the numbers of south facing single-aspect units, the panel would be able to offer support for the proposal, and the current planning application.</p>	<p>Comment welcomed.</p> <p>The amended proposals eliminate all south facing single-aspect units, as noted previously.</p>
<p>The panel supports the approach that locates active frontages at ground floor level next to landscaped open space and fronting onto Ashby Road.</p>	<p>Comment welcomed.</p>
<p>Regarding the interface between the building and the public realm at ground floor level, the panel considers that</p>	<p>Comment noted.</p> <p>As recommended by the QRP,</p>

<p>provision of defensible space is most important for where bedrooms look onto the public realm.</p>	<p>the amended proposals incorporate defensible space as recommended by the QRP to safeguard the residential amenity of future occupants and improve the appearance of the frontage at ground floor.</p>
<p>It welcomes the adjustments to the plan that enable the ancillary accommodation (bin stores and cycle stores) to be located away from the primary residential entrances.</p>	<p>Comment welcomed.</p>
<p>Architectural expression</p>	
<p>The panel highlights the scheme's challenging brief, especially with regard to how the architecture of the corner (at the east of the site) will respond to the transition between Ashby Road, the Square, and the industrial buildings immediately to the south.</p>	<p>Comments noted.</p> <p>The amended proposals present a building which addresses both Bernard Road and Ashby Road at the eastern end of the site and the commercial uses to the rear.</p> <p>The development would be 4 storeys on this side of the site respecting the scale of the existing houses on Ashby Road, whilst active frontages including residential entrances and accommodation would face onto both roads, enhancing their character and appearance.</p> <p>The proposed building is simple and legible in its form and scale reflecting the domestic architecture nearby and the industrial heritage of the site and locality.</p> <p>This end of building would present a blank wall against the commercial uses to the rear, thereby protecting future residential amenity.</p>

<p>While it regrets the loss of the gabled roofline (incorporated within a previous iteration of the design), the panel is generally happy with the architectural expression of the scheme, subject to high quality materials and construction details.</p>	<p>Comments noted.</p> <p>Officers are similarly content with the architectural approach and appearance of the proposed building subject to high quality detailing.</p> <p>Materials and detailed design matters will be conditioned appropriately.</p>

6.6.4 Officers consider that in engaging with the QRP appropriately, the applicant has brought forward a more considered design that responds effectively to the local context and amenities of existing and future residents and users.

6.7 Design and Appearance – Summary

6.7.1 The proposed development is designed to deliver a mixed-use scheme, having regard to the need to optimise employment space and residential accommodation on a constrained site, in accordance policy requirements.

6.7.2 Officers consider that the density and design of the scheme, as amended represents a high quality and considered approach. The layout and access to the site is logical, providing a high-quality living environment and safeguarding neighbouring residential amenity.

6.7.3 The height, massing and elevational treatment are considered appropriate and respond positively to the existing and emerging character of the surrounding area.

6.7.4 The amended proposals address the key concerns raised by the Quality Review Panel, namely in relation to the number of single aspect units, particularly those south facing.

6.8 Development Impacts to Heritage Assets

- 6.8.1 The legal position with respect to heritage assets is pursuant to Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law.
- 6.8.2 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.8.3 Policy 7.8 of the London Plan requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets.

Impacts to Heritage Assets

- 6.8.4 The site is not located in a Conservation Area and does not contain any listed buildings. The Principal Conservation Officer has assessed the proposal and concludes the development would not have an impact on the Page Green/Seven Sisters Conservation area (located to the northwest of the site) or the listed Old Bank or Markfield Beam Engine nearby.
- 6.8.5 The Principal Conservation Officer considers the amended proposal is of high quality and has been sensitively designed to transition between the terraced streetscape and taller elements. The proposal, in the view of the Conservation Officer, would enhance the townscape of this part of Tottenham and would enhance the setting of the heritage assets within the wider area.

6.9 Quality of Residential Accommodation

- 6.9.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings to be of sufficient size and quality. The draft London Plan incorporates this approach in Policy D4.
- 6.9.2 Strategic Policy SP2 and Policy DM12 of the Council's Development

Management DPD reinforce this approach. The Mayor’s Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

6.9.3 As indicated above, officers consider that the amended scheme will provide for a high-quality residential environment. The development would present prominent and attractive entrances with views through to the amenity space at the rear of the building and feature 3 cores limiting corridor length and the number of units served off one internal access. Secure and convenient cycle parking and refuse/recycling facilities would be provided close to cores.

6.9 All units meet and, in many cases, exceed the required space standards and most are dual-aspect with the development now incorporating only 6 east facing single-aspect homes, representing 13% of the total. All units are designed to be adaptable and 5 units are wheelchair accessible, exceeding policy requirement.

6.9.4 Each unit would have use of a private terrace or balcony and access to communal amenity areas including play space.

Children’s Play Space

6.9.5 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children’s informal or formal play space.

6.9.6 Based on the maximum quantum of residential units proposed the development’s potential child yield and play space requirements have been calculated as follows:

Age	Number of Children	%
Under 5	5	46%
5 to 11	4	34%
12 +	2	21%
Total	11	100%
Play Space Required	112m2	

6.9.7 In total 11 children are predicted to live in the development, of which 5 would be under the age of 5. The development incorporates the required play space within the 204m² ground floor residential amenity area to the rear of the site.

6.9.8 It is noted that a new version of GLA calculator for play space has been created (however greater weight is given to the adopted calculator above), which considers density of the development and classifies intermediate housing within market for the purposes of play space. On that basis, the site would provide a total child yield of 15.3 children and a total play space requirement of 946.1sqm. The breakdown of total number of anticipated residents and their age groupings is given below:

GLA Population Yield Calculator

	1 bed	2 bed	3 bed	4 bed
Market and Intermediate Units	13	22	5	0
Social Units	1	1	3	0

Total Units	49
-------------	----

Geographic Aggregation	London
------------------------	--------

PTAL	PTAL 5-6
------	----------

Notes

Sample size of 27 sites

Shaded cells require user input

Select both geography and PTAL

For developments in Outer London with PTAL 5-6 use [London/PTAL 5-6] or [Outer London/3-4] to calculate yield

Yield from Development

(persons)

	Market & Intermediate	Social	Total
0-3	3.4	2.3	5.7
4-10	3.3	2.6	5.9
11-15	0.8	1.8	2.6
16-17	0.3	0.8	1.1
18-64	70.2	8.7	78.9
65+	1.7	0.2	1.9
Total Yield	79.7	16.4	96.1

Play Space Calculator

Total Children	15.3
----------------	------

	Benchmark (m ²)	Total play space (m ²)
Play space requirement	10	153.3

6.9.8 It should be noted the site is also near other areas of open space and amenity providing play facilities or the opportunity for play for older children. Markfield Park for instance, is a Borough SINC and Metropolitan Open Land, providing significant areas of open space and play facilities, approximately 800m away and readily accessible on foot. Other local amenity areas include open spaces in Stamford Road Park which is approximately 220m away and Rangemoor Road Open Space, which is 140m from the application site and incorporates Play space.

6.9.9 Overall, the development provides a satisfactory and policy compliant level of play space which would be complemented by a range of local areas of landscaped amenity and play space within easy walking distance from the site.

Inclusive Access

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

6.9.11 The development will provide 5 wheelchair accessible homes of varying unit sizes which will exceed the 10% requirement in planning policy. The development will also provide accessible Blue Badge parking spaces along Ashby Road for existing disabled residents and future occupiers that are Blue Badge holders. Level access will also be provided through the common areas and lobbies etc. Level access will also be provided from the street to commercial premises.

6.9.12 The relevant Building Regulations requirements will be secured by condition. The accessibility of the scheme is considered to be acceptable and in accordance with the London and local policy, the Mayor's Housing SPG and the Mayor's Accessible London SPG. The scheme's accessibility is judged to be acceptable and in accordance with the London and local policy, the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Daylight/Sunlight Provision - Proposed Units

6.9.13 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.

6.9.14 The application includes daylight, sunlight and overshadowing assessments setting out the daylight and sunlight provision to future occupiers of the development. The daylight and sunlight light impact to adjoining occupiers is set out in the Amenity section below.

6.9.15 Daylight and sunlight levels to the proposed residential accommodation within this proposal showed an exceptionally high level of achievement of the BRE standard for a higher density scheme. In particular, all applicable rooms in the proposed development would meet the Average Daylight Factor (ADF), Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) standards recommended in the BRE Guide.

6.9.16 Officers agree with the applicant's conclusion that the levels of daylight and sunlight to the proposed units are considered acceptable. The proposed new development is acceptable from a daylight/sunlight perspective.

Air Quality and Noise - Future Occupiers

6.9.20 The applicant has submitted an environmental noise report. This assessment concludes the site is suitable for new mixed-use residential development given prevailing noise conditions. The Council's Environmental Health Officer has assessed the new residential units in relation to noise and concludes that subject to conditions (including a condition to install noise insulation between commercial uses and residential occupiers) the units will be of a suitable quality with respect to noise transmission.

6.10 Quality of Residential Accommodation – Summary

6.10.1 The proposed residential units meet with London Plan standards and the majority are now dual-aspect. The development incorporates only 6 east facing single-aspect units facing onto Ashby Road, a residential street. The proposal would provide high quality private and communal external amenity spaces and an acceptable, policy compliant number of dwellings per core. The scheme also incorporates a policy compliant level of accessible and adaptable dwellings. The new residential units will receive good levels of daylight and sunlight and will be protected from the noise impacts of commercial uses. The scheme does not require mitigation in relation to overheating.

6.10.2 The scheme is therefore considered to deliver high quality residential accommodation for future occupiers in accordance with London Plan and local policy.

6.11 Impact on Neighbouring Amenity

6.11.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Draft London Plan D13 seeks to manage noise and the draft London Plan Policy D12 seeks to put the onus on new development design to co-exist with existing noise. Policy DM1 requires developments to ensure a high standard of privacy and amenity for its users and neighbours. The key impacts to adjoining occupiers assessed below are daylight/sunlight issues, outlook and privacy and noise.

Noise and Disturbance

6.11.2 While the introduction of mixed-use development will give rise to additional noise and comings and goings generated from future occupiers, it is not considered that the potential noise emanating from the scheme would cause any noticeable disturbance over and above the existing use of the site in this mixed-use urban location.

6.11.3 The Council's Environmental Health Officer (EHO) has assessed the proposal and the potential impacts to adjoining occupiers from the proposed development in noise terms. The EHO raises no objection to the scheme in relation to any overspill noise impacts subject to appropriate safeguarding conditions.

6.11.4 Given that noise intensive uses have the potential to currently operate from the existing commercial uses on site, its redevelopment entailing predominantly residential accommodation is considered to represent an improvement in this regard. The noise and disturbance impacts generated by future occupiers of the development are therefore considered acceptable in planning terms. impacts generated by future occupiers of the development are therefore considered acceptable in planning

6.11.5 The impacts are of construction noise are temporary and are proposed to be controlled by condition. The applicant will be required to submit a Construction Logistics Plan and a Demolition Logistics Plan. The applicant will also be required to join the Considerate Contractors scheme (as per the S106 agreement), with proof of registration provided to the Local Authority.

6.11.6 The temporary noise impacts during the construction are, subject to condition, considered acceptable. The operational noise impacts introduced by the development are acceptable given the existing uses on the site and the nature of the scheme.

Privacy and Outlook

6.11.7 The proposed development has been designed to maximise the use of the land while respecting surrounding uses, particularly those houses on Ashby Road. The scheme has been limited to 4 storeys at its eastern end facing Ashby Road and its elevation treated appropriately to safeguard neighbouring outlook and privacy.

6.11.8 Specifically, the scheme incorporates inset balconies creating a sheltered private amenity area for residents while retaining maximum distances between the windows of the building and existing houses. This facing elevation would be 16.6m from the front of 4 of the houses opposite on Ashby Road which, in privacy terms would be comparable to a conventional urban street London.

6.11.9 The separation distance is considered acceptable and the proposed Development would not unduly constrain the outlook to any property along Ashby Road. Any negligible planning harm arising from overlooking between existing proposed properties along Ashby Road is significantly outweighed by improvements to the streetscape and other planning objectives achieved by development.

6.11.10 The nature of urban London is such that some impacts to amenity may arise from development, but the planning harm arising in this instance is negligible and when weighed against other planning benefits of the scheme significantly outweighed. The privacy impacts to adjoining occupiers are acceptable and in accordance with the policy noted above.

Daylight and Sunlight

6.11.11 The Mayor's Supplementary Planning Guidance (SPG) Housing indicates that

BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and

urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3).

6.11.12 Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London. The

applicant has submitted a Daylight/Sunlight assessment.

- 6.11.13 This assessment found four existing properties in Ashby Road and ten properties in the as yet unbuilt consented neighbouring Bernard Works scheme would fall below the daylight levels recommended in the BRE Guide. However, the amount of daylight lost would be minor. This is considered overall to be a very good impact on daylight to neighbours of this application proposal, better than the typical effect of developments on neighbours in higher density urban locations.
- 6.11.14 The assessment found five neighbouring existing properties in Ashby Road and two neighbouring permitted proposed properties in Bernard Works would receive less sunlight to applicable living rooms. Again, the loss would be minor. As above it should also be noted that all of the affected properties on Ashby Road also benefit from an unaffected eastern aspect onto their back gardens, so the impact, whilst noticeable, should not be severe on those residents.

6.12 **Transportation, Parking and Highway Safety**

- 6.12.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.12.2 The site is located in an area with a high public transport accessibility level where development plan policies support developments with low levels of car parking provision. The development site is highly accessible with a Public Transport Accessibility Level (PTAL) of 6A (with 0 being the worst and 6b being the best).

Trip Generation and Impacts

- 6.12.3 The principles and methodologies for assessment of the residual highway and transportation impacts of the development were discussed at the pre-application stage and are acceptable. The TRICS sites used to derive the trips rates for calculating the trip generation are suitable comparator sites and therefore, the trip rates are accepted.
- 6.12.4 The forecasted trip generation for the residential part of the development is 35 two-way person trips in the AM peak period and 31 two-way person trips on the PM peak period. The proposed residential use is not expected to

generate any vehicle trips during the AM and PM peak periods and as such, no impacts on the adjoining road network will be created.

6.12.5 The anticipated person trip generation for the commercial use is 8 two-way movements in the AM and PM peak periods. The vehicle trip generation is predicted to be 3 two-way trips for both peak traffic periods.

6.12.6 Overall (residential and commercial combined), the public transport trips are expected to be 25 and 22 two-way trips during the AM and PM peaks respectively. These additional trips by public transport is not expected to affect the capacity of the existing network.

6.12.7 In summary, the trip generation analysis has demonstrated to the Transport Officer's satisfaction that the additional trips generated by the development can be accommodated within the capacity of the local public transport services and no material impacts on the highway impacts will be created.

Car Parking

6.12.8 The proposal does not include any on-site car parking. Given that the site is well-connected by public transport, car parking is not a priority. This accords with London Plan Policy 6:13 and draft London Plan Policy T6; and Haringey Policy DM32, which promotes car-free developments as a starting point for development sites in well-connected locations.

6.12.9 Policy T6.1 requires the provision of disabled parking space for 3 per cent of the residential units from the outset. This equates to two (2) spaces. The policy also requires development proposals to demonstrate how the remaining disabled parking spaces, up to ten percent of dwellings can be provided when requested. This would amount to 5 no. disabled spaces in total. The applicant proposes 4 on-street disabled parking spaces. 3 spaces are located on Ashby Road and 1 space on the frontage of the site in Bernard Road. The principle of on-street disabled parking is acceptable, and it is noted that the proposed disabled parking in Bernard Works and Ashby Road does not result in the loss of standard parking capacity.

Cycle Parking

6.12.10 There are 83 long stay secure cycle parking spaces which accords with the required London Plan standards. Details of the cycle parking arrangements are conditioned.

Delivery and Servicing

6.12.11 The commercial and residential accommodation would be serviced from Bernard

Road. Subject to acceptable details, the development proposal is considered to make adequate provision for waste recycling, storage and collection. The arrangements for delivery and servicing will need to be set out in the final Deliver and Servicing Plan (DSP) to be approved via condition prior to occupation of the development.

6.12.12 Based on the scale and nature of the development, the number and frequency

of

these trips are not expected to create any undue traffic impacts. Nevertheless, the final DSP must include the trip generation figures for delivery and servicing.

6.13 **Transportation - summary**

6.13.1 A car-free development as proposed accords with policy (London Plan Policy 6:13,

Draft London Plan Policy T6 and LBH Policy DM32) proving that occupiers can be prevented from accessing permits to park in the adjoining CPZ. No significant impacts on the public transport and highway networks are envisaged. Cycle parking is adequate in terms of quantum, but details of cycle parking will be conditioned. A Construction Logistics Plan (CLP) detailing the arrangements for mitigating the impacts of construction traffic will need to be secured in addition to

a

Delivery and Service Plan (DSP). The applicant will be required to enter into a Section 278 Agreement with the Council, to pay for any necessary highway improvements works.

6.14 **Environment, Energy and Climate Change**

6.14.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.

Air Quality

6.14.2 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air

quality.

6.14.3 At the Local level, Policy SP7 states that in order to control air pollution developers must carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate.

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

6.14.5 The Council's Environmental Officer has assessed the application. Based on the results of the applicant's Air Quality Assessment, it is concluded that redevelopment of the site would not cause a significant impact on local air quality.

6.14.6 The EHO has recommend the imposition of standard conditions to control air quality during the operational and construction phases of development. Subject to the imposition of these conditions, the air quality impacts of the development are acceptable.

Land Contamination

6.14.7 Policy DM32 require development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Phase 1 Desk-top Study.

6.14.8 The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These standard conditions are recommended for imposition and require further assessment of site conditions and remediation where required.

Flood Risk and Drainage

6.14.9 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as

possible in line with the drainage hierarchy.

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

6.14.11 The site is located within Flood Zone 1 and is therefore considered to have a Low probability of flooding. The applicant has submitted a Flood Risk Assessment (FRA). The FRA concludes that the site is located entirely within Flood Zone 1 and is at a low risk from fluvial and tidal flooding. Given the

existing

Developed nature of the site and surrounding area it is also considered that

the

site is at low risk from surface water flooding, groundwater, sewer flooding and also as a result of artificial sources.

6.14.12 The Council's Local Lead Flood Authority has assessed the scheme and requires the imposition of planning conditions to secure drainage details including the design features noted above. A planning condition will also seek to secure the SUDS features and attenuations targets proposed by the applicant. The Environment Agency and Thames Water do not raise an objection to the scheme subject to conditions noted in Appendix 1. The development is acceptable in Flood Risk and drainage terms.

Energy and Carbon Reduction

6.14.13 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists near a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

6.14.14 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan or pay an off-set payment. The applicant has submitted an Energy Strategy with the application. The Council's Carbon Management Team has assessed the proposal in energy and sustainability terms.

and

6.14.15 While the scheme was initially envisaged to include a micro-Combined Heat Power (CHP) Unit, following discussions between the applicant and the Council's

Carbon Management Team, it was agreed CHP would not be appropriate for this development due the scale and connectively, and that allowance should be made to connect this development to a future district heat network which is likely to be provided on another site within a masterplan for the existing employment area. The sustainability features agreed are therefore:

- A single heating and hot water system, powered by a single energy centre and serving all units (residential and non-domestic) on the site;
- A Photo-Voltaic (PV) system covering the flat roof areas of the proposed building.

6.14.16 The development gives an overall saving of 16% against Building Regulations 2013 on regulated energy and the applicant has agreed off-set the remaining emissions. The Carbon Management Team accept the building design and

mixed

used element indicates a higher off-set payment suitable in this instance. The developer has agreed to off-setting the remaining emissions at a cost of

£96,361.

6.14.17 The Carbon Management Team considers these measures, alongside the site wide energy network, makes the scheme policy compliant and should be secured through conditions. Subject to the carbon off-set amount, noted above and the securing the sustainability features, the scheme is considered acceptable in sustainability terms in accordance with the policy above.

Overheating

6.14.18 London Plan Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.

6.14.19 The applicant had submitted a report assessing the potential for overheating in respect to the single-aspect south facing units, as originally proposed and considered to be most at risk to overheating. The report concluded that subject to the provision of appropriate blinds, excessive heat levels could be avoided.

Given

that the amended proposals have removed all single-aspect south facing units, officers consider that potential overheating can be satisfactorily controlled

through

the submission of an appropriate mitigation strategy and management plan.

6.15 **Fire Safety and Security**

- 6.15.1 Fire safety is not a planning matter and it is usually addressed by Building Regulations. Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover many areas including requirements surrounding structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled people. In light of recent events, the following information around fire safety and security is provided.
- 6.15.2 The development would be required to meet the Building Regulations in force at the time of its construction. The Building Control Body (the Local Authority or an Approved Inspector) would carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure the works are carried out correctly as far as can be ascertained. As part of the plan checking processes, a consultation with the Fire Service would also be carried out. On completion of work the Building Control Body will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 6.15.3 When the materials are submitted for the discharge of the materials condition the materials will need to meet the Building Regulations in force at the time and also take account of the current Government Guidance. The highest possible quality of fire resistance will be required.
- 6.15.4 Exact materials on the elevations of the building have yet to be confirmed. However, the applicant has confirmed the development will be brick built non-combustible materials and the issue of fire safety will be addressed at the Building Regulations stage.
- 6.15.5 It should be noted that the Fire Brigade was consulted on the planning application and they raised no objections subject to the imposition of appropriate conditions and informatives. As such, it is considered that the suite of measures proposed for the development and required by the relevant regulations is sufficient for the application to be acceptable in relation to fire safety measures.

6.16 **Conclusion**

- 6.16.1 The proposal is a well-designed mixed-use scheme providing a range of residential accommodation and commercial space. The proposed development complements the recently approved scheme on the adjacent site at Bernard Works and reflects the policy requirements of Site Allocation (TH12 Herbert Road) and its designation within a Local Employment Area (Regeneration Area).

6.16.2 The scheme delivers family and smaller sized residential units including 14 units of affordable housing (9 Discount Market Rent at London Living Rent levels and 5 social rent) representing 31% provision by unit number and 37% provision by habitable room.

6.16.3 The layout and design of the development optimise the potential of the site and respect the scale and character of the surrounding mixed-use area.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans (and incorporating 12 units of affordable housing), the Mayoral CIL charge will be £83,760 and the Haringey CIL charge will be £20,940. This secures a total CIL contribution of £104,700.

7.2 This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

8.1 GRANT PERMISSION subject to conditions in Appendix 1 and subject to a Section 106 legal Agreement.

8.2 Approved Drawing No.s:

- P0005 Existing Site Location Plan; P0006 Existing Site Location Plan.
- 0010 Series - P0010 Existing Survey Plan; P0011 Demolition Plan; P0070 Existing North Elevation; P0071 Existing East Elevation; P0072 Existing South Elevation; P0073 Existing West Elevation; P0080 Existing North Elevation with demolition; P0081 Existing East Elevation with demolition; P0082 Existing South Elevation with demolition; P0083 Existing West Elevation with demolition.
- 0100 Series - P0105 Proposed Site Plan; P0106 Proposed Site Plan with Consented Scheme; P0109 Proposed Basement Floor Plan; P0110 Proposed Ground Floor Plan with Extg Context; P0110.1 Proposed Ground Floor Plan with Consented Scheme; P0111 Proposed First Floor Plan; P0111.1 Proposed First Floor Plan with Consented Scheme; P0112 Proposed Second

Floor Plan; P0112.1 Proposed Second Floor Plan with Consented Scheme; P0113 Proposed Third Floor Plan; P0113.1 Proposed Third Floor Plan with Consented Scheme; P0114 Proposed Fourth Floor Plan; P0114.1 Proposed Fourth Floor Plan with Consented Scheme; P0115 Proposed Fifth Floor Plan; P0115.1 Proposed Fifth Floor Plan with Consented Scheme; P0116 Proposed Sixth Floor Plan; P0116.1 Proposed Sixth Floor Plan with Consented Scheme; P0117 Proposed Roof Plan; P0140 Proposed Section AA; P0170 Proposed North Elevation; P0171 Proposed East Elevation; P0172 Proposed South Elevation 1; P0173 Proposed West Elevation; P0174 Proposed South Elevation 2; P0180 Proposed North Elevation; P0180_COLOUR Proposed North Elevation; P0181 Proposed South Elevation; P0181_COLOUR Proposed South Elevation; P0182 Proposed East Elevation; P0182_COLOUR Proposed East Elevation.

- 0200 Series - P0270 Proposed North Elevation Bay Study; P0271 Proposed South Elevation Bay Study.
- SK Series - SK001 Sketch view 1; SK002 Sketch view 2; SK003 Sketch view 3; SK004 Sketch view 4; SK005 Sketch view 5; SK006 Sketch view 6; SK007 Sketch view 7; SK008 Sketch view 8.

8.3 Approved Supporting Documents:

- Design and Access Statement – MSMR Architects, August 2019;
- Sustainability and Energy Statement - Stinton Jones Consulting Engineers IIP, August 2019;
- Analysis of Site Layout for Daylight and Sunlight, Third Revision, Stinton Jones Consulting Engineers IIP, 16th August 2019;
- Air Quality Assessment - XCO2, April 2019;
- Overheating Report - Stinton Jones Consulting Engineers IIP, July 2019;
- Preliminary Investigation Report – Soils Limited, March 2019;
- Transport Statement – i-Transport, 8 March 2019;
- Travel Plan Statement, Technical Note – i-Transport, 8 March 2019;
- Draft Waste and Servicing Plan, Technical Note – i-Transport. 8 March 2019;
- Flood Risk Assessment – Michael Barclay Partnership, 20 February 2019;
- Planning Noise Report - Stinton Jones Consulting Engineers IIP, June 2019;
- SuDS and Drainage Strategy Report - Michael Barclay Partnership, 14 June 2019.

APPENDIX 1 – Planning Conditions

1) COMPLIANCE Three Year Expiry (LBH Development Management)

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

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

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

The approved plans and drawings comprise the following:

Approved Plans:

0005 Existing Site Location Plan; P0006 Existing Site Location Plan.

0010 Series - P0010 Existing Survey Plan; P0011 Demolition Plan; P0070 Existing North Elevation; P0071 Existing East Elevation; P0072 Existing South Elevation; P0073 Existing West Elevation; P0080 Existing North Elevation with demolition; P0081 Existing East Elevation with demolition; P0082 Existing South Elevation with demolition; P0083 Existing West Elevation with demolition.

0100 Series - P0105 Proposed Site Plan; P0106 Proposed Site Plan with Consented Scheme; P0109 Proposed Basement Floor Plan; P0110 Proposed Ground Floor Plan with Extg Context; P0110.1 Proposed Ground Floor Plan with Consented Scheme; P0111 Proposed First Floor Plan; P0111.1 Proposed First Floor Plan with Consented Scheme; P0112 Proposed Second Floor Plan; P0112.1 Proposed Second Floor Plan with Consented Scheme; P0113 Proposed Third Floor Plan; P0113.1 Proposed Third Floor Plan with Consented Scheme; P0114 Proposed Fourth Floor Plan; P0114.1 Proposed Fourth Floor Plan with Consented Scheme; P0115 Proposed Fifth Floor Plan; P0115.1 Proposed Fifth Floor Plan with Consented Scheme; P0116 Proposed Sixth Floor Plan; P0116.1 Proposed Sixth Floor Plan with Consented Scheme; P0117 Proposed Roof Plan; P0140 Proposed Section AA; P0170 Proposed North Elevation; P0171 Proposed East Elevation; P0172 Proposed South Elevation 1; P0173 Proposed West Elevation; P0174 Proposed South Elevation 2; P0180 Proposed North Elevation; P0180_COLOUR Proposed North Elevation; P0181 Proposed South Elevation; P0181_COLOUR Proposed South Elevation; P0182 Proposed East Elevation; P0182_COLOUR Proposed East Elevation.

0200 Series - P0270 Proposed North Elevation Bay Study; P0271 Proposed South Elevation Bay Study.

SK Series - SK001 Sketch view 1; SK002 Sketch view 2; SK003 Sketch view 3; SK004 Sketch view 4; SK005 Sketch view 5; SK006 Sketch view 6; SK007 Sketch view 7; SK008 Sketch view 8.

Approved Documents:

Design and Access Statement – MSMR Architects, August 2019;
Sustainability and Energy Statement - Stinton Jones Consulting Engineers IIP, August 2019;
Analysis of Site Layout for Daylight and Sunlight, Third Revision, Stinton Jones Consulting Engineers IIP, 16th August 2019;
Air Quality Assessment - XCO2, April 2019;
Overheating Report - Stinton Jones Consulting Engineers IIP, July 2019;
Preliminary Investigation Report – Soils Limited, March 2019;
Transport Statement – i-Transport, 8 March 2019;
Travel Plan Statement, Technical Note – i-Transport, 8 March 2019;
Draft Waste and Servicing Plan, Technical Note – i-Transport. 8 March 2019;
Flood Risk Assessment – Michael Barclay Partnership, 20 February 2019;
Planning Noise Report - Stinton Jones Consulting Engineers IIP, June 2019;
SuDS and Drainage Strategy Report - Michael Barclay Partnership, 14 June 2019.

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

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

3) PRE-COM Materials Samples (LBH Development Management)

Prior to the commencement of the development (excepting demolition works) precise details of the external materials to be used in connection with the development hereby permitted shall be submitted to, approved in writing by the Local Planning Authority. The details shall include samples of the type and shade of cladding, window frames and balcony frames, sample panels, perforated screening, brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be constructed of approved materials and maintained thereafter.

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

4) PRE-COM Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (excepting demolition works), full details of both hard and soft landscape works shall be submitted in writing to and approved by the Local Planning Authority.

Details of hard landscaping works shall include:

- hard surfacing materials
- minor artefacts and structures (eg. furniture, refuse or other storage units, signs etc.)
- proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc)

Details of soft landscape works shall include:

- planting plans for all open spaces
- a full schedule of species of new trees and shrubs proposed to be planted (in conformity with approved landscaping documents)
- written specifications (including cultivation and other operations) associated with plant and grass establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- an implementation programme.

The hard and soft landscaping shall be constructed in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following commercial occupation of the development. The approved hard landscaping details shall be implemented within 3 months of commercial occupation.

REASON: to protect the amenity of the locality.

5) COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)

Any new tree or plant on the development site 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 and the environment

6) PRE-OCC – Boundary Treatment (LBH Development Management)

Prior to the residential occupation of the development, details of all boundary treatment, including fences/railings/walls shall be submitted in writing to and for approval by the Local Planning Authority. The strategy shall be implemented as approved and maintained thereafter.

REASON: To protect the amenity of the locality and the environment

7) PRE-OCC – Lighting Strategy (LBH Development Management)

Prior to the residential occupation of the development, a Lighting Strategy shall be submitted in writing to and for approval by the Local Planning Authority. The strategy shall be implemented as approved and maintained thereafter.

REASON: To protect the environment.

8) PRE-AGW – Secure by Design Certificate (Metropolitan Police Service)

Prior to above grade works, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

REASON: To ensure safe and secure development and reduce crime.

9) Waste Management Plan (LBH Development Management)

Prior to the residential or commercial occupation of the development (whichever occurs first) a Waste Management Strategy (WMS) shall be submitted in writing to and for approval by the Local Planning Authority. The WMS shall be implemented as approved and maintained thereafter.

REASON: To protect the amenity of the locality.

10) PRE-OCC – Car Parking Management Strategy (LBH Transportation)

Prior to the residential or commercial occupation of the development (whichever occurs first) a Car Parking Management Strategy (CPMS) shall be submitted in writing to and for approval by the Local Planning Authority. The CPMS shall confirm availability of all approved parking before occupation and contain details of:

- a) Visibility splays
- b) Facilitation/management of disabled parking for the commercial part of this development
- c) Control of the servicing/ delivery area and parking enforcement,
- d) Swept paths for delivery vans, ramp details (if any proposed),

The CPMS shall be implemented as approved and maintained thereafter.

REASON: To protect amenity and promote sustainable travel.

11) PRE-COM Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)

Prior to the commencement of the development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted in writing to and for approval by the Local Planning Authority. The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner that minimises disruption to traffic and pedestrians. The plans shall demonstrate that

construction vehicle movements are planned and co-ordinated to avoid the AM and PM peak periods and include measures to safeguard and maintain the operation of the local highway network. The CMP and CLP shall be implemented as approved and shall endure until the development hereby approved is complete.

REASON: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

12) PRE-OCC - Service and Delivery Plan (DSP) (LBH Transportation)

Prior to any residential, commercial or community use of the site, a full Service and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development. The plan shall be implemented as approved and maintained thereafter unless agreed in writing by the Local Planning Authority.

REASON: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

13) COMPLIANCE - Wheelchair Dwellings (LBH Development Management)

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

REASON: To ensure inclusive and accessible development

15) COMPLIANCE - Accessible & Adaptable Dwellings (LBH Development Management)

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

REASON: To ensure inclusive and accessible development

16) COMPLIANCE Internal Noise Levels within Residential Units – Maximum Noise (LBH Environmental Health – Noise)

The internal noise levels within the proposed residential units (with the windows closed) shall be in accordance with BS8233:2014 as detailed below:

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

7am		
-----	--	--

With no more than 10 individual events to exceed 45dB LA_{max} (measured with F time weighting) between 23.00hrs – 07.00hrs.

REASON: To ensure high quality residential development

18) COMPLIANCE Plant Noise (LBH Environmental Health – Noise)

Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA₉₀ 15mins) when measured (LA_{eq} 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of the extractor fan does not cause nuisance within any residential unit or noise sensitive premises, for as long as the development hereby approved endures.

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

19) PRE-COM Scheme of Sound Insulation (LBH Environmental Health – Noise)

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

REASON: to protect the amenity of the locality

20) PRE-COM Construction and Demolition Noise LBH Environmental Health – Noise)

Prior to the commencement of the development, a Site Environmental Management Plan (SEMP) pertaining to the control of noise and vibration shall be submitted in writing to and for approval by the Local Planning Authority. The SEMP shall be implemented as approved and endure for the duration of the construction phase of the development.

REASON: to protect the amenity of the locality.

21) PRE-COM Site Wide Energy Network (LBH Carbon Management)

Prior to the commencement of the development, details of the site wide energy network shall be submitted in writing to and for approval by the Local Planning Authority. Details shall include:

- a) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and
- b) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme and the scheme is to be adopted for the lifetime of the development, unless approved in writing by the Local Planning Authority.
- c) Confirmation the design will make provision for future connection to a district heat network via the provision of punch points. The network shall be installed as approved and maintained thereafter.

REASON: To ensure sustainable development.

22) COMPLIANCE – Surface Water Drainage (Thames Water)

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

REASON: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

23) COMPLIANCE – Public Sewer Crossings (Thames Water)

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. (Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings). The applicant is advised to visit thameswater.co.uk/buildover.

REASON: To ensure access to public access to infrastructure

24) PRE-PIL – Piling Method Statement (Thames Water)

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

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

25) PRE COM - Existing Water Supply Impact study - (Thames Water)

Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

26) PRE-COM - Details of Flood Risk Attenuation Measures (LBH Drainage)

Prior to the commencement of the development full details of attenuation infrastructure in line with approved documents shall be submitted in writing to and for approval by the Local Planning Authority. The attenuation measures shall demonstrate compliance with relevant London Plan standards in relation to greenfield run off rates. The approved details shall be implemented as approved and maintained thereafter.

REASON: To mitigate flood risk.

27) PRE-COM - Drainage Details – (LBH Drainage)

Prior to the commencement of the development details of the design, implementation, maintenance and management of the sustainable drainage scheme in line with approved documents shall be submitted to and approved in writing by the Local Planning Authority. Those details shall include:

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

implemented, retained, managed and maintained in accordance with the approved details.

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

28) POST-OCC – Confirmation of Energy Standards (LBH Carbon Management)

At least 6 Calendar Months following residential occupation of any part of the development, details confirmation that the energy efficiency standards and carbon reduction targets set out in the Energy Strategy Report – 19 Bernard Road by Renewable Environmental Services, dated the 8th December 2017 have been achieved, shall be submitted in writing to and for approval by the Local Planning Authority. Details shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building.

REASON: to ensure sustainable development

29) POST OCC – Post Construction Certification BREEAM and Home Quality Mark (LBH Carbon Management)

6 Calendar Months following any residential occupation of the development, a Post Construction Certification (issued by an independent certification body) shall be submitted in writing to and approved by the Local Planning Authority. The submission shall demonstrate the approved development achieves a rating of BREEAM Very Good and Home Quality Mark, 3 stars. The rating shall be maintained thereafter.

REASON: To ensure sustainable development.

30) COMPLIANCE – Remedial Works Plan BREEAM Very Good and Home Quality Mark (LBH Carbon Management)

IN THE EVENT the Local Planning Authority provides written notification that details submitted to discharge the condition above demonstrate a failure of the development to achieve the agreed ratings of BREEAM Very Good and Home Quality Mark, 3 stars, as set out in the post construction certificate, a Remedial Works Plan (RWP) shall be submitted in writing to and for approval by the Local Planning Authority within 3 Calendar Months. The RWP shall provide a full schedule and costings of remedial works required to achieve the agreed ratings. The remedial works shall be implemented in accordance with the approved plan OR the full costs of remediation (including management fees) shall be paid to the Council to an agreed schedule.

REASON: to ensure sustainable development.

31) PRE-COM – Site Investigation (LBH Environmental Health)

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

a) Using the information contained within the Phase 1 Desk-top study, (Soils Ltd, Reference: 16176/DS Rev1.03. dated April 2017), a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable: -

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

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

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

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

32) PRE-OCC – Site Remediation (LBH Environmental Health)

Where remediation of contamination on the site is required and prior to the occupation of the development:

- 1) completion of the remediation detailed in the method statement in the Condition above shall be carried out; and
- 2) 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.

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

33) PRE-COM – Air Quality and Dust Management Plan (LBH Environmental Health)

Prior to the commencement of the development, 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 London Plan SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

REASON: To protect local amenity and air quality.

34) COMPLIANCE – Machinery Emissions (LBH Environmental Health)

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.

35) PRE-COM – NRMM Registration (LBH Environmental Health)

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.

36) COMPLIANCE – Machinery Inventory (LBH Environmental Health)

During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

REASON: To protect local air quality.

INFORMATIVES:

1) Working with the Applicant (LBH Development Management)

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

2) Community Infrastructure Levy (LBH Development Management)

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

3) Hours of Construction Work (LBH Development Management)

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

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday

- and not at all on Sundays and Bank Holidays.

4) Party Wall Act (LBH Development Management)

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

5) Numbering New Development (LBH Development Management)

INFORMATIVE: The new and converted 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 Survey Where Required (LBH Environmental Health)

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

7) Disposal of Commercial Waste (LBH Waste Management)

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

8) Piling Method Statement Contact Details (Thames Water)

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9) Minimum Water Pressure (Thames Water)

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

10) Water Main Crossing (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair.

11) Installation of Non-Return Valve (Thames Water)

INFORMATIVE: The Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

12) Paid Garden Waste Collection Service (LBH Development Management)

INFORMATIVE: Haringey now operates a paid garden waste collection service. The applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit:

www.haringey.gov.uk/environment-and-waste/refuse-andrecycling/recycling/garden-waste-collection

13) Designing out Crime Officer Services (Metropolitan Police Service)

INFORMATIVE: The services of Metropolitan Police Service Designing Out Crime Officers (DOCOs) are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813

14) Public sewers (Thames Water)

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

15) Surface water (Thames Water)

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

16) Minimum pressure and flow rate (Thames Water)

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

17) Water main crossing the site (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on 0800 009 3921 for further information.

18) Large water main adjacent the site (Thames Water)

INFORMATIVE: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24-

hour access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on 0800 009 3921 for further information.

19) Sprinkler installation (London Fire Brigade)

INFORMATIVE: This 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.

20) Asbestos survey (LBH Environmental Health)

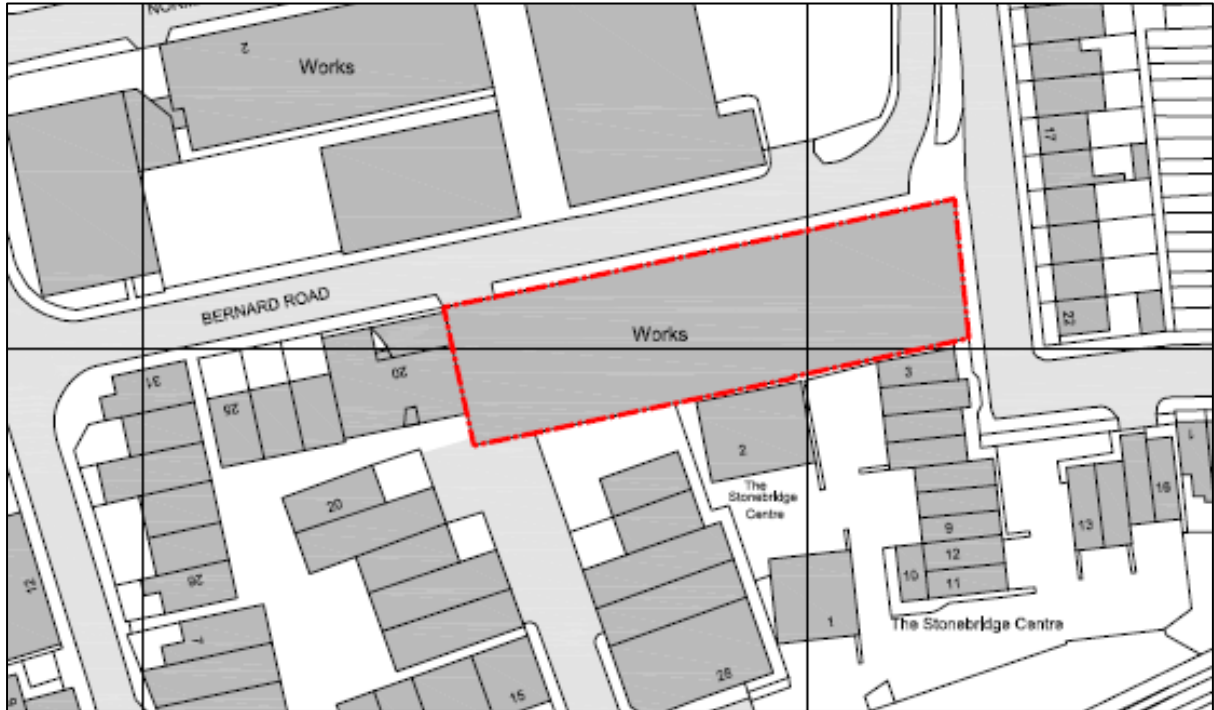
INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction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

21) 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.

APPENDIX 2 – Plans and Images

Site location



Aerial Plan



Strategic Allocation – TH12 Herbert Road – Site Allocations
Development Plan Document July 2017



Address	5-18 Herbert Road, land on Norman Road and Bernard Road to the West of Ashby Road.		
Site Size (Ha)	0.69	PTAL Rating	6a
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Employment and vacant land		
Ownership	Mix of private and public freeholds and leaseholds		
How site was identified	Tottenham District Centre Framework		
Planning designations	Local employment area: Rangemoor/ Herbert roads Tottenham Hale growth area		
Indicative Development Capacity	Net residential units	Commercial m ²	
	66	2,300	

View looking south west across frontage (Ashby Road and Bernard Works consented scheme in foreground)



View looking north west across frontage (Bernard Works consented scheme in background)



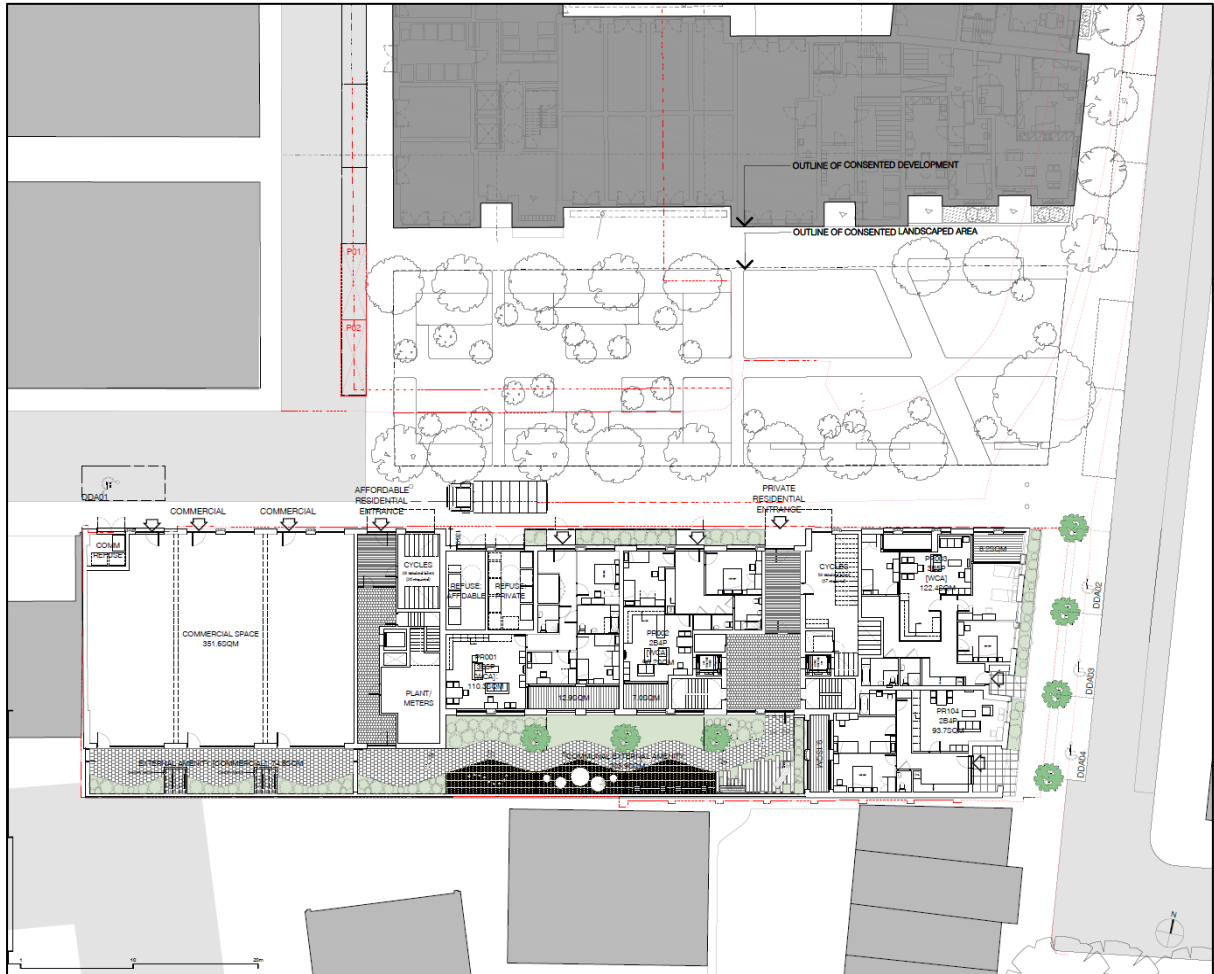
View looking south west from Ashby Road across frontage of proposed development (and new open space secured as part of Bernard Works consented scheme)



North Elevation – Frontage



Ground Floor layout



This page is intentionally left blank

APPENDIX 3 – Consultation Responses – Internal and External Consultees

Stakeholder	Representations	Officer comments
Internal:		
Transportation	<p>Site Location and Context</p> <p>The site records a public transport access level (PTAL) of 6a (with 0 being the worst and 6b being the best). The closest rail stations are Seven Sisters and South Tottenham approximately 500m and 740m from the site respectively. Seven Sisters station offers Victoria Line services between Brixton and Walthamstow via Central London; and rail services between Cheshunt/Enfield and London Liverpool Street. South Tottenham station offers rail services between Barking and Gospel Oak. The site is served by 10 bus routes consisting of 349, 259, 279, 243, 318, 476, 149, 76, 41 and W4. These bus routes offer a combined frequency of 86.5 buses per hour during peak periods.</p> <p>Bernard Road is part of LBH's local road network and is included in a controlled parking zone (CPZ), which operates Monday to Saturday 8AM to 6:30PM. Bernard Road is a narrow two-way street, with parking bays in part of the road partially on the footway. The site is bounded to its east by Ashby Road. The nearest part of the Transport for London Road (TLRN) is High Road Tottenham (A10), approximately 400m to the west of the site.</p> <p>The cycle network in the vicinity of the site consists of a mixture of on and off-road cycle routes including quiet backstreets and canals and park routes. Cycle Superhighway 1 (CS1) runs along High Road (A10) to the west of the site.</p> <p>Policy Context</p> <p>London Plan Policies Policy 6.1 & 6.2 – 6.14</p> <p>The policies sets out the strategic approach to transport and encourages patterns of developments that reduce the need to travel, especially by private car; promotes improved capacity and accessibility of public transport, walking and cycling; promotes improvements to interchanges between different forms of transport, especially around rail and underground stations; supports measures that encourage a shift to sustainable modes and appropriate demand management; promotes greater use of low carbon technologies aimed at reducing carbon emissions from transport; and seek to promote walking through improving the public realm. Policies 6.2 to 6.14 sets out the Mayor's specific requirements for all modes and the approach that Local Authorities in London should take in assessing major development proposals.</p> <p>Policy 6.13, of the London Plan sets out car parking standards, and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL is up to 1 space per unit. LBH is identified on the map 2.2, as part of the outer London.</p> <p>Parking addendum to Chapter 6 has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p>	Comments noted and taken into account. The recommended s106 requirements and conditions will be included with any grant of planning permission, as appropriate.

Draft London Plan

PolicyT6 Car parking of the emerging draft London Plan indicates that car-free is the starting point for all developments, which are, or planned to be, well connected. Table 10.3 has the maximum parking standards based on location and PTAL score. The recommended maxima for development site in locations of PTAL 2 is up to 1 space per unit.

Policy DM31 promote high trip generating developments in areas of high public transport accessibility, where the generated car travel can be minimised. The policy encourages walking and cycling and promotes improved pedestrian and cycle routes and links with public transport facilities. Policy DM32 supports limited or no on-site car parking in areas of PTAL 4 and above, where a controlled parking zone (CPZ) exists or will be introduced prior to the occupation of the development.

Relevant Planning Context

The application refers to the planning consent for the Bernard Works development, which was granted by LBH in 2018. This consent secures significant changes to the local highway network and delivers considerable public realm benefits. The proposed highway works under the Bernard Works consent consists of: (1) the removal of a section of Herbert Road (to be stopped up under s.247 TCPA 1990); (2) introduction of a new highway link between Bernard Road and Norman Road; (3) widening of Ashby Road to provide additional on-street parking on its western side; and (4) changes to existing on-street parking the affected streets, amending the existing traffic management orders (TMOs) accordingly.

Trip Generation and Impacts

The principles and methodologies for assessment of the residual highway and transportation impacts of the development were discussed at the pre-application stage and are acceptable. The TRICS sites used to derive the trips rates for calculating the trip generation are suitable comparator sites and therefore the trip rates are accepted.

The forecasted trip generation for the residential part of the development is 35 two-way person trips in the AM peak period and 31 two-way person trips on the PM peak period (presented in the Table 5.3 of the Transport Statement). The proposed residential use is not expected to generate any vehicle trips during the AM and PM peak periods and as such, no impacts on the adjoining road network will be created.

The anticipate person trip generation for the commercial use (as presented above) is 8 two-way movements in the AM and PM peak periods. The vehicle trip generation is predicted be 3 two-way trips for both peak traffic periods.

Overall (residential and commercial combined), the public transport trips are expected to be 25 and 22 two-way trips during the AM and PM peaks respectively. These additional trips by public transport is not expected to affect the capacity of the existing network.

In summary, the trip generation analysis has demonstrated to the transport officer's satisfaction that the additional trips generated by the development can be accommodated within the capacity of the local public transport services and no material impacts on the highway impacts will be created. It should be noted that the assessment was based on the previous proposal for 53 residential units and the applicant has not provided an updated transport assessment that reflects the current proposal for 45 residential units. However, the reduction in residential units implies a reduction in the trip generation of the proposed development and as such the overall conclusions of the TA would be maintained.

Access and Parking

Pedestrian and cycle access is taken from Bernard Road. There are separate pedestrian/cycle entrances for the affordable and private residential units, which are afforded from the shared surface area between the site and the consented Bernard Works development.

The proposal does not include any on-site car parking. Given that the site is well-connected by public transport, car parking is not a priority. This accords with London Plan Policy 6:13 and draft London Plan Policy T6; and Haringey Policy DM32, which promotes car-free developments as a starting point for development sites in well-connected locations.

Policy T6.1 requires the provision of disabled parking space for 3 per cent of the residential units from the outset. This equates to two (2) spaces. The policy also requires development proposals to demonstrate how the remaining disabled parking spaces, up to ten percent of dwellings can be provided when requested. This would amount to five (5) no. disabled spaces in total. The applicant proposes four (4) on-street disabled parking spaces. Three (3) spaces are located on Ashby Road and one (1) space on the frontage of the site in Bernard Road. The principle of on-street disabled parking is acceptable, and it is noted that the proposed disabled parking in Bernard Works and Ashby Road does not result in the loss of standard parking capacity.

Cycle Parking

The proposal includes a total of 86 long-stay secure cycle parking spaces for the proposed residential units. These spaces are located on the ground floor level in the residential cores. 28 stacked spaces are provided in the affordable residential core. 58 spaces stacked spaces are provided in the private core. This accords with the London Plan in terms of quantum. Further thought should be given to the quality of cycle parking. Stacked cycle spaces are not suitable for non-standard bicycles, which would generally need to be accommodate with Sheffield stands. An appropriate number of Sheffield stands should therefore be included. Additionally, short-stay cycle parking for residential use, at the level recommended by the London Plan (1 per 40 units = 2 spaces) is required. 6 cycle parking spaces for commercial use is provided in the external amenity space. Short-stay cycle parking (1 space per 500sqm) is required. Details of cycle parking will need to be secured by condition.

Delivery and Servicing

The proposed highway alterations under the consented Bernard Works development has resulted in a removal of most of the site's frontage on Bernard Road and as such, delivery and servicing is proposed to be undertaken on the new link road between Bernard Road and Norman Road. The location where delivery and servicing will be undertaken is indicated on the proposed ground floor plan in the amended Design and Access Statement. The revised DAS suggests that servicing might be undertaken on the shared space, which will require large vehicles reversing from/onto Bernard Road. The applicant should clarify whether servicing will be accommodated on the share space. We do not support this arrangement. The arrangements for delivery and servicing will need to be set out in the final Delivery and Servicing Plan (DSP) to be approved by the Council prior to occupation of the development.

The delivery and servicing trip generation is not presented in the Transport Statement or the DSP but based on the scale and nature of the development, the number and frequency of these trips are not expected to create any undue traffic impacts. Nevertheless, the final DSP must include

the trip generation figures for delivery and servicing.
Construction Logistic Plan (CLP)
The applicant/ Developer is required to submit a final 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 (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the adjoining roads, including the TLRN, will be minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

The 'Construction Logistics Plan' (CLP), is recommended to be secured as a pre-commencement condition. The applicant can refer to the TfL's guidance document through this link when compiling this document.

External Highway Improvements Works

The proposal will necessitate highway improvement works in Bernard Road and Ashby Road. These works will include the removal of the existing vehicle crossover in Bernard Road and reinstatement/renewal of the footway and modifications to Ashby Road to accommodate the additional parking and improved streetlighting. Additionally, it assumed that the applicant will be contributing to the cost of the shared surface path that provides a through pedestrian/cycle link from Bernard Road to Ashby Road. Regarding these works, the applicant will be required to enter into a Section 278 Agreement.

Conclusions

To summarise, a car-free development as proposed accords with policy (London Plan Policy 6:13, Draft London Plan Policy T6 and LBH Policy DM32) proving that occupiers can be prevented from accessing permits to park in the adjoining CPZ. No significant impacts on the public transport and highway networks are envisaged. Cycle parking is adequate in terms of quantum, but details of cycle parking will need to be conditioned. A Construction Logistics Plan (CLP) detailing the arrangements for mitigating the impacts of construction traffic will need to be secured by legal agreement. The applicant will be required to enter into a Section 278 Agreement with the Council, to pay for any necessary highway improvements works. A Delivery and Servicing Plan (DSP) is to be secured by the appropriate legal mechanism.

S.106 Planning Obligations

On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this application

1. Car-free Development

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

2. Travel Plan (Residential)

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for

advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appoint a travel plan coordinator, 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 timetables, to every new resident.
 - d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
 - e) the travel plan must include specific measures to achieve the targeted mode shares by the 5th year.
 - f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan initiatives.
- Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

Car Club Scheme

3. Establishment or operation of a car club scheme, the developer must offer two years' free membership and £50 credit to all new residents.

Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.

4. Section 278 Highway Act 1980

The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act, in no less than three (3) months prior to occupation of the development, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the -S.278 works 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.

5. Construction Management Plan.

The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the High Road, Bury Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other sites that are being developed locally and where possible coordinate movements to and implement also measures to safeguard and maintain the operation of the

	<p>local highway network. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p> <p>Conditions: 1.Cycle parking Design and Layout The applicant will be required to provide accessible cycle parking space in line with the Local Cycle design standard including details of how residents/staff will gain access to the cycle parking areas, and maintenance arrangements of the areas reserved for cycle parking 5% of all cycle parking spaces must be able to accommodate larger cycles. Cycle parking spaces must be available before the occupation, with all spaces retained thereafter. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2.Delivery and Servicing Plan The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The Delivery and Servicing Plan must include a Waste Management Strategy for the site, prepared in line with the Council's Waste Management service, setting out details of how refuse is to be collected from the site, and ensuring that all bins are within 10 metres carrying distance of refuse collection vehicles on waste collection days. Reason: To ensure that the development does not prejudice the free-flow of traffic or public safety along the neighbouring highway.</p>	
<p>Urban Design</p>	<p>Planning Policy Context 1.The site is adopted, as "TH12: Herbert Road" in Haringey's Local Plan; Tottenham Area Action Plan (AAP) Development Plan Document (adopted July 2017). The larger part of this allocation site is outside of this application site, namely the site on the opposite, north side of Bernard Road, known as Bernard Works. The site allocation reads: Potential redevelopment of the sites for mixed-use employment-led development. Site Requirements are that development should maximise employment uses, making provision for affordable workspace, with residential uses also permitted, which should particularly be located adjacent to existing neighbouring residential properties. Guidelines include rationalising the "parallel access roads" on Ashby, Barnard & Herbert Road and improving streetscape on Ashby Road. 2.Bernard Works, the remainder of the allocation site, to the north of this site, has an existing planning permission (HGY/2017/3584). This proposal, in accordance with the allocation, is for mixed uses with employment on much of the ground floor, with residential above, including the whole of the Ashby Road frontage. It also provides a new public park at the southern edge of their site, immediately adjacent to this application site, with vehicular traffic on Bernard Road (excepting for access) being diverted north along the western edge of their site, removing the "duplicated" road parallel to Ashby Road, turning Ashby Road into a double sided residential street. Principal of Development 3.The principle of development with the proposed residential and employment uses is established by and in accordance with the Site Allocation. It is also in accordance with and complimentary to the approved</p>	<p>Noted. Comments noted and taken into account in the final design of the proposed development</p>

Bernard Works proposals.

Form, Height, Bulk & Massing

4.The form of the proposal is of a terrace along Bernard Road, turning the corner into Ashby Road, built up to the boundaries, with party walls to the adjacent street-facing properties to the west on Bernard Road and south on Ashby Road. However, the terraced form is broken into three distinct blocks; a four storey block forming the corner of Ashby & Bernard Roads, and two six storey blocks along Bernard Road. The first six storey block is joined to the four storey block, but there are gaps, filled with a single storey continuation of the ground floor and a high wall to shelter a first floor amenity deck, between the two six storey blocks and between the western block and the edge of the site.

5.The overall strategy of these proposals on height, of part one storey, part four and part six, responds to prevailing and approved neighbouring heights. 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.

6.Specifically, the four storey part of the proposal represents a step up of two floors across Ashby Road from the existing neighbouring two storey houses to its eastern side, as the previously approved Bernard Works scheme does, which is a reasonable step-up the same as that found elsewhere including at the northern end of the street to the backs of properties on Newton Street to its north, and on the next parallel street to the east, Stamford Road, where two storey terraced houses back onto those on Ashby Road, but switch to four storeys at its junction with Newton Road. To the south and west of this site the adjoining industrial and office buildings range from one to three storeys. The approved Bernard Works scheme itself rises to seven floors at the western end of its range facing the application site across the proposed park, a range which steps from four to six to five to seven storeys.

7.Further afield there are a number of taller buildings in the neighbourhood, including higher rise housing blocks north of Newton Road, on Tottenham High Road a couple of blocks to the west and taller large industrial buildings a couple of blocks to the east, but this proposal is not by any definitions a tall, or even taller building; its eight would fit within the prevailing lower-medium rise general urban grain context. The form, being of terraced properties lining and addressing streets, but broken up with gaps, also matches the typical form of the neighbourhood.

Elevational Treatment, Materials and Fenestration, including Balconies, and Aspect

8.All the elevations are designed with care and considerations for proportions and composition, with a restrained, orderly fenestration pattern in a restrained brick palette that reflects a contemporary reinterpretation of industrial architecture and the so called "New London Vernacular". The elevational composition creates a strong vertical rhythm into a regularly spaced repeating pattern, comparable to the typical plot width of the surrounding residential streets.

9.All balconies are recessed, which provides privacy to residents, hides clutter on residents balconies from the street and fits into the orderly, repetitive and well composed elevational treatment.

10.In terms of aspect, it is preferable for proposed flats to have habitable rooms with windows facing in more than one direction, providing daylight

and if not northerly, sunlight and views from different directions; if they face only in one direction they are defined as single aspect. North facing single aspect flats are particularly to be avoided, as they would lack sunlight, have poorer daylight and feel cooler, lacking any passive solar gain. South facing single aspect flats are strongly discouraged as they can suffer from overheating and too much sunlight. No flats in the proposed development are north facing single aspect, nor are any south facing single aspect. In total there are only six single aspect flats, all east facing, at 1st, 2nd & 3rd floor. All these also benefit from side windows onto their balconies, although this aspect is not considered a problem at all. Overall, the aspect of the proposed flats is considered exemplary for a higher density, urban development.

Residential Quality; flat, room & private & communal amenity space shape, size and quality

11. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.

12. All flats have private amenity spaces, whether balconies or roof terraces, in accordance with or exceeding the standards set in the Mayors Housing SPG. Two flats, PR101 & 102, benefit from very large private 1st floor roof terraces of 31sq m, well in excess of the requirement. In addition all flats benefit from access to two private communal amenity spaces. All three cores have access to the ground floor rear private amenity space / childrens' playspace, the largest outdoor amenity space in the proposed development. Each core also has access (the middle core via their common entrance and the eastern core), to a private roof terrace; in the western core's case at 1st floor, in the eastern core, at 5th floor. This is a high standard of private amenity space provision, offering a number of different characters, functions and levels of privacy, from space exclusive to each flat, through roof terraces shared by just those sharing the same street entrance door, to all residents of the development being able to share the largest space, with its play equipment.

13. The development will also be able to benefit from the provision, by the neighbouring developer, of the new park they will provide, literally right outside the front doors of this development.

Privacy / Overlooking of Proposed Residents and Existing Neighbours

14. The only existing neighbouring residents close enough to potentially have their privacy affected by this proposal are those to the east, on the other side of Ashby Road. These will face each other across a public street, where there is less expectation of privacy than there would be across back gardens. The distance between the existing and proposed buildings across Ashby Road is approximately 20m, which is in excess of the 18m distance considered by experts to be the maximum distance at which a human face can be recognised. The distance to the proposed permitted Bernard Works development to the north of the site, across the proposed park, is greater still. Both the street and, even more so, the proposed park, will provide enhanced privacy to upper floor residents through trees proposed for those spaces.

15. Residents of the ground floor flats within this proposed development could have concern at privacy to rooms facing the street. This is particularly a concern for bedrooms. On the ground floor of the proposed scheme, one bedroom to Flat PR001, two bedrooms to PR002, three bedrooms, the living room and external amenity space to PR003 (which is a corner flat that only faces the street) and one living room to PR004 face the street. In all cases except part of PR003, windows are set back from the pavement by a

screen of defensible planting of 1m deep or more; where this is not the case in PR003, the windows concerned look onto a recessed balcony rather than directly onto the street. Therefore appropriate design measures will prevent a privacy concern to proposed residents arising.

16. There would also be a legitimate concern, albeit lesser than that from neighbouring residents and from the public realm, that residents receive privacy from neighbouring communal amenity spaces, including from the noise from play spaces. The three ground floor flats that face onto the ground floor amenity space, where the childrens playspace will be, are particularly well buffered, with deeper private balconies and buffer planting, which are also provided to the two flats that face onto the 1st floor roof terrace, whilst no flats face onto the 5th floor terrace.

Daylight and Sunlight

17. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:

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

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

18. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”.

19. 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 neighbouring properties. This included all the properties facing the application proposal on the opposite side of Ashby Road and the consented proposed Bernard Works development.

20. This assessment found four existing properties in Ashby Road and ten properties in the as yet unbuilt consented neighbouring Bernard Works scheme 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, most would be to between 20 & 30% less than their previous values (the BRE Guide finds that reductions of below 20% would not be noticeable); just 4 properties, all in the proposed but as yet unbuilt Bernard Works, would lose more than 30% of their daylight. The existing properties assessed to be affected are nos. 19, 20, 21 & 22 Ashby Road; in each case these are only two of five (or in the case of no. 20, three of five) windows facing the property, and all these properties are dual aspect, with windows on their eastern, garden façade unaffected. The proposed properties are not yet built let alone inhabited, and as the site of this application also an Allocated Site within the same site allocation as the

Bernard Works development, the potential for a development on this application site should be expected, whilst no existing residents will be affected. This is considered overall to be a very good impact on daylight to neighbours of this application proposal, better than the typical effect of developments on neighbours in higher density urban locations.

21. The assessment found five neighbouring existing properties in Ashby Road and two neighbouring permitted proposed properties in Bernard Works would receive less sunlight to applicable living rooms. In all cases this would be just to their Annual Probable Sunlight Hours (APSH), whilst they would continue to receive Winter Probable Sunlight Hours (WPSH) in excess of the minimum recommended in the BRE Guide. The loss of sunlight is between 20 and 30% in two cases, between 30 and 40% in the other three. As above it should also be noted that all of the affected properties also benefit from an unaffected eastern aspect onto their back gardens, so the impact, whilst noticeable, should not be severe on those residents.

22. Daylight and sunlight levels to the proposed residential accommodation within this proposal showed an exceptionally high level of achievement of the BRE standard for a higher density scheme. In particular, all applicable rooms in the proposed development would meet the Average Daylight Factor (ADF), Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) standards recommended in the BRE Guide. All Living Rooms, Kitchens and Bedrooms are relevant when considering daylight, only Living Rooms facing within 90° of due south are considered relevant by the BRE Guide for sunlight (although they have also assessed all bedrooms facing within 90° of due south and found them to all achieve the sunlight standard for Living Rooms in the BRE Guide). The only concern noted is that some deeper plan rooms, five in total, fail to achieve the optional additional Room Depth Test in the BRE Guide, which would indicate whilst the room as a whole gets more than enough daylight, the end furthest away from the window(s) might not, but this test is just for further information, and not a recommended daylight assessment in the BRE Guide or our policy.

23. 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.

Conclusions

24. This proposal is a well-designed redevelopment that will complete the transformation of an allocated site that will secure continued vibrant employment whilst improving the local environment. The urban form, bulk, massing and pattern of streets, paths and blocks will help give greater definition to the local street network and support with improved sense of enclosure to the new proposed park. The proposals will provide employment space and high-quality housing, whilst improving the transition from residential to workspace uses from the abrupt sudden transition at present to a more gradual transition. The proposals will be of elegant, contemporary and polite appearance, of compatible form and height to the

	context.	
Housing Development	<p>Affordable Housing Provision</p> <p>1.1 The proposed development seeks to provide 37.7% affordable housing units by habitable rooms and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.'</p> <p>1.2 The scheme is below our desired affordable housing requirement, however an offer of 19 Intermediate units and 8 socials rented is acceptable.</p> <p>3. Consultation</p> <p>3.1 There has been a series of pre-application meetings with the applicant and the Council's Planners.</p> <p>The applicant has proposed 19 affordable housing units consisting of 11 intermediate housing, mix 2x1B, 7x2B & 2x3B and 8 social rented 2x1B, 4x2B, 2x3bed. This is acceptable under planning policy.</p> <p>Conclusion: Whilst the proposed level of affordable housing below the norm accepted, it is acceptable in this instance as the development is commercial led. However, this will be subject to a financial viability appraisal and on condition the affordable housing units meets the Council preference for low cost rented units i.e. social rented and Intermediate Housing i.e. London Living Rent without the sale element. (See attached revised appendix 1 on affordable housing).</p> <p>The Council will seek to secure first refusal on the purchase of the affordable housing units secured through the S106 agreement.</p> <p>The scheme in its current form complies with the Council's Strategic Policies, principally on the grounds that it promotes the area's regeneration and has a strategic role to play in the growth of Haringey. The Council aspirations for this site are for a commercial-led mixed used development – Current AAP4, SP1 and SP2 policies</p> <p>The Housing & Growth Team supports this scheme as outlined above and will have continuous engagement with applicant to ensure the Council's aims and objectives are met.</p>	Noted. Amended plans have retained affordable housing percentage.
Regeneration	No objection.	Noted.
Waste Management	The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection – amended plans	Noted.
Conservation	There are no heritage assets on or adjacent to this site. The closest is The Seven Sisters/Page Green Conservation Area, which is to the north east of the site. The scale of the proposed development is such that it won't be visible from the conservation area, and the design is appropriate for the context and would complement the surrounding pattern of development reasonably well. I can't identify any adverse heritage impacts and there is no objection from me.	Noted.
Environmental Services - Pollution	<p>Air Quality</p> <p>The London Plan, Policy 7.14 states that new development should: minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (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</p>	Noted. Appropriate conditions will be attached to the planning consent.

children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans

- promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;
- be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).
- Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.

An air quality assessment 19 Bernard Road Haringey Produced by XCO2 dated April 2019 has submitted with this application.

With the exception of disabled provision, the proposed development be car free, therefore the impact of operational traffic on air quality has been scoped out of the assessment.

Heat and water will be supplied to the proposed dwellings by a Regulatory Services low-NOx CHP plant, which will be compliant with the emission limits specified in the Sustainable Design and Construction SPG.

It is still unknown if an assessment has been undertaken to determine whether the building-related emissions will be air quality neutral, in accordance with the London Plan.

CHP is proposed with this planning application; a condition with respect to emissions from CHP is therefore required.

Is there are chimneys / flues associated with this proposed development, a chimney height calculation or emissions dispersal assessment will be required.

The development will be car free, except for the provision of disabled car parking spaces.

Contamination

A Preliminary Investigation Report Reference: 17499/PIR by Soils Limited, dated March 2019 was submitted with the application.

During the site walkover undertaken in February 2019, observations were made in relation to current activities, evidence of historical activities, sources of potential contamination such as fuel storage tanks, oil drums and chemical storage and evidence of contamination;

Potential sources of pollution revealed by the historical map include Former "water feature" on earliest maps, on-site industrial activities / small works, railway and coal and goods depot / scrap metal depot;

The Superficial is on Secondary undifferentiated with Zone II outer protection zone located onsite. Therefore, risk to Controlled Waters need to be assessed quantitatively.

Inhalation of Vapour/gases (including Radon) by end users was not considered as potential pathways.

I recommend the following conditions:

	<p>Air Quality Assessment A complete and final version of the submitted air quality assessment including an Air Quality Neutral Assessment, taking into account emissions from boilers and combustion plant and road transport sources must be undertaken and submitted for approval.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction</p> <p>Combustion and Energy Plant: 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> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>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> <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p>Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design</p>	
Carbon Management	No objection to revised Energy Plan.	Noted.
Environmental Services - Noise	<p>I have reviewed the documents submitted in respect of the above and have no objections in principle to the development proposed. I accept the key conclusions of the report as outlined in the design statement and the acoustic assessment, especially in respect of the estimated low risk of adverse noise effects on occupants from external noise sources. I also accept the findings of the assessment of the required facade sound insulation to commercial elements of the scheme. Limits for noise egress associated with operation of the proposed development have also been established, in line with the local authority's standard requirements. All plant will need to be designed such that noise egress is in line with these limits.</p> <p>Noise associated with the operation of the proposed development will need to be controlled in line with the criteria set out within Section 6.2.3 of the report. This is likely to require acoustic attenuation to the proposed plant items which are understood to include:</p> <ul style="list-style-type: none"> - Mechanical ventilation plant serving the commercial units - Mechanical cooling plant serving the commercial units - - Mechanical ventilation plant serving the common areas of the residential units (egg lobby vent fans located at roof level). <p>Recommendations I have no objections to the development proposed on the proviso the following conditions are attached to any permission granted: Construction Method Statement</p>	<p>Noted.</p> <p>Appropriate conditions as recommended will be attached to any planning consent.</p>

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors;
- ii. details of access to the site;
- iii. loading and unloading and the storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoardings including decorative displays;
- v. wheel washing facilities;
- vi. measures to control the emission of noise, dust and dirt during construction;
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- viii. details of a nominated developer/resident liaison representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents

Construction Hours

No deliveries, external running of plant and equipment or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of

0800 to 1800 on Monday to Friday,
0800 to 1300 on Saturday, and
not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours

Sound Insulation

The use shall not be commenced until sound insulation measures have been carried out within the premises in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the proposed internal layout of the premises.

Reason: To minimise the transmission of noise, vibration and any other potential nuisance from the commercial elements of the development and thereby safeguard the future amenity of neighbouring residential occupiers

Sound Insulation

The scheme of sound insulation for the external windows shall be implemented prior to the occupation of the development and thereafter permanently retained.

Reason: To maintain reasonable levels of protection for the occupiers of the development from external noise

Extract Ventilation

The use hereby permitted shall not be commenced until details of the extract ventilation system and odour control equipment, including details of

	<p>any external ducting and measures to control noise and vibration, have been submitted to and approved in writing by the Local Planning Authority and the equipment so approved has been installed. Such approved equipment shall thereafter be operated at all times when cooking is carried out and maintained in accordance with the manufacturer's instructions.</p> <p>Reason: To safeguard the appearance of the premises and minimise the impact of potential nuisance odour from the commercial development upon the adjacent residential properties.</p>	
External:		
Transport for London (TfL)	Considering the scale, nature and location of the proposal TfL has no comments.	Noted.
Environment Agency	<p>We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.</p> <p>We recommend, however, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.</p> <p>We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination).</p> <p>In order to protect groundwater quality from further deterioration:</p> <ul style="list-style-type: none"> <input type="checkbox"/> No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can remobilise and cause groundwater pollution. <input type="checkbox"/> Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. <input type="checkbox"/> Decommissioning of investigative boreholes 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. <p>The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:</p> <p>From www.gov.uk:</p> <ul style="list-style-type: none"> - The Environment Agency's approach to groundwater protection (2017) - Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section - Use MCERTS accredited methods for testing contaminated soils at the site <p>From the National Planning Practice Guidance:</p> <ul style="list-style-type: none"> - Land affected by contamination <p>British Standards when investigating potentially contaminated sites and</p>	<p>Noted.</p> <p>Appropriate planning conditions will be attached to any planning consent.</p>

	<p>groundwater:</p> <ul style="list-style-type: none"> - BS 5930:2015 Code of practice for site investigations; - BS 10175:2011+A2:2017 Code of practice for investigation of potentially contaminated sites - BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points - BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.) <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p> <p>You may wish to consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.</p>	
<p>Metropolitan Police (Crime Prevention)</p>	<p>Section 1 - Introduction:</p> <p>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.</p> <p>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 met with the project Architects to discuss Crime Prevention or Secured by Design (SBD) for the overall site. The Architects have not created a Design and Access Statement at that stage as they are currently at pre-planning application stage. They have also stated that "should it be required, further 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 offences.</p> <p>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).</p> <p>If the Conditions are applied, we request the completion of the relevant</p>	<p>Noted.</p> <p>The appropriate conditions and informatives will be attached to any planning consent.</p>

	<p>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.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>(1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p> <p>(2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>Informative:</p> <p>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> <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>Transport for London</p>	<p>Thank you for consulting TfL Spatial Planning on the above application.</p> <p>1. TfL notes that the applicant has Noise Report to accompany this planning application. The report identified the nearby railway lines as a potential source of noise, however concluded that the greatest anticipated external noise level for the site during early evenings will be when employees leave the commercial estate. No special acoustic measures are proposed for the flats. Railways may operate 24 hours a day, even if there are no passenger services. Therefore, in line with Policy D12 of the draft London Plan, developments should be designed to mitigate against existing noisy uses. As long as this policy has been complied to, and the application been properly assessed against this policy TfL have no objections.</p> <p>2. The site is located within an area of PTAL 6a (on a scale of 0-6b, where 6b is the highest).</p> <p>3. With the exception of disabled parking, no car parking spaces are proposed. This is welcomed.</p> <p>Cycle Parking</p> <p>4. 89 long-stay cycle parking spaces are proposed for the residential element. In line with the draft London Plan 97 long-stay and 2 short-stay cycle parking spaces should be provided.</p> <p>5. For the commercial element of the scheme, 2 long-stay cycle parking</p>	<p>Noted.</p> <p>The railway is at least 100m away from the site. The Noise report prepared by the applicant considered the noise impact from the railway and concluded that this wasn't significant. Traffic on local roads was identified as a more dominant noise source.</p> <p>The Council's Environmental Health Officer – Noise has assessed the application and considers that the proposals are acceptable subject to</p>

	<p>space and 1 short-stay cycle parking spaces should be provided.</p> <p>6.All cycle parking spaces should be designed in accordance with the draft London Plan standards and secured through condition.</p> <p>Car Parking</p> <p>7.Four disabled parking spaces are proposed. This equates to 7.5 per cent of dwellings having access to a disabled persons parking bay from the outset. In order to comply with draft London Plan policy T6.1, the applicant should demonstrate how one further disabled persons parking space can be provided in the future upon request. One disabled parking space should be provided for the commercial element of the site.</p> <p>8.It is understood that the four disabled parking spaces are to be provided within the adopted highway. In line with the Healthy Streets approach, which seeks to reduce car dominance within London's streets, the applicant should consider whether it is possible to locate disabled parking provision within the site boundary.</p> <p>9.Electric vehicle charging points should be provided for the four proposed disabled parking bays.</p> <p>10.It is noted that delivery and servicing of the development will take place on-street, on the link road between Bernard Road and Norman Road. The routing of the delivery and servicing vehicles, in particular whether they would be reversing onto the site or access the site through adjoining development. In line with Vision Zero, reversing on to the site should be resisted. Clarification on the route that Delivery and Servicing vehicles will take should be clarified.</p>	<p>safeguarding conditions.</p> <p>The proposed development is compliant with the current London Plan.</p> <p>The Council's Transport Officer is satisfied with the proposed cycle parking and car parking arrangements.</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. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>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</p>	<p>Noted.</p> <p>Appropriate conditions will be attached to any planning consent.</p>

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

We would expect the developer to demonstrate what measures will be undertaken 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 020 3577 9483 or emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement."

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <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, am 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 SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

There are water mains crossing or close to your development. Thames

	<p>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>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>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.</p>	
<p>London Fire Brigade</p>	<p>The Brigade has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Brigade is satisfied with the proposals.</p> <p>This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p> <p>Any queries regarding this letter should be addressed to the person named below. If you are dissatisfied in any way with the response given, please ask to speak to the Team Leader quoting our reference.</p>	<p>Noted.</p> <p>An informative will be attached to any planning consent.</p>

APPENDIX 4 – Public Representations

Issue and Representations	Officer comment
Principle of Development	
The development represents an overdevelopment having regard to other developments locally.	The site is highly accessible (PTAL 6) and density of the development is broadly compliant with the London Plan Density Matrix. The QRP confirm that the scale of the development is at its maximum acceptable limit.
The number of units proposed exceeds the strategic allocation in the Tottenham Area Action Plan taking account of the Bernard Works development.	The density and scale of development is complementary to the scheme at Bernard Works and respects the scale and character of the existing and potential new built form in the surrounding area.
Policy requires development to be commercially led not residential led.	The development has sought to strike a balance in providing both high quality new commercial uses and residential accommodation. Its mix is compliant with the Site Allocation policy having regard to the quantum of employment floorspace being provided at the Bernard Works site.
The owners of this site and Bernard Works have allowed businesses to fall into disrepair.	This is not a planning matter.
The area accommodates business and industry. There needs to be more commercial space in the area.	The proposed development in addition to that consented at Bernard Works provide new employment space to replace that existing in accordance with the Site Allocation policy.
The scheme will result in the loss of local businesses existing jobs on the site.	The existing commercial building is in a poor state of repair and is not fit for purpose to meet modern commercial requirements. The proposed development will deliver new purposes built and flexible business accommodation.
The Bernard Works scheme [adjacent] set a poor precedent and does not comply with policy	The Bernard Works development has received planning consent and is a material consideration.
Development Design	
The proposed development is too tall, dominant and overbearing.	The height and scale of the proposed development respects the scale and character of the surrounding area and the consented scheme at Bernard Works. It would have no direct adverse impact on neighbouring homes.
The height and bulk of the new build blocks are out of keeping with area.	The height and scale of the proposed development respects the scale and character of the surrounding area and the consented scheme at Bernard Works.
This development at 6 storeys and Bernard Works at 7 storeys are out of place with area which comprises 2/3 storeys buildings.	There are a range of heights in the surrounding area. The proposed development proposes a part 2, part 4 and part 6 storey building that responds to different heights of the existing and consented residential and industrial buildings in the local area.
The density of the scheme is excessive.	The density of the scheme is broadly compliant with the London Plan density matrix and
The new open space to be provided as part of the Bernard Works scheme will be overshadowed, adversely affecting green landscaping and become dark and unwelcoming.	The amended proposals have reduced the storey heights of the proposed building to break down its massing and allow more light to penetrate the proposed new park being provided as part of the Bernard Works scheme.

The Council's Conservation officers comments show no regard to the design of the surrounding area.	The proposed development is considered to have a positive impact locally, having regard to the character of the surrounding area. The Conservation Officer has assessed the impact of the development on local heritage interests and confirms that these will not be adversely affected by the proposed development.
The proposed building should be redesigned so that it is smaller. Less intrusive in relation to existing properties and more sensitive to the character of the area.	Given the sites accessible location and the varied nature of the buildings and uses locally, the scale and design of the proposed development responds positively to the character of the surrounding area.
Local Amenity	
Neighbouring properties are only two storeys high and will be overshadowed by the proposed development.	The proposed building would be 4 storeys in height opposite the 2 storey houses on Ashby Road. A distance of 16.6m would be retained between the opposing facades which is not untypical of an urban street in London. The new building will cause some overshadowing to neighbouring properties, but this is not considered detrimental
The development will reduce levels of daylight/sunlight for neighbouring properties and cause loss of privacy, compounding those in relation to the consented Bernard Works scheme.	The proposed development will cause some overshadowing and loss of light to neighbouring properties but based on the sunlight/daylight analysis undertaken this is not considered to cause harm to residential amenity. The proposed building would be located at a sufficient distance from neighbouring properties to not adversely impact existing levels of privacy.
The sunlight/daylight study does not take into account of the Bernard Works development.	The sunlight/daylight study does take account of the Bernard Works development and demonstrated that the proposed scheme would not have a detrimental impact on existing properties nor consented development.
The proposal will result in additional air pollution locally from traffic and construction work.	An Air Quality Assessment was submitted with the application which demonstrates that the proposed development would not adversely affect air quality locally. The Councils' Environmental Health Officer has reviewed the Assessment and confirms its conclusions.
The proposed rooftop gardens will cause overlooking and disturbance.	The proposed rooftop amenity areas are positioned well away from the perimeter of the building facing neighbouring homes and would not lead to overlooking or noise nuisance.
There is insufficient waste collection and servicing proposed, which will lead to local fly tipping	The proposed development will accommodate sufficient refuse/recycling facilities in accordance with the Councils guidelines.
Pressure on local services and infrastructure including health services, schools and public transport	The proposed development comprises 45 new units in a highly accessible location. It will make an appropriate construction via the Community Infrastructure Levy in accordance with planning policy.
New open space will attract anti-social behaviour.	The proposed development does not provide any publicly accessible open space.
People's quality of life and health will be adversely affected.	The proposal is a high-quality development that will significantly enhance the visual and environmental condition and amenity of the site and surrounding area.
Transport	
Increased vehicular (cars and heavy goods traffic) and pedestrian movement will be dangerous, particularly with Earls mead Primary School nearby.	A Transport Study was submitted with the application that concluded that the proposed development would not adversely impact existing road conditions. This has been confirmed by the Councils Transport Officer
The proposal doesn't provide sufficient parking and will add to parking pressure in the local area	The proposed development is 'car-free' having regard to its very publicly accessible location and the Controlled Parking Zone. Four Blue Badge spaces are proposed, and parking permits will be restricted for new occupants of the

	developments. The Transport Study and the Council's Transport Officer consider that the proposed development will not adversely affect local parking conditions.
Permit Free development will be insufficient to prevent parking on local roads (after CPZ hours)	As above.
Local road layout isn't suitable, and proposal only considers road change associated with Bernard Works scheme.	The proposed development has been designed having regard to whether the Bernard Works schemes is delivered or not. In both instances' officers consider that the existing and proposed road network is suitable.
Air quality concerns arising from additional vehicle movements.	An Air Quality Assessment was submitted with the application which demonstrates that the proposed development would not adversely affect air quality locally. The Council's Environmental Health Officer has reviewed the Assessment and confirms its conclusions. The quantum of traffic that the proposed development would generate given it is 'car-free' is insignificant.
Changes to the road layouts will cause congestion and lead to highway safety issues.	The proposed development has been designed having regard to whether the Bernard Works schemes is delivered or not. In both instances' officers consider that the existing and proposed road network is suitable.

This page is intentionally left blank

APPENDIX 5 – Development Management Forum Summary

The following issues and concerns were raised at the DM Forum held on 4th March 2019:-

- Overall design approach – seems to just copy Bernard works;
- Roof design was poor;
- impact on light of houses on Ashby Road (Nos.18-22);
- Overshadowing of park, which was designed to be south-facing – detailed sunlight & daylight study should be done;
- Loss of small businesses from area / replacement B1 space not sufficient;
- Heights of buildings too tall for area;
- Questioned position of 3 disabled parking bays close to road junction;
- Car-free development: how will new residents be prevented from parking on-street;
- Air quality / pollution problems – should be some green infrastructure to counter this;
- Developer should not be able to simply pay carbon-offset payments but should address on site;
- More affordable housing required;
- “truly affordable” housing needed in area;
- Location of Affordable housing within development – will it be of lower quality than private blocks;
- How will social infrastructure (schools and doctors) cope with new development;
- Are there sufficient lifts and disabled access to AH flats;
- Need to ensure child play space requirements are met;
- Concerns with the number of single aspect units;
- How development aligned with the adopted AAP;
- Issues of potential increase in crime (specifically in park) must be considered;
- Links to adjacent development site.

This page is intentionally left blank

APPENDIX 6 – Quality Review Panel Reports

Haringey Quality Review Panel

Report of Chair's Review: 19 Bernard Road

Wednesday 3 July 2019

1. Project name and site address

19 Bernard Road, London N15 4NE

2. Presenting team

Simon Robinson MSMR Architects
Alvin Ormonde Planning and Project Management Services

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

A key requirement of the Tottenham Area Action Plan (AAP) is that development proposals are supported by a masterplanned approach. The site forms part of a strategic allocation (TH12 Herbert Road) and is the remaining parcel of land following approval of the Bernard Works proposal (HGY/2017/3584). This will be a new build mixed-use scheme.

Officers are supportive of the principle of completing this allocation with a mixed-use scheme, and the initial proposals for the site are considered to generally relate well to the approved scheme in the area. Following two Quality Review Panel formal reviews, a planning application has recently been submitted and is currently under consideration.

While the scale of the building and its footprint are broadly similar to the previous iteration of the scheme, the applicant has attempted to refine the scheme in response to the panel's comments.

Officers welcome the panel's views around the height, massing and layout of the

revised proposal, and also seek comments on the elevational treatment and interface with the street at ground floor. A view on the quality of the residential units, and the quality and amenity of the open spaces and play provision, is also sought

5. Quality Review Panel's views

Summary

As at the previous reviews in December 2018, the Quality Review Panel considers that the site at 19 Bernard Road presents many challenges for development. It is at the transition point between the consented proposals for new development at the Bernard Works and the industrial area immediately adjacent to the west and south. It also notes that the orientation and shape of the site present significant challenges for configuring the residential accommodation.

The design team has broadly responded well to previous comments around the location of ancillary functions (for example the bin and cycle stores), and the architectural expression and materiality of the proposals. The commercial accommodation and the amenity space are also much improved. Some scope for improvement remains in the design of the circulation cores, to enable a direct view through to the amenity space at the rear of the development.

While it generally supports the approach to scale and massing, the panel feels that some important work remains to be done to reduce the number of single-aspect apartments, particularly those on the southern elevation. The panel feels that subject to a reduction in the number of south-facing single aspect units, it would be able to offer support for the proposals, and the current planning application.

Further details on the panel's views are provided below.

Massing and development density

- As outlined at the previous review, the panel considers that the three-dimensional scale and massing of the proposal is at an acceptable maximum.

Scheme layout, public realm, access and integration

- The panel feels that, while the design team has broadly responded well to comments around the layout and configuration, some important work remains to be done to reduce the number of single-aspect apartments, particularly those on the southern elevation.
- The north-facing single-aspect units will have an open outlook over the landscaped space immediately to the north. This will go some way towards mitigating the perceived impact of reduced sunlight.
- However, the single-aspect south-facing units will have significant issues from overheating, problems with natural ventilation, and potential nuisance from the adjacent railway. The panel would encourage the design team to explore alternative means of designing or reconfiguring the accommodation to minimise these issues on the south side of the development.
- If a reduction of south-facing single-aspect units were to be achieved, it would

represent the best route to resolving an extremely challenging brief and would potentially create a successful high-density neighbourhood.

- One option to achieve this reduction would be to provide a third core, to enable a greater number of through units. This would have the added benefit of reducing the length of the corridors.
- The panel would also encourage the design team to explore re-locating the circulation cores to the southern face of the building, which may also help to reduce south-facing single-aspect units.
- In addition, further work to rethink the design of the circulation cores to allow direct views (through glazed elements) through to the shared amenity space at the rear of the development would be welcomed. This would significantly improve the visibility and usage of the amenity space and would also serve to indicate the standard of quality and thoughtfulness underpinning the design process.
- Subject to the proposals being adjusted to reduce the numbers of south-facing single-aspect units, the panel would be able to offer support for the proposal, and the current planning application.
- The panel supports the approach that locates active frontages at ground floor level next to landscaped open space and fronting onto Ashby Road.
- Regarding the interface between the building and the public realm at ground floor level, the panel considers that provision of defensible space is most important for where bedrooms look onto the public realm.
- It welcomes the adjustments to the plan that enable the ancillary accommodation (bin stores and cycle stores) to be located away from the primary residential entrances.

Architectural expression

- The panel highlights the scheme's challenging brief, especially with regard to how the architecture of the corner (at the east of the site) will respond to the transition between Ashby Road, the Square, and the industrial buildings immediately to the south.
- While it regrets the loss of the gabled roof-line (incorporated within a previous iteration of the design), the panel is generally happy with the architectural expression of the scheme, subject to high quality materials and construction details.

Next steps

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

Appendix: Haringey Quality Charter

Policy DM1: Delivering High Quality Design

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of

an area;

- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

- a) Building heights;
- b) Form, scale & massing prevailing around the site;
- c) Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d) Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e) Rhythm of any neighbouring or local regular plot and building widths;
- f) Active, lively frontages to the public realm; and
- g) Distinctive local architectural styles, detailing and materials.

Haringey Development Management DPD (2017)

Haringey Quality Review Panel

Report of Formal Review: 19 Bernard Road

Wednesday 24 April 2019

1. Project name and site address

19 Bernard Road, London N15 4NE

2. Presenting team

Simon Robinson MSMR Architects

Amy Crellin MSMR Architects

Tom Donoghue MSMR Architects

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

A key requirement of the Tottenham Area Action Plan (AAP) is that development proposals are supported by a master planned approach. The site forms part of a

strategic allocation (TH12 Herbert Road) and is the remaining parcel of land following approval of the Bernard Works proposal (HGY/2017/3584). This will be a new build mixed-use scheme.

Officers are supportive of the principle of completing this allocation with a mixed-use scheme, and the initial proposals for the site are considered to generally relate well to the approved scheme in the area. Following the first QRP consideration of the scheme, the applicant presented the pre-application proposal at a Development Management (DM) Forum and to Planning Sub-Committee as a 'for information' briefing. The applicant has updated the scheme in response to initial QRP feedback and Member's comments. While the building footprint and massing are broadly similar to the previous iteration of the scheme, the current proposal incorporates a flat roof design that is more varied in character. The number of units remains the same, however there has been an amendment to the area of some units. Officers welcome the panel's view around the height, massing and expression of the development, especially in terms of the relationship of the scheme to the neighbouring development, and the existing housing adjacent. A view on the relationship of the commercial to residential space within the scheme, the updated layout and the quality of the residential units created is also sought.

5. Quality Review Panel's views

Summary

As at the previous review in December 2018, the Quality Review Panel considered that the site at 19 Bernard Road presents many challenges for development, being at the transition point between the consented proposals for new development at the Bernard Works and the industrial area immediately adjacent to the west and south. It also notes that the orientation and shape of the site present challenges for configuring the accommodation.

Whilst it generally supports the approach to scale and massing of the development, the panel feels that a further iteration of the design is required. It considers that there is still some important work to be done to improve the quality of the accommodation through reducing the number of single-aspect north- and south-facing apartments.

The panel understands that the architectural expression and roofline of the proposals have evolved following pre-application feedback. However, scope remains for refinement of the elevations and roofline, to create a neighbourly and human-scaled frontage to the adjacent residential properties.

Further details on the panel's views are provided below.

Massing and development density

- As outlined at the previous review, the panel considers that the scale of the proposals is acceptable, and within the limits of what can be appropriately accommodated on the site. It accepts the approach to optimising the amount of residential and commercial space and considers that the quantum of development currently proposed is at an acceptable maximum.

- At a detailed level, scope remains for some adjustment / redistribution of the massing of the block, at plan levels 04 and 05, to optimise the quality of accommodation, as well as private and communal amenity spaces.
- An option for consideration could be to relocate some of the residential accommodation from plan level 05 to level 04, whilst relocating the photovoltaic (PV) panels to the uppermost roof. This could potentially enable provision of a generous shared roof terrace at plan level 05, whilst also improving the outlook of the end residential unit at the eastern edge of plan level 04.

Scheme layout, public realm, access and integration

- The panel understands that the proposals have evolved in response to feedback received at the pre-application stage. It feels that as the design work progresses, the liveability of the scheme would benefit from more thought to ensure that the development is a high-quality place to live, work and visit.
- The panel highlights the number of north- and south-facing single-aspect units as being of particular concern due to issues around poor sunlight / daylight levels, overheating, problems with natural ventilation, and potential nuisance from the railway adjacent. It would encourage the design team to explore alternative means of designing or reconfiguring the accommodation to minimise these issues.
- One option would be to provide an additional core to enable a greater number of through-units. This would have the added benefit of reducing the length of the corridors.
- Alternatively, provision of deck access corridors could allow through-units with openings on both sides; however the design would also need to strike a careful balance between privacy, amenity and access to sunlight and ventilation.
- Other possibilities include a partial re-distribution (or reduction in quantum) of some of the residential accommodation to allow for more generous circulation spaces and a 'loosening up' of the layout to allow a greater proportion of multiple-aspect dwellings.
- One panel member suggested exploring interlocking duplex units, with access corridors on alternate floors enabling dual aspect two-storey dwellings. Whilst this requires additional circulation space within the units themselves (i.e. private stairs), this is perhaps partly off-set by a reduction in communal circulation.
- The panel welcomes the adjustments to the ground floor layout to enable active frontages next to landscaped open space and fronting onto Ashby Road. Provision of individual dwelling entrances accessed from the public realm along the north and east faces of the block will also help to improve passive surveillance and activity on the street.
- The panel also supports the relocation of the residential bin and cycle storage areas but feels that the commercial bin store would benefit from being located away from the westernmost residential entrance. This would enhance the visual qualities of this important entrance area, alongside minimising potential nuisance to residents.
- It would also encourage the design team to increase the generosity of the entrance and cycle store at the western end of the development, adjacent to

the commercial units.

- A buffer zone of planting is located at the northern edge of the building where the residential units front onto the public realm. Detailed designs for this area will need to balance privacy, amenity, passive surveillance and activation of the public realm.
- The panel questions the amenity of the private terraces at the corner of the building at the east of the site, especially at ground level. Careful consideration of the detailed design of these elements will be required, that also balances the privacy and amenity of the occupants against the need to define an important corner within the streetscape.
- The panel welcomes the move to merge the amenity space for the affordable and market housing, in order to deliver a more generous shared provision of higher quality amenity space.
- The panel's suggestion that the design team explore the creation of a roof terrace (see above) could also present an opportunity to explore provision of private amenity space for the ground level units.

Architectural expression

- The panel highlights that the scheme has a challenging brief; especially with regard to how the architecture of the corner (at the east of the site) will respond to the transition between Ashby Road, the Square, and the industrial buildings immediately to the south.
- The panel feels that the articulation of the facades is potentially elegant, and that the proportions of brickwork and glazing should work well, if its materials and detailing are of high quality.
- Further work to reinforce the verticality of the primary elevation could help break down the bulk of the façade.
- It considers that the main entrances to the residential accommodation would benefit from additional design development to enhance their visual prominence within the streetscape.
- The panel would encourage further in-depth analysis of the site context in terms of the detail and nature of the architectural expression. Drawing inspiration from neighbouring buildings to add richness and depth to the architecture, could also help ensure it is well integrated into the area. For example, residential entrances in the area are often framed with darker, glazed brick areas.
- As at the previous review, the panel considers that adopting a more contextual and domestic architecture within the eastern elevation at Ashby Road would help to soften the transition between the new development and the existing terrace of housing opposite.
- The panel would also encourage the use of lighter materials on the primary elevation fronting onto the consented landscaped space to the north of the site. This will be visually prominent, but will receive limited sunlight because it faces north.
- Projecting balconies on the southern façade should be avoided or minimised, at this difficult interface between the residential and industrial uses. Recessed balconies on the southern elevation could provide a greater degree of separation and privacy.
- In addition, careful consideration of how the detailed design of the

accommodation might mitigate potential nuisance (especially in terms of noise) from the industrial uses and railway to the south would be welcomed.

- The panel feels that the design, materiality and profile of the roofline requires some further consideration. It would encourage the inclusion of a more visually robust palette of materials in the top level of accommodation in order to create greater coherence between the roof level and the building below. An option to explore could be the use of brickwork at roof level, perhaps with open brickwork framing to link the different elements, to unify the different parts of the building.
- The detailed design and location of PV panels should be carefully considered, to minimise visual impact locally, and in views from further afield. Guard rails required for safety reasons can be very prominent if not carefully considered.

Inclusive and sustainable design

- The panel applauds the way that the provision of affordable housing has been considered and integrated at the start of the project. It welcomes the approach to unifying the communal amenity spaces to enable better overall provision of amenity space within the development.
- The panel would encourage the design team to consider sustainable approaches to rainwater management and drainage.

Next steps

If the proposals continue to evolve, the panel would welcome the opportunity to comment on the amended scheme at a Chair's Review.

Appendix: Haringey Quality Charter **Policy DM1: Delivering High Quality Design**

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of an area;
- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

- a) Building heights;
- b) Form, scale & massing prevailing around the site;
- c) Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d) Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e) Rhythm of any neighbouring or local regular plot and building widths;

- f) Active, lively frontages to the public realm; and
 - g) Distinctive local architectural styles, detailing and materials.
- Haringey Development Management DPD (2017)*

This page is intentionally left blank

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2019/0011

Ward: West Green

Address: 300-306 West Green Road N15 3QR

Proposal: Demolition of the existing buildings and redevelopment of the site to provide a five storey building which includes a recessed top floor comprising of mixed use development of 1 x retail unit of 186.7 sqm plus stock room of 180.8 sqm on the ground floor and ancillary retail accommodation at basement level with residential flats above (19 units comprising 11 x 1 bed, 6 x 2 bed and 2 x 3 bed units).

Applicant: Stephen Adams

Agent: First Plan

Ownership: Private

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to the Planning Sub-Committee in 2019. The applicant has been recently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site is located on the corner of West Green Road and Langham Road. It currently comprises part of a terrace of two and three storey buildings. The existing uses comprise two retail units and a restaurant at ground floor level and four residential units above. There is a private forecourt to the front and rear of the building.
- 3.2 On the opposite side of Langham Road is Strawbridge Court which is predominantly a four storey building comprising retail and an A2 units on the ground floor and residential above. It has a contemporary design with a mix of brick and render and a higher roof height at both ends of the main frontage.

- 3.3 Adjoining the site to the east is a row of two storey terraces with pitched roofs comprising retail/commercial uses at ground floor level and residential above.
- 3.4 On the opposite side of West Green Road is a row of three storey terraces with retail uses at ground floor level and residential above. To the rear of the site is Ashley's Alley is a private road, which provides access to the rear of the terraces. Beyond this is Park View School, which has buildings set back away from the site.
- 3.5 The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal comprises the demolition of the existing buildings and redevelopment of the site to provide a five storey building which includes a recessed top floor comprising of mixed use development of 1 x retail unit of 186.7 sqm plus stock room of 180.8 sqm on the ground floor and ancillary retail accommodation at basement level with residential flats above (19 units comprising 11 x 1 bed, 6 x 2 bed and 2 x 3 bed units).
- 4.2. The scheme would include 3 car parking spaces fronting Ashley's Alley plus 28 cycle parking spaces.
- 4.3. The scheme would enable Ashley's Alley and this part of Langham Road to have an active frontage.

5. PLANNING HISTORY

- 5.1 HGY/2004/0944 - Change of use of ground floor from A1 (retail) to A3 (restaurant) – Granted 10/06/2004

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. The applicant is yet to undertake pre-application public consultation as far as officers are aware.

6.3. Quality Review Panel

- 6.4. The proposal was assessed by the Quality Review Panel (QRP) on 14th November 2018. The QRP's report is attached as **Appendix 1**.

6.5. Following the QRP review the applicant amended the scheme. The QRP were in support of the layout, scale and massing however further refinements to the layout were advised.

6.6. The submission of a full planning application is anticipated September 2019.

7. MATERIAL PLANNING CONSIDERATIONS

7.1. The Council's initial views on the development proposals are outlined below:

7.2. Principle of Development

7.3. The development proposal for a mixed use scheme on this site is considered acceptable in land use planning policy terms.

7.4. Design and Appearance

7.1. The proposal is to replace four units in a two-storey terrace with a four-story (plus set back fifth floor) terrace. The undistinguished late Victorian or Edwardian existing terrace has some consistency, with ground floor retail, a slightly set back residential floor above, and a gabled attic on either end.

7.2. The applicants have prepared an indicative masterplan for the whole terraced parade, to demonstrate how the whole terrace could be re-developed independently but in a complimentary form to this proposal.

7.3. The setting of the proposal would need greenery, in particular on Langham Road which should have defensible landscaping. West Green Road should have island planting and cycle stands and should be treated as a shopping frontage with Langham Road having residential character. Ashley's Alley may need further public realm improvements.

7.4. Child play space is yet to be identified and agreed.

7.5. Residential Unit Mix and Affordable Housing

7.6. The development would provide 11x1 bed flats, 6 x 2 bed flats and 2 x 3 bed which is acceptable in this area. The details of the affordable housing mix have not yet been provided. Further information on this matter has been requested by officers.

7.11 The applicants intends to retain in its ownership the retail (ground floor) element of the development as well as the residential upper floors, and manage the apartments as a Build to Rent scheme. The NPPF definition does not strictly require a registered provider however as the affordable is 100% discount market rented which is not in line with Appendix C of the Housing Strategy if the discount

is only 20%. The Councils policy is Discount Market Rent at London Living Rent Levels. This is still being discussed with the developer

7.7. *Density*

7.8. The appropriate density range within an urban setting with PTAL 3 for the site would be between 200 - 450 hr / hectare.

7.9. *Transportation and Parking*

7.10. The site has a relatively moderate PTAL rating of 3. The development would comprise of three parking spaces fronting Ashley's Alley. Discussions are currently taking place with Transportation.

7.11. *Impacts on Amenity of Surrounding Residents*

7.12. The existing 2-storey building sits at the western end of a parade of similar buildings with commercial uses on the ground floor and residential uses above. All development proposals are expected to maintain and respect the living conditions currently enjoyed by occupants of adjacent residential properties.

7.13. Any scheme would be required to comply with BRE guidelines and ensure that there are no material adverse impacts on the amenity of neighbouring residents and occupiers regarding increase sense of enclosure, overbearing structures and excessive noise levels.

7.14. *Conclusion*

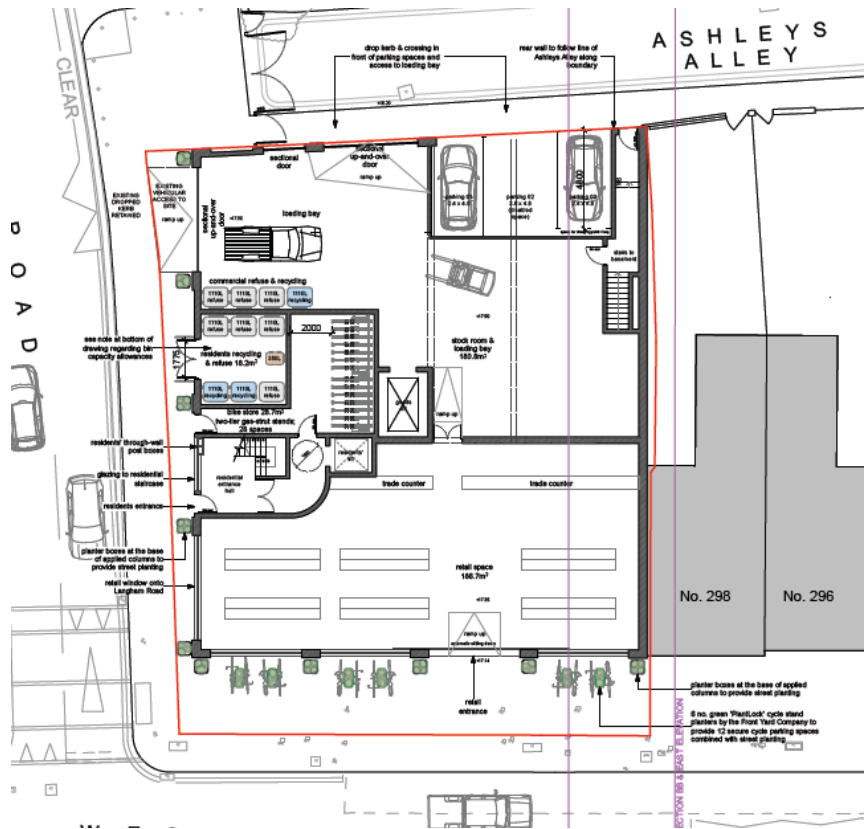
7.15. The proposal is acceptable in principle, however detailed matters need to be developed and assessed at application stage. The scheme is considered to be at a stage that can now be presented to Members for feedback.

PLANS AND IMAGES

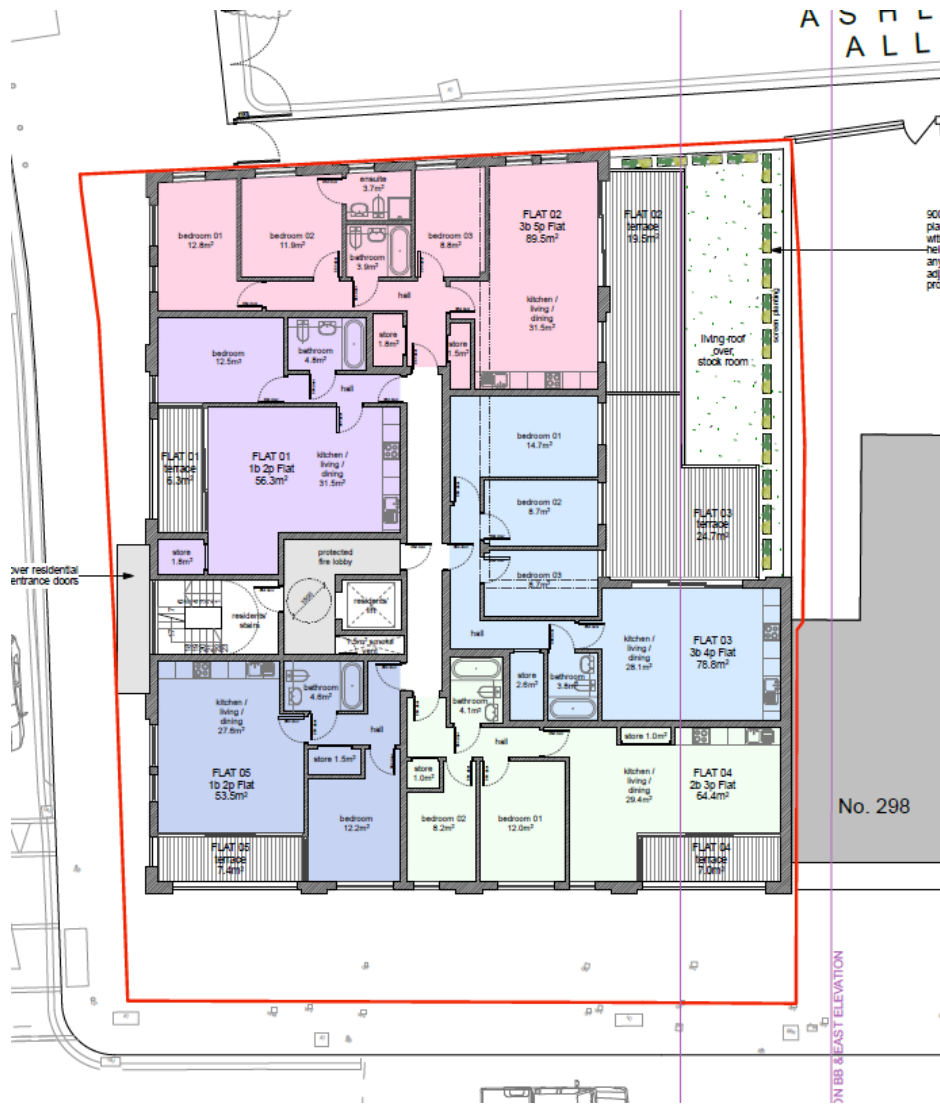
Site location plan



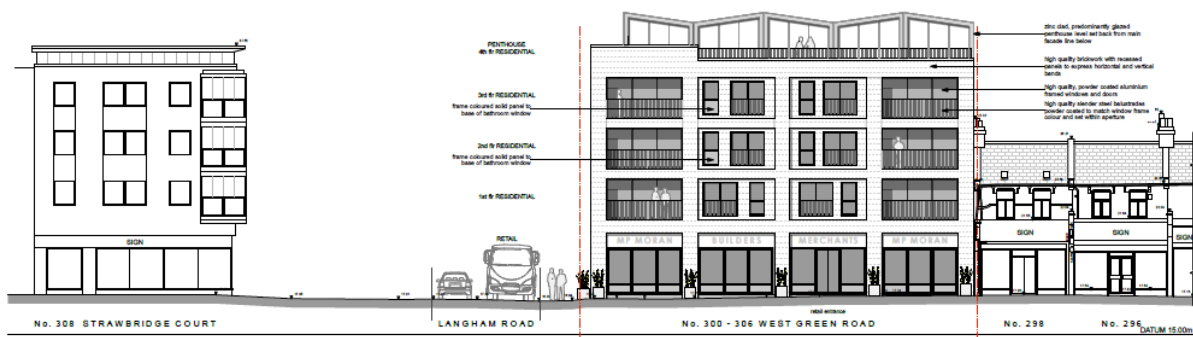
Proposed ground floor



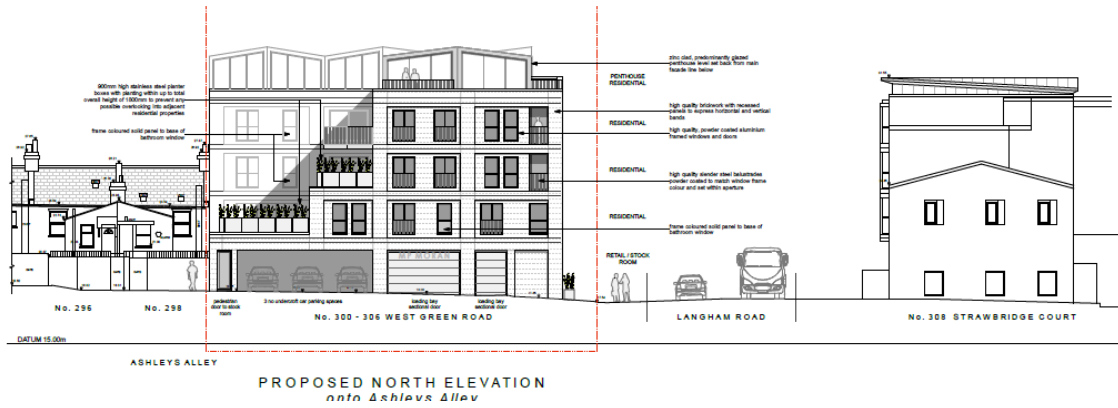
Proposed first floor



Proposed south elevation



Proposed north elevation



APPENDIX 1

1. Project name and site address

300-306 West Green Road: 300-306 West Green Road, London, N15 3QR

2. Presenting team

David Bellis	Bellis Architects
Rorie Ash	Bellis Architects
Chris Jones	Firstplan Ltd

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The site is located on the corner of West Green Road and Langham Road. It currently comprises part of a terrace of two and three storey buildings. The existing uses comprise two retail units and a restaurant at ground floor level and four residential units above. There is a private forecourt to the front and rear of the building. On the opposite side of Langham Road is Strawbridge Court which is predominantly a four-storey building comprising retail, A2 units on the ground floor, and residential above. It has a contemporary design with a mix of brick and render and a higher roof height at both ends of the main frontage.

The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. Adjoining the site to the east is a row of two storey terraces with pitched roofs comprising retail/commercial uses at ground floor level and residential above. On the opposite side of West Green Road is a row of three storey terraces with retail uses at ground floor level and residential above. To the rear of the site is Ashley's Alley, a private road which provides access to the rear of the terraces. Beyond this is Park View School, which has buildings set back away from the site.

Officers broadly support the principle of a mixed-use development on this site. They also support the design approach, as it addresses previous concerns following the first pre-application meeting. Officers consider the current design, height and massing, to be acceptable with reference taken from the new built development at No. 270-274 West Green Road. A 'mini' masterplan for this terraced parade has been produced in order to demonstrate how the whole terrace can be re-developed comprehensively in the future.

5. Quality Review Panel's views

Summary

The Quality Review Panel supports the overall layout, scale, massing and residential typology of the scheme at 300-306 West Green Road. As the proposals are refined further prior to the submission of the planning application, the panel feels that at a detailed level there is some scope for improvement in the design and generosity of the internal circulation areas and access to the bin- and bicycle- stores, in addition to the architectural expression and the roofscape.

It would encourage the Council to clarify the long-term aspirations for Ashley's Alley at the earliest opportunity, as this will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area. Further details on the panel's views are provided below.

Massing and development density

- The panel notes that the datum level for the street is notionally 4 storeys; however, it understands that the design team has been encouraged to increase the scale of the development by Haringey officers.
- Within the local context, the contemporary development at Kane House (also located on West Green Road) is three-plus-one storeys, with a set back at top level.
- In this regard, the panel feels that the overall scale and layout of the scheme is generally good; it considers that in terms of the quantum of development, the proposals are at the absolute limit of what the site can support.

Place-making, landscape design and local context

- The location of MP Moran Builders Merchants within the retail unit at ground level within the scheme is very positive, and will bring a good level of activity to this part of West Green Road.
- The panel would welcome more clarity on the nature of the traffic that would be generated by the development. It notes that a school is located immediately to the rear of the site, and that around 8am is a very busy period in terms of children travelling to school, and walking along both West Green Road and Langham Road.
- It supports the intention to set the building line back along Langham Road which will create a wider pavement.
- The panel understands that the Council owns Ashley Alley, and wonders whether there might be potential for this to be opened up in future, perhaps to

provide dedicated play space or a play street. It would encourage the Council to consider the long-term future of the alley, and clarify the aspirations for it at the earliest opportunity, so that it can inform the development of this – and any other adjacent - site.

- The park is located at some distance from the site, so there would be a real benefit if external play space could be achievable within the boundary of Ashley's Alley.

Scheme layout

- The panel supports the recent amendments to the basement and ground floor plans; it is a very positive move to locate the entrance to the basement level at the rear of the site, onto Ashley's Alley.
- The detail and functionality of the plans would benefit from further interrogation at this early stage. The panel notes that adjusting the plans to accommodate the correct wall thicknesses, risers, smoke venting and core may result in the accommodation becoming very constrained and limited, especially in terms of the dimension and generosity of circulation areas.
- In this regard, it feels that scope for improvement remains in the size of the communal spaces at ground level and above. The panel would support further refinements that sought to increase the generosity within corridors (on all levels) and the entrance areas, to give more breathing space and to accommodate practical features such as mail boxes and deliveries.
- It welcomes the approach to locating the entrances to the affordable housing and market housing adjacent to each other, which seems very equitable.
- It also feels that where possible, the entrance to the bin store should be located away from street frontages; it would encourage the design team to explore the detailed layout in this regard. An option to explore includes accessing the bin store and bicycle store from the core, which could be designed as a generously sized 'wet' lobby.

Architectural expression

- As the design is further refined prior to submission of the planning application, the panel would encourage the design team to further explore the architectural expression of the proposals in order to introduce additional depth, richness and detail.
- The panel highlights that the local urban context within Haringey is notable for the level of richness, detail and contrast within the existing built forms, and it would encourage the design team to explore ways of enhancing the character

of the proposed development – and add colour and life - in an authentic and contemporary way.

- The panel would also encourage further consideration around how the internal scheme layout relates to – and shapes – the exterior of the building. In this regard, it notes that the stair element within the core is very visually dominant on the exterior. It also notes that the location of the bathrooms on the primary frontage has resulted in constraints within the design of the fenestration, and the overall rhythm of the elevation.
- The panel also questions whether the strong visual emphasis on the corner of the building is appropriate, as it is not located at a key junction. It remains to be convinced by the coping detail, and would encourage the design team to explore other local architectural precedents in greater detail.
- Further consideration of the materiality of the roof and its relationship to the elevation would also be welcomed; this might comprise referencing the materials of the roof within the façade to provide a greater visual coherence, or inclusion of a living roof or additional play space at roof level. It notes that sedum used at roof level is not ideal in terms of biodiversity.
- At a detailed level, the panel would also encourage the design team to explore how the issue of overlooking can be mitigated through design and landscape. In particular, striking a good balance between openness and privacy within the design of the balconies and the railings that enclose them would be welcomed.

Next Steps

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

This page is intentionally left blank



Report for:	Planning Sub Committee Date: 09 September 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 with applicant.</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.	Members resolved to grant planning permission. S106 is with the applicant. Once complete will go to GLA Stage 2.	Samuel Uff	John McRory
423-435 West	Proposed erection of four buildings of a maximum 6	Members resolved to grant	Chris Smith	John McRory

Green Road (former Red House Care Home) HGY/2018/1126	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	planning permission subject to the signing of a section 106 legal agreement.		
APPLICATIONS SUBMITTED TO BE DECIDED				
19 Bernard Road N15 4NE HGY/2019/1490	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.	To be reported to Members of Planning Sub-Committee on 09 September 2019.	Martin Cowie	Robbie McNaugher
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 consideration.	Chris Smith	John McRory
Somerlese Courtenay Avenue N6 4LP HGY/2019/1481	Construction of a new replacement house with a detached garage, and a UKPN substation.	Under consideration.	Gareth Prosser	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 13 residential dwellings, private and communal amenity space and other associated development.	Under consideration	Valerie Okeiyi	John McRory
67 Lawrence Road N15	Variation of Condition 2 pursuant to planning permission dated 17 January 2018 (ref:	Under consideration	Valerie Okeiyi	John McRory

HGY/2018/3655	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)			
45-63 Lawrence Road N15 HGY/2018/3654	Variation of Condition 2 pursuant to planning permission dated 17 January 2018 (ref: HGY/2016/1213) to substitute drawings involving reduction of number of units to 75, rearrangement of bicycle storage, slight reduction of building mass, alterations to dwelling layouts and sizes, slight amendments to the public realm, and other minor amendments to the approved scheme	Under consideration	Valerie Okeiyi	John McRory
Mowlem Trading Estate HGY/2018/0683	Section 73 planning application - Variation of a Condition 2 (plans and specifications) attached to planning application ref. HGY/2014/1648 to: increase car parking to Unit A from 13 to 17; decrease no. of disabled parking bays from 2 to 1; secure parking area; external storage up to 5m proposed along the northern and eastern boundaries and parking island; and amendment to servicing.	Under consideration	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 consideration.	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 consideration.	Tobias Finlayson	John McRory

Clarendon Gasworks (Eastern Quarter) HGY/2019/1775	Reserved Matters application for Blocks D3 and D4 forming Phase 2 of the Eastern Quarter, including the construction of 101 residential units, commercial floorspace and District Energy Centre.	Under consideration	Valerie Okeyi	John McRory
IN PRE-APPLICATION DISCUSSIONS				
Pool Motors, 7 Cross Lane	Demolition of existing development and mixed use development comprising new high quality commercial floorspace and new homes.	Acceptable in principle		
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, with HGV access incorporated through the floorplan. The upper levels propose to include two levels totalling 3,160 sqm (GIA) of commercial (B1) floorspace and 188 residential units, reaching up to eleven storeys (above ground industrial level).	Pre-app letter to be issued.	Chris Smith	Robbie McNaugher
867-869 High Road N17 8EY (Former	Hybrid planning application - 300 residential units + approximately 120m ² commercial uses, approximately 60 car parking spaces and up to	Further pre-application guidance to be issued.		Robbie McNaugher

Sainsbury's supermarket site)	500 cycle spaces. Height Range of 3 – 6 storeys and there would be a taller building of approximately 26 storeys.			
Nice Place, Compton Avenue	Demolition of existing house and erection of a new house	Discussions ongoing	Gareth Prosser	John McRory
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 Chair's Review completed. Second pre-app letter to be drafted.	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	Valerie Okeiyi	John McRory
25-27 Clarendon Road off Hornsey Park Road	Redevelopment of the site to provide new commercial floorspace, 66 flats over in 9 storey high building with associated parking, and amenity space.	Pre-application discussions taking place – principle acceptable. Applicant to consider masterplanned approach.	Martin Cowie	John McRory
300-306 West	Demolition of existing buildings and erection of a	Pre-application discussions	Valerie Okeiyi	John McRory

Green Road N15	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	taking place - principle of demolition is considered acceptable subject to a high-quality replacement building being built.		
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.	Liz Reynolds	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 although conservation, design and arboriculture issues to be resolved.	Gareth Prosser	John McRory
Gladstone House, N22	Demolition of existing buildings and erection of 15 storey mixed use commercial and residential for 44 dwellings	Height was main concern, given that it abuts Noel Park CA.	Samuel Uff	John McRory
36-38 Turnpike Lane London N8 0PS	Erection of 14 residential flats. (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-app meeting 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
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
Major Appeals				
Goods Yard	Hybrid Application (layout, scale, appearance,	Planning Inquiry concluded 15 May 2019 -	Robbie	

36 and 44-52 White Hart Lane HGY/2018/0187 HGY/2018/0188	landscaping and access within the site reserved 330 residential units + Conservation Area Demolition. Non- determination appeal	Awaiting appeal decision from Planning Inspectorate.	McNaugher
Kerswell Close HGY/2018/3553	Replacement of existing car park with a part-3, part-6 storey building comprising 44 one bedroom affordable residential units together with amenity space, secure cycle and refuse store, site landscaping and public realm works including new publicly accessible pedestrian routes and tree planting (Pocket Living)	Inquiry held 20 th August 2019 - Awaiting appeal decision from Planning Inspectorate.	Chris Smith Manager: Robbie McNaugher
Ashley Park, Ashley Road HGY/2018/3828	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
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 start date or timetable set.	Chris Smith Manager: John McRory



HARINGEY COUNCIL

Place & Sustainability Directorate
Planning Service

PLANNING APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 01/07/2019 AND 31/07/2019

This report lists planning applications decided under delegated powers in the specified period.
The list includes observations made on applications determined by another authority.

Decisions are sorted by Ward

Decision codes:

GTD Granted Permission
REF Refused Permission

NOT DEV Not Development (Certificate of Lawfulness)
CON DEV Constitutes Development (Certificate of Lawfulness)
PERM DEV Permitted Development (Certificate of Lawfulness)
PERM REQ Permission Required (Certificate of Lawfulness)

RNO Raise No Objections (Observations)
ROB Raise Objections (Observations)

Ward: **Alexandra**

Application No:	HGY/2019/0978	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	16/07/2019
Location:	18 Rosebery Road N10 2LH		
Proposal:	Erection of single storey rear and side infill extension and insertion of one front rooflight.		
Application No:	HGY/2019/0983	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	12/07/2019
Location:	2 Cranbourne Road N10 2BT		
Proposal:	Retrospective application to partially demolish the rear facade, a chimney stack, and roof, remove windows; demolition and replacement of front facade and roof; conversion from 2 x flats into a single dwellinghouse; and proposed erection of part ground, first and second floor rear extensions; enlargement of the existing basement and lightwells.		
Application No:	HGY/2019/1230	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	24/07/2019
Location:	Garage Court Rear of 59-81 Alexandra Road N10		
Proposal:	Approval of details pursuant to condition 7 (remediation of contamination) attached to planning permission HGY/2016/1159.		
Application No:	HGY/2019/1453	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	19/07/2019
Location:	9 The Avenue N10 2QE		
Proposal:	Erection of a rear dormer for a loft conversion and insertion of 3 x rooflights to front roofslope		
Application No:	HGY/2019/1492	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	02/07/2019
Location:	96 Alexandra Park Road N10 2AE		
Proposal:	Variation of condition 2 (approved plans) of planning permission ref. HGY/2018/3780 to recess and amend first floor rear elevation to create balcony.		
Application No:	HGY/2019/1540	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	26/07/2019
Location:	121 Albert Road N22 7AG		
Proposal:	Erection of single storey side extension and outbuilding in rear garden.		
Application No:	HGY/2019/1611	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	30/07/2019
Location:	Flat A 153 Victoria Road N22 7XH		
Proposal:	Erection of rear dormer roof extension with associated roof terrace and screening & installation of 1 front rooflights.		

Application No: **HGY/2019/1656** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 22/07/2019
 Location: 71 Dukes Avenue N10 2PY
 Proposal: Proposed roof extensions involving two rear dormers and front rooflights to facilitate a loft conversion. Proposed internal alterations to basement area and replacement door and window alterations to basement entrance.

Application No: **HGY/2019/1749** Officer: Kwaku Bossman-t
 Decision: RNO Decision Date: 03/07/2019
 Location: Alexandra Park Secondary School Bidwell Gardens N11 2AZ
 Proposal: 28 Day Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3no. antennas and minor ancillary work

Ward: **Bounds Green**

Application No: **HGY/2019/0335** Officer: Roland Sheldon
 Decision: REF Decision Date: 02/07/2019
 Location: 105 Whittington Road N22 8YR
 Proposal: Conversion of dwelling house to three self contained flats, retention of outbuilding to be used as communal store/playroom.

Application No: **HGY/2019/1430** Officer: Tania Skelli
 Decision: GTD Decision Date: 03/07/2019
 Location: 4 Buckingham Road N22 7SR
 Proposal: Insertion of rear dormer and replacement windows to front and rear elevations.

Application No: **HGY/2019/1433** Officer: Tania Skelli
 Decision: REF Decision Date: 04/07/2019
 Location: Land R/O Electricity sub-station adjoining 2 Lascotts Road N22 8JN
 Proposal: Erection of a 3 storey building with undercroft parking to create 4no. self-contained flats with associated parking cycle and refuse storage.

Application No: **HGY/2019/1497** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 12/07/2019
 Location: 101 Bounds Green Road N22 8DF
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2019/1511** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 05/07/2019
 Location: 2A Truro Road N22 8EL
 Proposal: Demolition of the existing building and erection of 4 x 2bed self-contained maisonettes and a B1 commercial unit and associated cycle storage, refuse storage and landscaping. (Amendment to existing planning permission reference HGY/2017/3670 which is currently under construction, to feature 1 additional maisonette and minor alterations to the B1 commercial unit).

Application No:	HGY/2019/1615	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	04/07/2019
Location:	35 Maidstone Road N11 2TR		
Proposal:	Non-material amendment to maintain existing external ground levels on site of application HGY/2017/0035 (allowed under appeal APP/Y5420/W/17/3191445).		
Application No:	HGY/2019/1627	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	17/07/2019
Location:	38 Myddleton Road N22 8NR		
Proposal:	Change of use of single dwellinghouse to 1 x 3 bedroom and 2 x 1 bedroom self-contained flats; erection of a single storey side and rear extensions; alterations to side and rear fenestration.		
Application No:	HGY/2019/1628	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	15/07/2019
Location:	18 Northbrook Road N22 8YQ		
Proposal:	Erection of part single-storey (as approved under extant planning permission reference: HGY/209/0749), part two-storey rear extension to existing maisonette.		
Application No:	HGY/2019/1650	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	30/07/2019
Location:	21 Torrington Gardens N11 2AB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5 for which the maximum height would be 2.85m and for which the height of the eaves would be 2.6t		
Application No:	HGY/2019/1696	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/07/2019
Location:	66 Durnsford Road N11 2EJ		
Proposal:	Construction of a rear garden outbuilding and new rear fence		
Application No:	HGY/2019/1701	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	19/07/2019
Location:	56 Milan Court Bailey Close N11 2JN		
Proposal:	Replacement of all white single glaze timber framed windows with white double glaze PVCu windo		
Application No:	HGY/2019/1717	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/07/2019
Location:	46 Braemar Avenue N22 7BY		
Proposal:	Construction of a single storey rear extension		
Application No:	HGY/2019/1790	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	30/07/2019
Location:	137 Bounds Green Road N11 2ED		
Proposal:	Erection of single storey rear extension incl. side infill, to replace existing conservatory.		

Application No:	HGY/2019/1811	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/07/2019
Location:	4 Manor Road N22 8YJ		
Proposal:	Loft conversion with rear dormer window.		
Application No:	HGY/2019/1888	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	23/07/2019
Location:	Thomas Hardy House Commerce Road N22 8EE		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No existing antenna with 3No similar antenn: the same locations as existing attached to existing support poles, installation of associated ancillar equipment attached to antenna support poles and new freestanding frames, internal works to exist rooftop cabin, associated ancillary works		
Application No:	HGY/2019/1894	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	23/07/2019
Location:	Bounds Green Court Bounds Green Road N11 2EX		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No antenna with 3No similar antenna in the s locations as existing and utilising the existing support poles, additional associated ancillary equipm to be attached to plantroom wall, works internal to equipment room, associated ancillary works		

Ward: Bruce Grove

Application No:	HGY/2019/0048	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	18/07/2019
Location:	Construction House 579C High Road N17 6SB		
Proposal:	Approval of details pursuant to condition 6 (Transportation - Car Park Management Plan) attached planning permission HGY/2017/0670		
Application No:	HGY/2019/0052	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	18/07/2019
Location:	Construction House 579C High Road N17 6SB		
Proposal:	Approval of details pursuant to condition 10 (Thames Water - Piling Method Statement) attached t planning permission HGY/2017/0670.		
Application No:	HGY/2019/0054	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	18/07/2019
Location:	Construction House 579C High Road N17 6SB		
Proposal:	Approval of details pursuant to condition 12 (Green Roof) attached to planning permission HGY/2017/0670.		
Application No:	HGY/2019/1374	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	02/07/2019
Location:	Flat A 28 Bruce Grove N17 6RG		
Proposal:	Formation of a rear outbuilding (Garden studio)		

Application No:	HGY/2019/1375	Officer:	Kwaku Bossman-t
Decision:	REF	Decision Date:	05/07/2019
Location:	22 Moorefield Road N17 6PY		
Proposal:	Installation of mezzanine floor with dormer window.		
Application No:	HGY/2019/1415	Officer:	Kwaku Bossman-t
Decision:	REF	Decision Date:	03/07/2019
Location:	104 Napier Road N17 6YH		
Proposal:	Proposed loft extension with rear dormers		
Application No:	HGY/2019/1498	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	22/07/2019
Location:	4 Hamilton Place 29A Woodside Gardens N17 6UN		
Proposal:	Replacement of the back door and 2 casement windows at the rear elevation with uPVC units.		
Application No:	HGY/2019/1556	Officer:	Mercy Oruwari
Decision:	REF	Decision Date:	26/07/2019
Location:	Flat E 136 Arnold Road N15 4JH		
Proposal:	Certificate of lawfulness: for the existing residential use of an outbuilding in the rear garden.		
Application No:	HGY/2019/1733	Officer:	Neil McClellan
Decision:	PERM DEV	Decision Date:	24/07/2019
Location:	69 Arnold Road N15 4JQ		
Proposal:	Certificate of Lawfulness for proposed rear dormer and 2 front rooflights to facilitate loft conversion		
Application No:	HGY/2019/1818	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	09/07/2019
Location:	79 Sperling Road N17 6UJ		
Proposal:	Certificate of Lawfulness for existing use as two self-contained flats		
Application No:	HGY/2019/1857	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	31/07/2019
Location:	65 Greyhound Road N17 6XP		
Proposal:	Certificate of lawfulness for the formation of a rear L shaped dormer extension including the inserti 3 front rooflights and 1 side elevation window.		
Application No:	HGY/2019/2008	Officer:	Gareth Prosser
Decision:	PERM DEV	Decision Date:	29/07/2019
Location:	8 Downhills Avenue N17 6LG		
Proposal:	Certificate of lawfulness for a rear dormer window		

Application No:	HGY/2019/1324	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	22/07/2019
Location:	6 Haslemere Road N8 9QX		
Proposal:	T1 - Sycamore Tree by house - Re-reduce back to previous reduction points of approx 1-2m as a general maintenance procedure for a previously reduced tree. T2 - Horse Chestnut - Crown Reduc 3 - 4m to reduce weight and wind resistance. The horse chestnut has extensive decay in the stump the smaller trunk. That has not spread into the larger one, but the tree leans heavily over the road root growth on the other side will have been restricted to some degree by the roots of the sycamor		
Application No:	HGY/2019/1327	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	30/07/2019
Location:	32 Avenue Road N6 5DW		
Proposal:	Works to trees protected by a TPO. T1 and T2- Lime trees in front garden-Crown reduction back to most recent pruning points, Lift crowns to five metres from ground level.		
Application No:	HGY/2019/1435	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	03/07/2019
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 5 (details of materials of the roof extension to the east of the Hornsey Town Hall) attached to planning permission HGY/2017/2220		
Application No:	HGY/2019/1438	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	11/07/2019
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 34 (Combined Heat and Power (CHP) facility) attached to planning permission HGY/2017/2220		
Application No:	HGY/2019/1443	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	02/07/2019
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 12 (structural engineers' drawings and a method statement attached to Listed Building Consent HGY/2017/2222.		
Application No:	HGY/2019/1444	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	02/07/2019
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 16 (details of materials of the roof extension to the east of the Hornsey Town Hall) attached to Listed Building Consent HGY/2017/2222.		
Application No:	HGY/2019/1449	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	11/07/2019
Location:	Broadway Annexe Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 12 (structural engineers' drawings and a method statement attached to Listed Building Consent HGY/2017/2223		
Application No:	HGY/2019/1545	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	16/07/2019
Location:	62 Crouch Hall Road N8 8HJ		
Proposal:	Erection of outbuilding in rear garden (Class use C3)		

Application No:	HGY/2019/1589	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	16/07/2019
Location:	5 Coleridge Road N8 8EH		
Proposal:	Erection of rear ground floor extension to replace existing conservatory.		
Application No:	HGY/2019/1605	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	09/07/2019
Location:	38 The Broadway N8 9SU		
Proposal:	Display of replacement internally illuminated fascia sign, internally illuminated projecting sign and non-illuminated ATM signage (class use A2)		
Application No:	HGY/2019/1643	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	15/07/2019
Location:	135 Ferme Park Road N8 9SG		
Proposal:	Non-material amendment following a grant of planning permission HGY/2018/1819 involving alterations to front and rear elevations.		
Application No:	HGY/2019/1687	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	22/07/2019
Location:	Adjacent to 1 Crouch Hall Road N8 8HT		
Proposal:	Non-material amendment sought to planning application HGY/2016/2734 (alteration to design of structure).		
Application No:	HGY/2019/1690	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	23/07/2019
Location:	135 Ferme Park Road N8 9SG		
Proposal:	Variation of condition 2 (approved plans) & 6 (restrict extension roof used as terrace) attached to planning permission HGY/2018/1819 to include first and second floor rear terrace areas.		
Application No:	HGY/2019/1706	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	23/07/2019
Location:	20 Fairfield Road N8 9HG		
Proposal:	Certificate of Lawfulness for existing use of Flat 9 as two self-contained flats		
Application No:	HGY/2019/1922	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	19/07/2019
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 42 (Considerate Constructors Scheme) attached to planning permission HGY/2017/2220		

Ward: **Fortis Green**

Application No:	HGY/2018/3701	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	08/07/2019
Location:	Whitehall Lodge Pages Lane N10 1NY		

Proposal: T1- Horse Chestnut tree- Thirty percent crown reduction, thin by ten percent and lift crown to approximately five metres from ground level. T2- Horse Chestnut tree- Thirty percent crown reduct thin by ten percent and lift crown to approximately five metres from ground level. T3- Norwegian M tree-Thirty percent crown reduction, thin by ten percent and lift crown to approximately five metres ground level. T4- Sycamore tree-A large section of the tree is dead- Remove dead branches and reduce remainder of tree by up to three metres.

Application No: **HGY/2019/1328** Officer: Matthew Gunning

Decision: GTD Decision Date: 05/07/2019

Location: 76 Tetherdown N10 1NG

Proposal: Works to tree protected by a TPO. T1 Horse Chestnut: raise the crown by 1.5m over garage roof

Application No: **HGY/2019/1405** Officer: Laurence Ackrill

Decision: GTD Decision Date: 03/07/2019

Location: Flat A 11 Muswell Road N10 2BJ

Proposal: Construction of a single storey rear extension.

Application No: **HGY/2019/1427** Officer: Laurence Ackrill

Decision: GTD Decision Date: 02/07/2019

Location: 51 Ringwood Avenue N2 9NT

Proposal: Roof alteration consisting of a 'half hip' and rear and side dormers, two storey side extension, single storey rear extension and alterations to front porch.

Application No: **HGY/2019/1428** Officer: Laurence Ackrill

Decision: GTD Decision Date: 03/07/2019

Location: 78 Creighton Avenue N10 1NT

Proposal: Part single, part two storey side and rear extension following removal of existing garage and existing rear extension. Roof extension involving the creation of side dormers.

Application No: **HGY/2019/1518** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 19/07/2019

Location: 14 Woodside Avenue N6 4SS

Proposal: Variation of condition 11a of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) attached to prior approval reference HGY/2017/1078 to replace the original proposed plans with new amended proposed plans, in order to introduce the following amendments: To the east of the extension (the non-attached side) the main elevation has been brought in, making the extension (aside from the roof) narrower: the span width of the roof lights has increased. The area closest to the boundary will be covered to avoid light from within the dwelling having an adverse impact on the neighbour: a gradient has been introduced to the roof, the maximum eaves height remains at 3m (resubmission of previous proposal to vary condition 1)

Application No: **HGY/2019/1521** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 11/07/2019

Location: Flat B 22 Queens Avenue N10 3NR

Proposal: Replacement of existing white single glazed steel external windows with white double-glazed steel external windows on a 'like-for-like' basis

Application No: **HGY/2019/1538** Officer: Laurence Ackrill

Decision: GTD Decision Date: 11/07/2019

Location: 326 Dukes Mews N10 2QN

Proposal: External alterations to the existing Block A building involving new and replacement openings and amenity space

Application No:	HGY/2019/1553	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	08/07/2019
Location:	51 Ringwood Avenue N2 9NT		
Proposal:	Works to tree protected by a TPO. T1 Oak: thin throughout the crown by 15%, remove the low branches over the garden to a height c remove the low branches over the road to a height of 5m and reduce the crown spread by 1.5m - 2 round		
Application No:	HGY/2019/1595	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	11/07/2019
Location:	57 Barrenger Road N10 1HU		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 4m and for which the height of the eaves would be 3m		
Application No:	HGY/2019/1603	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	01/07/2019
Location:	109 Fortis Green N2 9HR		
Proposal:	Approval of details pursuant to condition 19 (drainage strategy) attached to planning permission HGY/2017/0432		
Application No:	HGY/2019/1624	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	19/07/2019
Location:	291-293 Muswell Hill Broadway N10 1BY		
Proposal:	Replacement of existing extraction flue to the rear elevation (same location) and upgrade of the existing extraction system.		
Application No:	HGY/2019/1632	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	30/07/2019
Location:	First Floor Flat 25 Coppetts Road N10 1HR		
Proposal:	Formation of hip-to-gable roof extension and rear roof dormer extension across enlarged rear roof slope; insertion of roof lights on front roof slope.		
Application No:	HGY/2019/1662	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	30/07/2019
Location:	Flat A 39 Leaside Avenue N10 3BT		
Proposal:	Demolition of existing rear conservatory and erection of (larger) single storey rear extension in its p		
Application No:	HGY/2019/1664	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	26/07/2019
Location:	Storage Unit between Blaenavon, Fortis Green, and 60 Eastern Road N2 9LA		
Proposal:	Change of use of existing single storey building in storage use to a self-contained studio flat (follow approval in principle under prior approval application reference: HGY/2019/0616) and associated external alterations to the building including; alterations to front (west) elevation to increase its heig and replace the front door with glazed frontage; replacement roofing; replacement and relocation c windows on north side elevation.		
Application No:	HGY/2019/1689	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	19/07/2019
Location:	3 Sussex Gardens N6 4LY		
Proposal:	Construction of a single storey rear extension following the demolition of the existing extension.		

Application No:	HGY/2019/1713	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	16/07/2019
Location:	66 Steeds Road N10 1JD		
Proposal:	Certificate of lawfulness for the formation of a rear dormer including the insertion of one rooflight at front and one at the rear.		
Application No:	HGY/2019/1734	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	30/07/2019
Location:	The Lodge Manor Court Aylmer Road N2 0PJ		
Proposal:	Non-material amendment following a grant of planning permission HGY/2017/2691 for an alteration front parapet and extension and partial timber cladding.		
Application No:	HGY/2019/1868	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	31/07/2019
Location:	14 Osier Crescent N10 1QU		
Proposal:	Certificate of lawfulness for the formation of a rear dormer and hip to gable extension.		
Application No:	HGY/2019/1874	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	30/07/2019
Location:	122 Osier Crescent N10 1RE		
Proposal:	Works to tree protected by a TPO: Oak T1 crown reduction to previous cutting points as part of routine maintenance Group of 7 cherry Trees crown reduction to previous cutting points as part of routine maintenance Works have not been conducted for many years and the trees are overgrown and contain dead wood, blocking light, abscising leaf litter and debris over buildings and car parks.		
Application No:	HGY/2019/2031	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/07/2019
Location:	56 Great North Road N6 4LT		
Proposal:	Non-material amendment following a grant of planning permission HGY/2019/0217 to increase rear extension height by 200mm.		

Ward: **Harringay**

Application No:	HGY/2019/1365	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	02/07/2019
Location:	26 Frobisher Road N8 0QX		
Proposal:	Erection of single storey ground floor rear extension.		
Application No:	HGY/2019/1389	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	11/07/2019
Location:	48 Falkland Road N8 0NX		
Proposal:	Demolition of existing ground floor rear extension, erection of single storey ground floor side to rear infill extension, lowering of existing lower ground floor level, creation of front lightwell, replacement aluminium windows to the front elevation with timber sash windows.		

Application No:	HGY/2019/1400	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	08/07/2019
Location:	Railway Approach Hampden Road N8 0HG		
Proposal:	Approval of details pursuant to conditions 21 and 25 (both concerning remediation of contamination attached to planning permission HGY/2016/1573		
Application No:	HGY/2019/1494	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	10/07/2019
Location:	33a Falkland Road N8 0NS		
Proposal:	Erection of rear dormer with linked roof extension, insertion of 2 front rooflights.		
Application No:	HGY/2019/1495	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	22/07/2019
Location:	Flat B 76 Falkland Road N8 0NP		
Proposal:	Erection of outbuilding in rear garden.		
Application No:	HGY/2019/1577	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	04/07/2019
Location:	574 Green Lanes N8 0RP		
Proposal:	Erection of rear dormer and installation of 2 front rooflights.		
Application No:	HGY/2019/1581	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	12/07/2019
Location:	Ground Floor Flat 143 Effingham Road N8 0AE		
Proposal:	Erection of single storey ground floor side to rear infill/rear extension.		
Application No:	HGY/2019/1598	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	25/07/2019
Location:	Flat B 145 Lothair Road North N4 1ER		
Proposal:	Erection of hip to gable roof extension, and rear dormer with linked extension above outrigger roof insertion of 1 front rooflight.		
Application No:	HGY/2019/1626	Officer:	Roland Sheldon
Decision:	PN GRANT	Decision Date:	29/07/2019
Location:	559 Green Lanes N8 0RL		
Proposal:	Prior approval for proposed Change of Use of a upper floors from office Use (Class B1(a)) to resid (Class C3).		
Application No:	HGY/2019/1641	Officer:	Neil McClellan
Decision:	PERM DEV	Decision Date:	16/07/2019
Location:	75 Fairfax Road N8 0NJ		
Proposal:	Certificate of Lawfulness for proposed rear dormer and outrigger extension to single-family dwellinghouse including rooflights to the front roof slope.		

Application No:	HGY/2019/1711	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	10/07/2019
Location:	201 Wightman Road N8 0BB		
Proposal:	Certificate of lawfulness for the formation of a rear dormer and the insertion of 2 front rooflights.		
Application No:	HGY/2019/1747	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	03/07/2019
Location:	Railway Approach Hampden Road N8 0HG		
Proposal:	EE Ltd and H3G UK Ltd have utilised their permitted development rights, as defined in Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order (as amended), at the above site to install 6no. pole mounted antennas, 4no. 600mm dishes and 5r cabs at roof level, and ancillary works thereto.		
Application No:	HGY/2019/1750	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	03/07/2019
Location:	Opposite 37 Willoughby Road N8 0JG		
Proposal:	Notification under Regulation 5 of the Electronic Communications Code (Conditions and Restriction Regulations 2003 to the Local Planning Authority, 28 days in advance, of the intention to install: 1x DSLAM equipment cabinet olive green, the dimensions of which are: Height 1600mm x Length 1200mm x Depth 450mm		
Application No:	HGY/2019/1785	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/07/2019
Location:	Dental Surgery 401 Green Lanes N4 1EU		
Proposal:	Non material amendment following a grant of planning permission HGY/2019/0134 involving altera to location of front door.		
Application No:	HGY/2019/1954	Officer:	Gareth Prosser
Decision:	PERM DEV	Decision Date:	18/07/2019
Location:	20 Lothair Road South N4 1EL		
Proposal:	Certificate of lawfulness: Construction of dormer window to rear roof slope and installation of roofli (proposed)		

Ward: **Highgate**

Application No:	HGY/2019/0020	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	31/07/2019
Location:	10 Wood Lane N6 5UB		
Proposal:	Internal alterations including removal of non-original spiral staircase and creation of a new French to rear garden at basement level.		
Application No:	HGY/2019/0209	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	25/07/2019
Location:	14 Muswell Hill Road N6 5UG		
Proposal:	Erection of a mansard extension to the roof to provide an additional 1 x 1-bedroom and 1 x 2- bedr self-contained flat.		

Application No:	HGY/2019/0462	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	29/07/2019
Location:	Jacksons Lane Community Centre 269A Archway Road N6 5AA		
Proposal:	Alterations including re-opening old church porch as main entrance, new ramp to south-western side porch, new two-storey roof to replace existing over existing entrance foyer, alterations to Archway stairs, new plant and internal alterations to improve accessibility and circulation, installation of lift, and WC provision, and new internal staircase, in association with existing community centre (Class use		
Application No:	HGY/2019/0470	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	29/07/2019
Location:	Jacksons Lane Community Centre 269A Archway Road N6 5AA		
Proposal:	Alterations including re-opening old church porch as main entrance, new ramp to south-western side porch, new two-storey roof to replace existing over existing entrance foyer, alterations to Archway stairs, new plant and internal alterations to improve accessibility and circulation, installation of lift, and WC provision, and new internal staircase, in association with existing community centre (Class use		
Application No:	HGY/2019/0818	Officer:	Matthew Gunning
Decision:	REF	Decision Date:	08/07/2019
Location:	Elmcroft 2 Stanhope Road N6 5LP		
Proposal:	Works to trees protected by a Group TPO T11 London Plane This tree is growing over the road and public footpath and has elongated branches that have history of losing limbs/branches. Reduce crown by up to 2.5 meters and reduce x 1 limb growing heavily over the road by up to 6 meters to contain, crown lift to up to 5 meters to allow bus and lorries to pass safely, remove dead/dying/ crossing branches, check for massaria. T14 London Plane Reduce tree away from T12 to give at least 2 meters clearance. Reduce overlong limbs by up to 1.5 meters, raise crown up to 5 meters to allow buses and lorries pass safely, remove dead/dying/crossing branches, check for massaria All works are to manage and contain crown and root-spread and for duty of care in public spaces PLEASE REFER TO TREE SURVEY PRODUCE FOR TREE NUMBERS		
Application No:	HGY/2019/1148	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/07/2019
Location:	34 Hampstead Lane N6 4NT		
Proposal:	Approval of details pursuant to condition 3 (materials), 4 (Air Quality and Dust Management Plan), (Considerate Contractors Scheme) & 7 (Construction Management Plan) & 8 (Cycle Storage) pursuant to attached to planning permission HGY/2016/1915		
Application No:	HGY/2019/1161	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	31/07/2019
Location:	10 Wood Lane N6 5UB		
Proposal:	Listed Building Consent for Internal alterations including removal of non-original spiral staircase and creation of a new French door to rear garden at basement level.		
Application No:	HGY/2019/1168	Officer:	Laurence Ackrill
Decision:	REF	Decision Date:	15/07/2019
Location:	Guildens Courtenay Avenue N6 4LP		
Proposal:	Demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.		

Application No:	HGY/2019/1213	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/07/2019
Location:	Cholmeley Lodge Cholmeley Park N6 5EN		
Proposal:	Listed building consent for the installation of CCTV cameras.		
Application No:	HGY/2019/1292	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	02/07/2019
Location:	435 Archway Road N6 4HT		
Proposal:	Erection of single storey side infill extension, single storey rear extension and conversion of existin ground floor flat into 2 x self-contained flats (Class use C3).		
Application No:	HGY/2019/1299	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	09/07/2019
Location:	88-90 North Hill N6 4RL		
Proposal:	A full Planning application following a recent Prior Approval granted for Change of Use from Class (offices) to C3 (units) consisting of 5 new residential units. The current Planning application is for n external alterations and improvement works to the rear element of the existing locally listed buildin including a part single storey rear extension, first floor rear addition, minor roof alterations with two dormer windows and new openings throughout the existing envelope to form 4 x 1 bedroom self-contained residential units with an additional private side gate and separate private entrance v associated internal alterations.		
Application No:	HGY/2019/1332	Officer:	Matthew Gunning
Decision:	REF	Decision Date:	23/07/2019
Location:	Three Oaks Courtenay Avenue N6 4LR		
Proposal:	Works to tree protected by an Area TPO. Oak (T1): Reduce to suitable points 3-4m from boundary over Heathways. Tree in decline and she large branches over front garden where children play. Oak (T2): Reduce to boundary. Tree encroa by 1-2m over Heathways rear garden and sheds branches/debris.		
Application No:	HGY/2019/1475	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	24/07/2019
Location:	3 Jacksons Lane N6 5SR		
Proposal:	Works to tree protected by a TPO. T1 English Oak: Reduce Back to previous reduction points, clea out crown The work is being carried out to retard the trees growth as it is in close proximity to the building.		
Application No:	HGY/2019/1525	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	11/07/2019
Location:	311 Archway Road N6 5AA		
Proposal:	Construction of a rear roof extension involving a partial mansard roof		
Application No:	HGY/2019/1527	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	15/07/2019
Location:	6 Sheldon Avenue N6 4JT		
Proposal:	Reconstruction of roof over existing garage to create habitable space including raising the roof. Fenestration alterations to the front involving widening garage door and to rear windows. Removal addition of rooflights and a single storey rear extension.		

Application No:	HGY/2019/1529	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	16/07/2019
Location:	30 Northwood Road N6 5TP		
Proposal:	Insertion of two roof lights to the front roof slope, rear dormer extension and replacement of the ex rear conservatory at ground level.		
Application No:	HGY/2019/1530	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/07/2019
Location:	32 Milton Avenue N6 5QE		
Proposal:	Proposed rear dormer roof extension to existing self-contained flat		
Application No:	HGY/2019/1532	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	17/07/2019
Location:	30 High Point 1 North Hill N6 4BA		
Proposal:	Listed Building Consent for internal refurbishment and alterations to existing apartment, including changes to the bathroom and kitchen.		
Application No:	HGY/2019/1587	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	17/07/2019
Location:	Flat 22 2 Elmcroft Stanhope Road N6 5LP		
Proposal:	Replace of timber windows with uPVC frames		
Application No:	HGY/2019/1606	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	29/07/2019
Location:	Garages rear of 269A Archway Road N6 5AA		
Proposal:	Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2018/2764		
Application No:	HGY/2019/1625	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	12/07/2019
Location:	Existing Mast Highcroft North Hill N6 4RD		
Proposal:	The replacement of 6 no antenna with 3 no roof pod structures each supporting 4 no antenna aper 4 no dishes together with the installation of 8 no MBNL equipment cabinets to be installed on new freestanding grillage on roof level and ancillary development thereto.		
Application No:	HGY/2019/1759	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/07/2019
Location:	Service Station 513 Archway Road N6 4HX		
Proposal:	Non-material amendment following a grant of planning permission HGY/2019/0387 involving altera to the roof of the approved extension to a pitched roof.		
Application No:	HGY/2019/1806	Officer:	Matthew Gunning
Decision:	REF	Decision Date:	24/07/2019
Location:	5 Sheldon Avenue N6 4JS		
Proposal:	Works to tree protected by a TPO. (T1) - English Oak Pollard in sections to a final height of 5m to : regrowth. All works is for maintenance work to promote regrowth to the tree.		

Application No:	HGY/2019/1848	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	17/07/2019
Location:	Site adjacent to Philip Court Hornsey Lane Gardens N6 5LN		
Proposal:	Approval of details pursuant to condition 3 (details of the external materials) attached to planning permission HGY/2018/1660		
Application No:	HGY/2019/1963	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	22/07/2019
Location:	65-67 North Road N6 4BQ		
Proposal:	Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2017/:		
Application No:	HGY/2019/2044	Officer:	Laurence Ackrill
Decision:	PERM DEV	Decision Date:	30/07/2019
Location:	34 Hampstead Lane N6 4NT		
Proposal:	Certificate of lawfulness to confirm that the works as part of application reference HGY/2016/1915 commenced.		

Ward: **Hornsey**

Application No:	HGY/2019/1457	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	18/07/2019
Location:	Flat B 28 Harvey Road N8 9PA		
Proposal:	Insertion of rear dormer to rear roofslope and rooflights into front and rear roofslopes.		
Application No:	HGY/2019/1560	Officer:	Matthew Gunning
Decision:	REF	Decision Date:	12/07/2019
Location:	Flat 1 33 Church Lane N8 7BT		
Proposal:	Rear ground floor extension comprising open plan Living/Dining/ Kitchen with associated patio. Sic ground floor extension with new front entrance door. Internal alterations to incorporate an addition: Master Bedroom with Ensuite bathroom, and access to new extension.		
Application No:	HGY/2019/1704	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	10/07/2019
Location:	46 Clovelly Road N8 7RH		
Proposal:	Non-material amendment: change of material for the external cladding from approved Corten steel black Zinc		
Application No:	HGY/2019/1725	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	25/07/2019
Location:	Gisburn Mansions Tottenham Lane N8 7EB		
Proposal:	Partial approval of remaining details pursuant to conditions 3 (external materials: details of the pre-GRP coping and window surrounds) subsequent to previous materials approved under planning reference HGY/2018/2650 and attached to Appeal reference APP/Y5420/W/17/3179754 (original Haringey planning reference HGY/2017/0698)		

Application No: **HGY/2019/1951** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 18/07/2019
 Location: 22 Hillfield Avenue N8 7DT
 Proposal: Non-material amendment following a grant of planning permission HGY/2018/2958 involving alterations to the fenestration replacing terrace access from single door to double door.

Ward: **Muswell Hill**

Application No: **HGY/2019/0160** Officer: Gareth Prosser
 Decision: GTD Decision Date: 19/07/2019
 Location: Land To Rear of 3 New Road N8
 Proposal: Approval of details pursuant to condition 19 (louvred screens and opaque glazing) attached to planning permission HGY/2016/1562

Application No: **HGY/2019/1351** Officer: Tania Skelli
 Decision: GTD Decision Date: 17/07/2019
 Location: Land Rear Of Muswell Hill Library Queens Avenue N10 3NP
 Proposal: Change of use of west part of Muswell Hill Library Car Park to brewery with placement of a temporary structure and outdoor seating.

Application No: **HGY/2019/1456** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 02/07/2019
 Location: 72 Onslow Gardens N10 3JX
 Proposal: Erection of single storey side and rear extension; demolition of existing single storey rear conservatory extension and associated formation of terrace in its place; associated adjacent hard and soft landscaping; erection of replacement rear garden boundary fencing; formation of flat roofed dormer extension on front roof slope.

Application No: **HGY/2019/1555** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 31/07/2019
 Location: 7 Linden Road N10 3DH
 Proposal: Certificate of lawfulness for the formation of a rear dormer and hip to gable extension including the insertion of 3 front rooflights and Juliet balcony.

Application No: **HGY/2019/1561** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/07/2019
 Location: Holly Bank Cottage Holly Bank Muswell Hill N10 3TH
 Proposal: Non-material amendment application: House 1 only: Relocation of ground floor bi-fold doors from east to south elevation; provision of new non-openable slot window at ground floor south elevation; provision of new non-openable and obscure slot window at first floor south elevation together with relocation of chimney detail.

Application No: **HGY/2019/1596** Officer: Tania Skelli
 Decision: GTD Decision Date: 24/07/2019
 Location: 44 Park Avenue South N8 8LT
 Proposal: Erection of a single storey outbuilding in the rear garden for use as a garden room.

Application No:	HGY/2019/1620	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	24/07/2019
Location:	33 Connaught Gardens N10 3LD		
Proposal:	Variation of condition 2 (approved plans) of planning application HGY/2019/0173 to make the following amendments:		
	- Increase depth of extension to 3.5 metres		
	- Increase size of side window to rear extension.		
Application No:	HGY/2019/1623	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	29/07/2019
Location:	57 Etheldene Avenue N10 3QD		
Proposal:	Replacement of front bay windows		
Application No:	HGY/2019/1630	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	16/07/2019
Location:	19 Muswell Hill Road N10 3JB		
Proposal:	Erection of ground floor rear extension and first floor balcony.		
Application No:	HGY/2019/1760	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	30/07/2019
Location:	45 Ellington Road N10 3DD		
Proposal:	Erection of rear ground floor infill extension with rooflight and alterations to fenestration (Class use		
Application No:	HGY/2019/1855	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	29/07/2019
Location:	44 Park Avenue South N8 8LT		
Proposal:	Certificate of lawfulness for the erection of a proposed outbuilding at the rear of the garden (Garden Room)		
Application No:	HGY/2019/1872	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	31/07/2019
Location:	90 Cranley Gardens N10 3AH		
Proposal:	Certificate of lawfulness for the formation of a rear dormer		

Ward: **Noel Park**

Application No:	HGY/2019/1337	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	04/07/2019
Location:	34 Malvern Road N8 0LA		
Proposal:	Replace existing single storey rear extension with full width single storey rear extension.		
Application No:	HGY/2019/1339	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	11/07/2019
Location:	71 Morley Avenue N22 6NG		
Proposal:	Erection of a single story rear infill extension and alterations to the roof of the existing outrigger.		

Application No:	HGY/2019/1342	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	08/07/2019
Location:	153 Willingdon Road N22 6SE		
Proposal:	Single storey rear extension.		
Application No:	HGY/2019/1402	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	04/07/2019
Location:	34 Boreham Road N22 6SP		
Proposal:	Change of use C3 (single family dwelling house) to C4 (House in Multiple Occupation) for 5 occup.		
Application No:	HGY/2019/1496	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	04/07/2019
Location:	4 Coombe Road N22 5LB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 4m and for which the height of the eaves would be 3m.		
Application No:	HGY/2019/1582	Officer:	Jake Atkins
Decision:	REF	Decision Date:	19/07/2019
Location:	199 Farrant Avenue N22 6PG		
Proposal:	New single storey rear infill extension and rear dormer to main roof including 2 front roof lights.		
Application No:	HGY/2019/1638	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	29/07/2019
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 5 Wessell Road N22		
Proposal:	Approval of details pursuant to condition 42 (piling method statement) attached to planning permis HGY/2017/3117 (Partial discharge of condition 42 in relation to Blocks B1-B4 only)		
Application No:	HGY/2019/1666	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	19/07/2019
Location:	Library Arcade 187-197 High Road N22 6BA		
Proposal:	Relocation of entrance door		
Application No:	HGY/2019/1726	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	03/07/2019
Location:	27 Alexandra Road N8 0PL		
Proposal:	Non-material amendment following a grant of planning permission HGY/2019/0847 seeking the following: Addition of two windows to the side elevation as highlighted in red on the enclosed draw A-100 and A-200.		
Application No:	HGY/2019/1748	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	02/07/2019
Location:	Wood Green Shopping City High Road N22 6YD		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for installation of a new 300mm dish at 48 metres and bearing 192.7 degrees.		

Application No:	HGY/2019/1946	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	24/07/2019
Location:	28 Park Ridings N8 0LD		
Proposal:	Certificate of lawfulness (proposed use) for construction of dormer roof extension.		
Application No:	HGY/2019/1953	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	29/07/2019
Location:	88 High Road N22 6HE		
Proposal:	Display of 1 x Internally illuminated fascia sign and 1 x AV Light box display		
Application No:	HGY/2019/1955	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	29/07/2019
Location:	2 Cheapside High Road N22 6HH		
Proposal:	Display of 1 x internally illuminated fascia sign, 1 x internally illuminated projecting sign and low lev fascia sign		
Application No:	HGY/2019/1959	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	29/07/2019
Location:	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 5 Western Road, N22		
Proposal:	Approval of details pursuant to condition 26 (groundwater management and maintenance) attached to planning permission HGY/2017/3117 (Partial discharge of condition 26 in relation to Blocks B1-B4)		

Ward: Northumberland Park

Application No:	HGY/2019/0745	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	15/07/2019
Location:	Public House 102 Northumberland Park N17 0TS		
Proposal:	Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2017/.		
Application No:	HGY/2019/1274	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	12/07/2019
Location:	St Francis de Sales RC Church & Presbytery 729 High Road N17 8AG		
Proposal:	Removal of the existing brick boundary wall and the erection of a new like-for like replacement brick boundary wall, reclaiming and reusing the existing railings and stone copings and as many of the existing bricks as possible. Replacement of the main pedestrian gate on the High Road and the vehicular gate on Brereton Road and the addition of a new pedestrian gate on Brereton Road.		
Application No:	HGY/2019/1472	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	02/07/2019
Location:	Unit 16 Northumberland Park Industrial Estate Willoughby Lane N17 0YL		
Proposal:	Change of use from car workshop (B2) to a motor vehicle testing station.		
Application No:	HGY/2019/1474	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	04/07/2019
Location:	3 College Road N17 8EA		
Proposal:	Erection of a single storey rear and side infill extension.		

Application No:	HGY/2019/1501	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	03/07/2019
Location:	13 Trulock Road N17 0PH		
Proposal:	Retrospective application for the erection of a rear dormer extension.		
Application No:	HGY/2019/1544	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	11/07/2019
Location:	64 Bruce Castle Road N17 8NJ		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 3.3 for which the maximum height would be 3m and for which the height of the eaves would be 2.5m		
Application No:	HGY/2019/1572	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	16/07/2019
Location:	Flat 2 66 Northumberland Park N17 0TT		
Proposal:	Erection of a single-storey rear extension to ground floor flat.		
Application No:	HGY/2019/1616	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	09/07/2019
Location:	655 High Road N17 8AA		
Proposal:	Approval of details pursuant to condition 3 (external materials and details) attached to planning permission HGY/2018/2186.		
Application No:	HGY/2019/1730	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	03/07/2019
Location:	1-36 Taylor Close N17 0UB		
Proposal:	Non-material amendment to the approved scheme at 1-36 Taylor Close, N17 0UB (HGY/2018/226 Single storey roof extension to two identical buildings (new 3rd floor) comprising 9 additional reside accommodation (2no.1-bed, 4no.2-bed & 3no. 3-bed flats with terraces), associated waste & recyc enclosures, secure cycle storage and amenity space with landscaping, including overall building refurbishment.) New AOV rooflights proposed, removal of 3 rooflights and changes to the side gab end walls.		
Application No:	HGY/2019/1886	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	23/07/2019
Location:	Kenneth Robbins House Northumberland Park N17 0QA		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No existing antenna with 3No similar antenn: attached to existing support poles, installation of new ancillary equipment attached to existing ante support poles and new freestanding frames, internal works to existing rooftop cabin, associated ancillary works		
Application No:	HGY/2019/1958	Officer:	Gareth Prosser
Decision:	PERM DEV	Decision Date:	18/07/2019
Location:	48 Argyle Road N17 0BL		
Proposal:	Certificate of lawfulness for a proposed single storey rear extension.		

Application No:	HGY/2018/1498	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	23/07/2019
Location:	13-16 Grand Parade N4 1LA		
Proposal:	Reconfiguration to existing 7 flats on upper floors, together with rear extensions to first and second floors and rear dormer window to create 8 self-contained flats (2 x 1 bedroom, 4 x 2 bedrooms, 2 : bedrooms). Alterations to external elevations. Extension to ground floor commercial retail unit with alterations to elevations to Salisbury Road involving new shopfront. Erection of a three - storey bui to create 2 x 2 bedroom flats and ancillary facilities. Service area and refuse facilities fronting Salis Road.		
Application No:	HGY/2019/0910	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	23/07/2019
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Non-material amendment to planning permission ref. HYG/2018/0382 for design changes to appro hospital building including reduced window heights, omission of 'Jali' screen detailing to windows, revised brick detailing around windows, provision of new windows, increased building parapet heig and change to roof plant materials, plus changes across the rest of the medical campus site includ amended access canopy design, addition of new reception building, amended size and siting to substation and switch room buildings and amended north boundary wall design.		
Application No:	HGY/2019/1588	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	15/07/2019
Location:	75 Glenwood Road N15 3JS		
Proposal:	Erection of single storey side and rear extension.		
Application No:	HGY/2019/1592	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	16/07/2019
Location:	449A West Green Road N15 3PL		
Proposal:	Erection of additional second storey to create extra living space to existing flat.		
Application No:	HGY/2019/1640	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	25/07/2019
Location:	95 Chesterfield Gardens N4 1LW		
Proposal:	Alterations to existing rear-side extension with the insertion of 3 skylights at roof level.		
Application No:	HGY/2019/1655	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	30/07/2019
Location:	235 St Anns Road N15 5RG		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5 for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m		
Application No:	HGY/2019/1681	Officer:	Laina Levassor
Decision:	PERM DEV	Decision Date:	10/07/2019
Location:	46 Haringay Road N15 3JD		
Proposal:	Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate a loft conversion.		

Application No: **HGY/2019/1778** Officer: Kwaku Bossman-
 Decision: GTD Decision Date: 09/07/2019
 Location: 63 Cranleigh Road N15 3AH
 Proposal: Use of property as four self-contained flats (certificate of lawfulness for an existing use)

Application No: **HGY/2019/1856** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 30/07/2019
 Location: 54 Avondale Road N15 3SH
 Proposal: Certificate of lawfulness for the formation of a rear L shaped dormer extension including the inserti
 2 front rooflights and a window to the side elevation.

Application No: **HGY/2019/1956** Officer: Gareth Prosser
 Decision: PERM DEV Decision Date: 18/07/2019
 Location: 20 Suffolk Road N15 5RN
 Proposal: Certificate of lawfulness for a proposed outbuilding in rear garden.

Ward: **Seven Sisters**

Application No: **HGY/2019/1304** Officer: Gareth Prosser
 Decision: GTD Decision Date: 09/07/2019
 Location: 66 Plevna Crescent N15 6DW
 Proposal: Alterations and enlargement to front balcony. New first floor balcony to the rear.

Application No: **HGY/2019/1341** Officer: Gareth Prosser
 Decision: GTD Decision Date: 09/07/2019
 Location: 10 Hermitage Road N4 1DB
 Proposal: Single storey ground floor rear extension with flat roof

Application No: **HGY/2019/1357** Officer: Gareth Prosser
 Decision: GTD Decision Date: 19/07/2019
 Location: 55 Beechfield Road N4 1PD
 Proposal: Erection of a two storey side extension with pitched roof and erection of a rear roof dormer extensi
 together with 2 x rooflights

Application No: **HGY/2019/1380** Officer: Sarah Madondo
 Decision: REF Decision Date: 08/07/2019
 Location: 128-130 Wargrave Avenue N15 6UA
 Proposal: Erection of part first floor rear extension to 128-130 Wargrave Avenue.

Application No: **HGY/2019/1471** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 03/07/2019
 Location: 156 Gladesmore Road N15 6TH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m
 which the maximum height would be 3.5m and for which the height of the eaves would be 3m

Application No:	HGY/2019/1534	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	19/07/2019
Location:	1 Rostrevor Avenue N15 6LA		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 3m and for which the height of the eaves would be 3m.		
Application No:	HGY/2019/1567	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	18/07/2019
Location:	84 Crowland Road N15 6UU		
Proposal:	Formation of double storey loft conversion and erection of 3m ground floor rear extension.		
Application No:	HGY/2019/1575	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	24/07/2019
Location:	30 Plevna Crescent N15 6DN		
Proposal:	Insertion of three roof lights to the front and three roof lights to the back, and insertion of window to front elevation.		
Application No:	HGY/2019/1720	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	30/07/2019
Location:	5 Clifton Gardens N15 6AP		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.5 for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2019/1751	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	03/07/2019
Location:	Telephone Exchange Seven Sisters Road N15 6HR		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights to remove 3 x existing Commscope RYVV-65B-R4 antenna at 20.39m, install 3 Commscope EGYHHTT -65B-R6 antenna at 20.39m on existing steelwork, install 6 x ERS Units on existing ERS rails, install 1 x GPS Module at 21.7m on the existing support pole, and ancillary works including fibre cables, Bobs & Cabinet refresh works		
Application No:	HGY/2019/1893	Officer:	Kwaku Bossman-t
Decision:	RNO	Decision Date:	23/07/2019
Location:	Eckington House Fladbury Road N15 6SH		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No antenna with 3No similar antenna in the same locations as existing, installation of associated ancillary equipment attached to antenna support pole, internal works to existing rooftop cabin, associated ancillary works		

Ward: **Stroud Green**

Application No:	HGY/2018/1254	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	18/07/2019
Location:	18A Stroud Green Road N4 3EA		
Proposal:	Erection of demountable 3 storey office building.		

Application No:	HGY/2019/0976	Officer:	Samuel Uff
Decision:	REF	Decision Date:	19/07/2019
Location:	Flat D 133 Stapleton Hall Road N4 4RB		
Proposal:	Alteration of rear window to French windows and use of rear flat roof as balcony with associated screening.		
Application No:	HGY/2019/0989	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	02/07/2019
Location:	33 Dagmar Road N4 4NY		
Proposal:	Demolition of existing buildings and erection of 3-storey building (with basement level) containing 6 self-contained residential units.		
Application No:	HGY/2019/1224	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	09/07/2019
Location:	Stroud Green Primary School Woodstock Road N4 3EX		
Proposal:	Works to upgrade and/or replace existing fire doors, screens, roof loft hatches and associated work fire stopping within the main school building to improve the fire compartmentation and safe means escape in line with the Fire Risk Assessment. Minor repairs to existing external timber doors and windows.		
Application No:	HGY/2019/1295	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	04/07/2019
Location:	Flat 2 168 Weston Park N8 9PN		
Proposal:	First floor rear extension		
Application No:	HGY/2019/1335	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	01/07/2019
Location:	32 Ridge Road N8 9LH		
Proposal:	Single storey rear extension		
Application No:	HGY/2019/1366	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	01/07/2019
Location:	73 Nelson Road N8 9RS		
Proposal:	Proposed single storey side infill		
Application No:	HGY/2019/1372	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	02/07/2019
Location:	39 Oxford Road N4 3EY		
Proposal:	Proposed single storey ground floor side to rear extension.		
Application No:	HGY/2019/1390	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	17/07/2019
Location:	Flat A 42 Ferme Park Road N4 4ED		
Proposal:	Erection of single storey rear extension		

Application No:	HGY/2019/1441	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	16/07/2019
Location:	Ground Floor Flat 37 Stapleton Hall Road N4 3QE		
Proposal:	Erection of single storey rear and side extensions		
Application No:	HGY/2019/1565	Officer:	Matthew Gunning
Decision:	FLEXGTD	Decision Date:	24/07/2019
Location:	4 Ferme Park Road N4 4ED		
Proposal:	Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 starting from 2nd April 2019: Existing Use A1 (newsagent) Proposed Use A1 (sandwich bar)		
Application No:	HGY/2019/1566	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	15/07/2019
Location:	Flat B 133 Stapleton Hall Road N4 4RB		
Proposal:	Proposed rear conservatory.		
Application No:	HGY/2019/1568	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	18/07/2019
Location:	136 Ferme Park Road N8 9SE		
Proposal:	Basement extension, front light well, hip-to-gable roof extension, loft conversion + internal alteration provide four self-contained flats (2 x 2-bed, 1 x 1-bed + studio).		
Application No:	HGY/2019/1583	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	18/07/2019
Location:	Flat 3 56 Stapleton Hall Road N4 3QG		
Proposal:	Formation of a roof terrace to existing flat (Class use C3)		
Application No:	HGY/2019/1586	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	16/07/2019
Location:	48 Perth Road N4 3HB		
Proposal:	Erection of first floor rear extension and new roof light (Class use C3)		
Application No:	HGY/2019/1602	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	29/07/2019
Location:	10 Victoria Terrace N4 4DA		
Proposal:	Erection of rear dormer roof extension and front rooflights		
Application No:	HGY/2019/1647	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/07/2019
Location:	92 Florence Road N4 4DR		
Proposal:	Non-material amendment following a grant of planning permission HGY/2018/1318 involving alterations to skylights on the ground floor, changes in colour to upper floor rear elevation windows including g painted brick to the first floor rear and side elevations.		

Application No:	HGY/2019/1685	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	30/07/2019
Location:	Units 9-10 Cranford Way N8 9DG		
Proposal:	Works to trees protected by a TPO: 3 Swedish whitebeams (numbers 5,6,7 on map) The trees are located opposite unit 10 and to the rear of houses 58, 60, 62 Uplands Road. Crown reduce by up to 40% of canopy volume, this is approximately 2 -3m in branch length leaving cuts no greater than 1 -15cm diameter. The trees are not to be pollarded. Furnishing growth is to be left where practicable the remainder of the crown is not to be thinned. This is to allow for the trees to recover adequately retain amenity and screening value.		
Application No:	HGY/2019/1727	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	31/07/2019
Location:	Flat C 82 Upper Tollington Park N4 4NB		
Proposal:	Installation of external air conditioning unit to rear gable, with associated pipework		
Application No:	HGY/2019/1756	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/07/2019
Location:	194 Stroud Green Road N4 3RN		
Proposal:	Non-material amendment following a grant of planning permission HGY/2018/2395 involving the insertion of skylight windows in the front & rear elevation.		

Ward: Tottenham Green

Application No:	HGY/2019/0199	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	12/07/2019
Location:	39a Markfield Road N15 4QF		
Proposal:	Approval of details pursuant to condition 9 (details of the gas boilers to be provided for space heat and hot water) attached to planning permission HGY/2016/1377.		
Application No:	HGY/2019/0221	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	09/07/2019
Location:	86 Beaconsfield Road N15 4SJ		
Proposal:	Enlargement of existing basement to create basement floor, erection of two rear dormers and installation of front rooflights.		
Application No:	HGY/2019/1022	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	09/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17		
Proposal:	Approval of details pursuant to condition C29, Part A (Demolition Environmental Management Plan) relating to Plot C (Welbourne) attached to planning permission HGY/2018/2223		
Application No:	HGY/2019/1257	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	12/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17		
Proposal:	Part discharge of Condition D24 (Contaminated Land - Part 1) relating to Plot D (Ashley Road West) attached to planning permission HGY/2018/2223.		

Application No:	HGY/2019/1298	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	08/07/2019
Location:	107 Stamford Road N15 4PH		
Proposal:	Loft conversion including a rear dormer extension and two front rooflights.		
Application No:	HGY/2019/1376	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	02/07/2019
Location:	135 Seaford Road N15 5DX		
Proposal:	Erection of a single storey rear extension.		
Application No:	HGY/2019/1420	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	08/07/2019
Location:	631 Seven Sisters Road N15 5LE		
Proposal:	Approval of details pursuant to conditions 4 (provision of refuse and waste storage and recycling facilities) and 5 (secure and covered cycle parking facilities) attached to planning permission HGY/2019/0783.		
Application No:	HGY/2019/1470	Officer:	Kwaku Bossman-t
Decision:	REF	Decision Date:	22/07/2019
Location:	Holly House and Sarah House Page Green Terrace N15 4NP		
Proposal:	Temporary change of use from B1 office to D1 non-residential use.		
Application No:	HGY/2019/1477	Officer:	Laina Levassor
Decision:	PERM DEV	Decision Date:	02/07/2019
Location:	87 Seaford Road N15 5DX		
Proposal:	Certificate of Lawfulness for proposed rear dormer to facilitate loft conversion.		
Application No:	HGY/2019/1500	Officer:	Samuel Uff
Decision:	REF	Decision Date:	02/07/2019
Location:	Shop 72 West Green Road N15 5NS		
Proposal:	Variation of condition 3 of planning permission HGY/2017/1253 (approved under appeal reference APP/Y5420/W/17/3180484) to amend the opening hours from the approved times of 09:00 - 22:00 (Monday to Sunday) to allow opening hours of 09:00 - 23:00 Fridays, 09:00 - 24:00 Saturdays and reduce the hours of operation to 10:00 - 20:00 on Sunday.		
Application No:	HGY/2019/1519	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	17/07/2019
Location:	Mono House 50-56 Lawrence Road N15 4EG		
Proposal:	Approval of details pursuant to (Part 1) condition 9b (Method Statement detailing the remediation requirements) attached to planning permission HGY/2018/0120.		
Application No:	HGY/2019/1528	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	12/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17		
Proposal:	Approval of details pursuant to Condition E23 (stage 1 written scheme of investigation) in part for f demolition and foundation removal) of the Tottenham Hale Centre development Planning Permissi (LPA ref: HGY/2018/2223) - Plot E (Ashley Road East).		

Application No:	HGY/2019/1675	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	31/07/2019
Location:	Land adjacent to no.34 Colless Road and 1 Wakefield Road N15		
Proposal:	Approval of details pursuant to condition 5 (details and treatment of the surroundings including soft hard landscaping) attached to planning permission HGY/2018/0871.		
Application No:	HGY/2019/1712	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	11/07/2019
Location:	52 Braemar Road N15 5HU		
Proposal:	Certificate of lawfulness for the formation of a rear dormer with Juliet balcony and roof extension including the insertion of 1 x front rooflight, 2 x rear rooflights and 2 x side rooflights - proposed use		
Application No:	HGY/2019/1715	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	16/07/2019
Location:	34 Westerfield Road N15 5LD		
Proposal:	Certificate of lawfulness: existing use. 2 self-contained flats		
Application No:	HGY/2019/1723	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	29/07/2019
Location:	110 West Green Road N15 5AA		
Proposal:	Approval of details pursuant to condition 3 (cycle store details) attached to planning permission HGY/2019/1027		

Ward: **Tottenham Hale**

Application No:	HGY/2019/1023	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	09/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17		
Proposal:	Approval of details pursuant to condition D29, Part A (Demolition Environmental Management Plan (Ashley Road West) attached to planning permission HGY/2018/2223.		
Application No:	HGY/2019/1024	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	03/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17		
Proposal:	Approval of details pursuant to condition E29, Part A (Demolition Environmental Management Plan relating to Plot E (Ashley Road East) attached to planning permission HGY/2018/2223.		
Application No:	HGY/2019/1256	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	12/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17		
Proposal:	Part discharge of Condition D19 (Monitoring and Maintenance Plan - Contamination) attached to planning permission HGY/2018/2223.		
Application No:	HGY/2019/1288	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	03/07/2019
Location:	Burlington Court 43 Burlington Road N17 9UF		

Proposal: Application for a minor material amendment to planning permission HGY/2017/2273 which granted permission for the erection of an additional storey in new roof structure to provide three new residential units. The amendments being sought are the erection of two new communal entrance porches, a new electrical supply cubicle, the raising of the height of the buildings parapet, the replacement of the existing white painted timber cladding with upvc shiplap cladding and the introduction of 3 additional parking spaces.

Application No: **HGY/2019/1369** Officer: Sarah Madondo

Decision: REF Decision Date: 03/07/2019

Location: Flat B 25 Mitchley Road N17 9HG

Proposal: Erection of rear addition to existing loft conversion.

Application No: **HGY/2019/1371** Officer: Sarah Madondo

Decision: GTD Decision Date: 02/07/2019

Location: 112 Sherringham Avenue N17 9RP

Proposal: Erection of a single storey rear extension and erection of rear dormer.

Application No: **HGY/2019/1408** Officer: Tobias Finlayson

Decision: GTD Decision Date: 12/07/2019

Location: Land north of Monument Way and South of Fairbanks Road N17

Proposal: Approval of details pursuant to condition 7 (site investigation) attached to planning permission HGY/2018/0050

Application No: **HGY/2019/1412** Officer: Martin Cowie

Decision: GTD Decision Date: 16/07/2019

Location: Land adjacent to Watermead Way, Ashley Road N17 9LP

Proposal: Erection of internally illuminated, white and RGB-Coloured acrylic letters attached to a steel back-stand, which will spell 'TOTTENHAM HALE' located on the roof of a marketing suite for a temporary period from May 2019 to June 2021. The marketing suite building will be relocated from Phase 1 to Phase 2.

Application No: **HGY/2019/1466** Officer: Martin Cowie

Decision: GTD Decision Date: 24/07/2019

Location: Hale Wharf Ferry Lane N17 9NF

Proposal: Partial approval of details pursuant to Condition A8 (External Materials) of the Hale Wharf Hybrid Planning Permission (HW HPP) (Ref: HGY/2016/1719).

Application No: **HGY/2019/1503** Officer: Christopher Smith

Decision: GTD Decision Date: 17/07/2019

Location: SW Plot Hale Village Ferry Lane N17

Proposal: Approval of details pursuant to condition 28 (Details of the NOx filter units to be installed to all flats between first and 11th floor inclusive) attached to planning permission HGY/2017/2005.

Application No: **HGY/2019/1520** Officer: Neil McClellan

Decision: REF Decision Date: 08/07/2019

Location: Outside 468-470 High Road N17 9JD

Proposal: Relocation of 2 telephone kiosks from outside 468-470 High Road to outside 464-466 High Road and diversionary works in the area.

Application No:	HGY/2019/1523	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	12/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17.		
Proposal:	Approval of details pursuant to Condition C23 (stage 1 written scheme of investigation) in part for demolition and foundation removal) of the Tottenham Hale Centre development Planning Permissi (LPA ref: HGY/2018/2223) - Plot C (Welbourne).		
Application No:	HGY/2019/1524	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	03/07/2019
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17.		
Proposal:	Approval of details pursuant to Condition D23 (stage 1 written scheme of investigation in part for demolition and foundation removal) of the Tottenham Hale Centre development Planning Permissi (LPA ref: HGY/2018/2223) - Plot D (Ashley Road West)		
Application No:	HGY/2019/1608	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	12/07/2019
Location:	Berol Yard Ashley Road N17 9LJ		
Proposal:	Approval of details pursuant to condition 43 (Below Surface Structures) attached to planning permi HGY/2017/2044 - part discharge of condition in respect of Building 4 only.		
Application No:	HGY/2019/1612	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	30/07/2019
Location:	Tottenham Police Station 398 High Road N17 9JA		
Proposal:	External alterations to include the installation of air conditioning units at second floor roof and base light-well levels; erection of new acoustic barrier; installation of new mechanical louvers to elevatio provision of new windows and doors on elevations; installation of new exterior generator with acou attenuation enclosures on ground floor level and the provision of electric vehicle charging points.		
Application No:	HGY/2019/1653	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	08/07/2019
Location:	130 Park View Road N17 9BL		
Proposal:	Replacement of 2 existing windows in the front elevation and 2 existing windows in the rear elevati 2nd floor flat with replacement upvc dark brown framed double-glazed windows.		
Application No:	HGY/2019/1740	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	17/07/2019
Location:	Berol Yard Ashley Road N17 9LJ		
Proposal:	Non-material amendment following a grant of planning permission HGY/2017/2204 to amend the l: of the corridor within the upper floors to accommodate the proposed operators layout requirements other associated changes.		
Application No:	HGY/2019/1753	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	30/07/2019
Location:	65 Holcombe Road N17 9AR		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 2.5m and for which the height of the eaves would be 2.5m.		

Application No: **HGY/2019/1795** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 22/07/2019
 Location: Land north of Monument Way and South of Fairbanks Road N17
 Proposal: Approval of details pursuant to condition 37 (Considerate Constructors Scheme) attached to planning permission HGY/2016/2184

Ward: **West Green**

Application No: **HGY/2019/1409** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 02/07/2019
 Location: 177 Downhills Way N17 6AH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 2.9m and for which the height of the eaves would be 2.3m - 2

Application No: **HGY/2019/1410** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 02/07/2019
 Location: 177 Downhills Way N17 6AH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 2.9m and for which the height of the eaves would be 2.3m - 2

Application No: **HGY/2019/1419** Officer: Kwaku Bossman-
 Decision: REF Decision Date: 05/07/2019
 Location: 16 Vincent Road N15 3QH
 Proposal: Conversion of existing property from 12No flats to 6No self-contained flats.

Application No: **HGY/2019/1462** Officer: Laina Levassor
 Decision: PN GRANT Decision Date: 03/07/2019
 Location: 181 Langham Road N15 3LP
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.2 for which the maximum height would be 3.2m and for which the height of the eaves would be 2.75i

Application No: **HGY/2019/1467** Officer: Gareth Prosser
 Decision: GTD Decision Date: 02/07/2019
 Location: 300 Philip Lane N15 4AB
 Proposal: Variation of a Condition 2 following Grant of Planning Permission HGY/2018/3105.

Application No: **HGY/2019/1516** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 15/07/2019
 Location: Keston Centre Keston Road N17 6PW
 Proposal: Approval of details pursuant to condition 25 (Electric Vehicle Charging Points) & 13 (Parking Management Plan) attached to planning permission HGY/2016/3309.

Application No: **HGY/2019/1613** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 25/07/2019
 Location: 193 Boundary Road N22 6AL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No:	HGY/2019/1724	Officer:	Kwaku Bossman-t
Decision:	NOT DET	Decision Date:	31/07/2019
Location:	46 Rusper Road N22 6RA		
Proposal:	Proposed reduction and alterations to existing single storey rear kitchen extension		
Application No:	HGY/2019/1776	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	16/07/2019
Location:	Keston Centre Keston Road N17 6PW		
Proposal:	Approval of details pursuant to condition 23 (Ultra Low NOx boilers) attached to planning permission HGY/2016/3309		
Application No:	HGY/2019/1866	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	19/07/2019
Location:	Haringey Professional Development Centre Downhills Park Road N17 6AR		
Proposal:	Non-material amendment for new ESE lighting protection rod on roof; new gas meter on east wall school; substation gate omitted, vertical bar railing height reduced to 2.4m, section of 2.4m height railing added around pupil entrance, extent of hedge along railing reduced; railing height reduced to 2.4m, hedge omitted east of storage shed.		

Ward: **White Hart Lane**

Application No:	HGY/2019/1320	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	04/07/2019
Location:	25 Waltheof Avenue N17 7PL		
Proposal:	Replacement of uPVC double glazed windows to the front elevation with double glazed timber sash windows, with a white paint finish. Replacement of non-original front door and damaged door frame with 6 glass panelled hardwood timber door and frame in keeping with the conservation area guidelines		
Application No:	HGY/2019/1379	Officer:	Kwaku Bossman-t
Decision:	REF	Decision Date:	09/07/2019
Location:	222 Risley Avenue N17 7EN		
Proposal:	Formation of a rear dormer window and a roof light to the front slope		
Application No:	HGY/2019/1421	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	09/07/2019
Location:	35 Rowland Hill Avenue N17 7LU		
Proposal:	Proposed rear and side ground floor extensions		
Application No:	HGY/2019/1609	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	11/07/2019
Location:	103 Norfolk Avenue N13 6AL		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5m which the maximum height would be 3.235m and for which the height of the eaves would be 2.535m		
Application No:	HGY/2019/1668	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	12/07/2019
Location:	17 Shobden Road N17 7PG		
Proposal:	Formation of a rear dormer and two roof lights on front slope.		

Application No:	HGY/2019/1679	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	30/07/2019
Location:	16 Carrick Gardens N17 7AX		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4m which the maximum height would be 3m and for which the height of the eaves would be 3m.		
Application No:	HGY/2019/1688	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	16/07/2019
Location:	Bruce Castle Park, Haringey Museum & Archive Service Bruce Castle Park Lordship Lane N17 8		
Proposal:	Listed building consent for drainage works (partially retrospective)		
Application No:	HGY/2019/1692	Officer:	Kwaku Bossman-t
Decision:	REF	Decision Date:	24/07/2019
Location:	150 Peabody Cottages Lordship Lane N17 7QN		
Proposal:	Demolition of the current rear prefab asbestos containing bathroom; construction of a new rear extension with internal alterations to modernise the house.		
Application No:	HGY/2019/1945	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	19/07/2019
Location:	16 Courtman Road N17 7HU		
Proposal:	Certificate of lawfulness (proposed use) for loft conversion		
Application No:	HGY/2019/1948	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	19/07/2019
Location:	1 Norfolk Close N13 6AN		
Proposal:	Certificate of lawfulness (proposed use) for hip to gable and dormer roof extension.		

Ward: **Woodside**

Application No:	HGY/2019/1386	Officer:	Kwaku Bossman-t
Decision:	GTD	Decision Date:	18/07/2019
Location:	7 Glendale Avenue N22 5AH		
Proposal:	Rear dormer extension including hip to gable roof alterations to existing 1st and 2nd floor flat to facilitate 2x no rooms and separate shower & WC. (Retrospective).		
Application No:	HGY/2019/1486	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	25/07/2019
Location:	274 High Road N22 8JY		
Proposal:	Certificate of lawfulness for the existign use of the premises as 4 self-contained flats		
Application No:	HGY/2019/1489	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	05/07/2019
Location:	36 Woodside Road N22 5HT		
Proposal:	Certificate of lawfulness for the formation of a rear dormer and hip to gable extension.		

Application No:	HGY/2019/1570	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	16/07/2019
Location:	Land to rear of 678-680 Lordship Lane N22 5JN		
Proposal:	Approval of details pursuant to condition 7 (agreements, consents and licences (as applicable) for necessary highways works) attached to planning permission HGY/2018/1073		
Application No:	HGY/2019/1574	Officer:	Jake Atkins
Decision:	GTD	Decision Date:	15/07/2019
Location:	22 Forfar Road N22 5QE		
Proposal:	Loft conversion including a hip to gable extension, rear dormer extension and two rooflights to the roof slope.		
Application No:	HGY/2019/1714	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	16/07/2019
Location:	3 Saxon Road N22 5EB		
Proposal:	Certificate of lawfulness for the formation of a rear dormer including the insertion of 2 front rooflight		
Application No:	HGY/2019/1892	Officer:	Kwaku Bossman-
Decision:	RNO	Decision Date:	23/07/2019
Location:	Elizabeth Blackwell House Winkfield Road N22 5PB		
Proposal:	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No existing antenna with 3No similar antenn: attached to existing support poles, additional associated ancillary apparatus to be attached to new freestanding support frames, replacement of 2No rooftop cabinets with cabinets of the same desig associated ancillary works		

Ward: **Not Applicable - Outside Borough**

Application No:	HGY/2019/1792	Officer:	Tania Skelli
Decision:	RNO	Decision Date:	18/07/2019
Location:	41-47 Ingham Road and 108 Fortune Green Road NW6 1DG		
Proposal:	Variation of Condition 3 (Approved Plans) to provide 1 x additional residential unit 43c granted und reference 2018/4870/P dated 19/02/19 for Erection of additional storey to Ingham Road elevation c nos. 41-47 and part 1/part 2 storey extension to 108 FG Road, in association with addition of 3 nev and re- configuration of existing flats. (Observations to L.B. Camden, their reference 2019/2781/P)		
Application No:	HGY/2019/1804	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	08/07/2019
Location:	46 Coppetts Road N10 1JX		
Proposal:	Roof extension involving rear dormer window and 3no front facing rooflights. New side porch (Observations to L.B. Barnet - their reference 19/3331/FUL)		
Application No:	HGY/2019/1805	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	11/07/2019
Location:	203 Middleham Road N18 2RY		
Proposal:	Part single, part 2-storey, part 1st floor side extension (Observations to L.B. Enfield - their referenc 19/01775/HOU)		
