NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 11th November, 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 13 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 7 October 2019

To follow

7. PLANNING APPLICATIONS

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

8. HGY/2019/1183 - 1-6 CRESCENT MEWS N22 7GG (PAGES 1 - 120)

Proposal: Demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 to 2 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 3 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.

Recommendation: GRANT

9. 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.

10. PPA/2019/0012 - LOCK KEEPERS COTTAGES, FERRY LANE (PAGES 121 - 132)

Proposal: Demolition of existing houses and erection of a three to six storey mixed-use development including a café at ground floor, office space on ground to second floors and ten flats on the floors above.

11. UPDATE ON MAJOR PROPOSALS (PAGES 133 - 144)

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.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 145 - 178)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22.09.19-25.10.19

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

14. DATE OF NEXT MEETING

13 January 2020

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

Friday, 01 November 2019

Agenda Item 8

Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2019/1183 **Ward:** Alexandra

Address: 1-6 Crescent Mews N22 7GG

Proposal: Demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 to 2 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 3 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.

Applicant: Mr Herskovic

Ownership: Private

Case Officer Contact: Tobias Finlayson

Date received: 15/04/2019

1.1 The application has been referred to the Planning Sub-committee for a decision as it is a major application that is also subject to a s106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1.2.1 The principle of residential development is acceptable on this site, and would be of a suitable density and provide an appropriate mix and quality of accommodation.

1.2.2 The proposed development contributes to the housing needs of the borough and provides an acceptable level, unit size and tenure of affordable housing.

1.2.3 The loss of employment floorspace is acceptable as there is no demand for such a use at this location which will be appropriately compensated for via a financial contribution that would be secured by a section 106 legal agreement.

1.2.4 The design and appearance of the proposed development is acceptable and would not harm the character of the surrounding area.

1.2.5 The proposed development would not materially harm the amenity of neighbouring occupants, subject to imposition of conditions.

1.2.6 It is acknowledged that there will be increases in parking demands and pressures as a result of the development. However, these impacts will be reduced with the proposed mitigation measures and not result in demonstrable harm.

1.2.7 The proposed development will secure a number of s106 planning obligations including financial contributions to mitigate the residual impacts of the development.

1.2.8 In accordance with paragraph 11(d) of the NPPF, permission should be granted as there are no significant adverse or harmful impacts of doing so that would significantly and demonstrably outweigh the benefits of the development, when assessed against the policies in the NPPF taken as a whole.

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 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 Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-committee.

2.3 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 20 December 2019 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

2.4 That following completion of the agreement(s) referred to in resolution 2.1 within the time period provided for in resolution 2.3 above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions listed at section 9.0.

Section 106 Heads of Terms:

Affordable housing

- 35.16% affordable by habitable room
- 100% social rent (with no sale)
- LBH first option to purchase social rented affordable housing units
- Viability Review Mechanism should the proposal not be implemented within 18 months of the date of the decision

Loss of non-designated employment floorspace

- Contribution of £66,105

Car capping
- No occupiers 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
- £4,000 towards the amendment of the Traffic Management Order for this purpose

Parking Control Measures
- £50,000 towards the future consultation and implementation of further parking control measures in the local area surrounding the site including amendments to relevant traffic management orders

Travel plan
- Appointment of a travel plan co-ordinator
- 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
- Three years' free membership for all residents and £50 (fifty pounds in credit) per year for the first 3 years.
- Travel Information packs to be given to all residents and information available through a website
- The travel plan must include specific measured to achieve the 8% cycle mode share by the 5th year.
- £3000 for monitoring of the travel plan initiatives for a minimum of 5 years

Child play space financial contribution
- £8,740

Carbon offsetting
- Energy Plan and a developer financial contribution of £50,847.20 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

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

Monitoring contribution

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

Considerate Constructor Scheme

- Development to be constructed in accordance with Considerate Constructor's scheme

Private refuse collection

- Development to be serviced in perpetuity by private refuse collection with details to be submitted and approved prior to first occupation

S278 works

- Enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works with the scheme to be agreed before development commences on site

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

2.6 That in the absence of the agreement referred to in resolution 2.1 above being completed within the time period provided for in resolution 2.3 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 mechanism, 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, Local Plan Strategic Policy SP2, and Development Management DPD Policies DM11, DM13 and DM48.

(ii) In the absence of a legal agreement securing a financial contribution towards the loss of non-designated employment floorspace, the proposal would have an unacceptable impact on re-provision of new employment floorspace to support local demand for a range of employment uses. As such, the proposal is contrary to London Plan Policy 4.4, Local Plan Strategic Policy SP7 and Development Management DPD Policies DM40 and DM48.

(iii) In the absence of legal agreement securing 1) residential Travel Plan and Traffic Management Order (TMO) amendments and 2) financial contributions toward travel plan monitoring, car club funding 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 is contrary to London Plan policies

6.9, 6.11 and 6.13, Local Plan Strategic Policy SP7 and Development Management DPD Policies DM31, DM32 and DM48.

(iv) In the absence of a legal agreement securing a carbon offset payment and updated energy plan, the proposal would fail to mitigate the impacts of climate change. As such, the proposal is unsustainable and contrary to London Plan Policy 5.2, Strategic Policy SP4 and Development Management DPD Policies DM21, DM22 and DM48

(v) In the absence of a legal agreement securing a financial contribution towards child play space, the proposal would fail to deliver an acceptable level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal is contrary to London Plan policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG and Local Plan Strategic Policy SP13.

(vi) In the absence of a legal agreement securing a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal is contrary to Haringey's Planning Obligations SPD 2014.

(i) 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 is contrary to London Plan Policies 5.3 and 7.15, Local Plan Strategic Policy SP11 and Development Management DPD Policies DM1 and DM48.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution 2.6 above, the Head of Development Management 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;

(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 2.1 above to secure the obligations specified therein.

CONTENTS

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

Overview

3.1.1 The scheme comprises:

- demolition of the existing buildings currently on the site;
- retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens;
- redevelopment of the site to provide 30 residential units (C3) including 5 x 4 bedroom social rented units (35.16% by habitable room);
- within two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear;
- 3 disabled car parking spaces;
- associated landscaping and cycle parking;
- a new paved and landscaped lane at the front of the development with street lighting; and
- installation of vehicle and pedestrian access gates at entrance to mews; and
- erection of boundary treatment to the rear of the adjoining commercial units

Proposed residential units

3.1.2 A total of 30 residential units are proposed as set out below:

Unit type	Number of units	Proposed mix
1b	15	50%
2b	5	16.7%
3b	5	16.7%
4b	5	16.7%
Total	30	100%

3.1.3 The scheme will comprise four separate blocks with entrances either on Crescent Mews or from the internal courtyard. All five of the four bedroom units will be socially rented with the Council having the first option to purchase, which will all be secured by s106 obligation.

Amenity space, landscaping and public realm

3.1.4 The proposed development provides amenity space for all residents, comprising private balconies, a communal roof garden and ground floor terraces/gardens. A detailed breakdown of the amenity areas assessed in this committee report.

3.1.5 As part of the development, new paving and new street lighting is proposed for the mews as part of the public realm strategy. The mews will be cleared and enhanced

through landscaping, paving, a new boundary wall for the rear of Crescent Road and Palace Gates Road properties and lighting along the proposed facades. These improvements can be secured by condition.

Parking and access

3.1.6 The proposed development will be designated as cap-capped/permit-free with three disabled parking spaces provided on-site.

3.1.7 A total of 52 secure cycle parking spaces will be provided for the residential units.

3.1.8 The existing vehicular access through the lane off Crescent Road is to be retained.

Refuse and recycling

3.1.9 The residential bins store will be located in between Block A and Block B on the northern border of the site. Refuse collection will be managed by a private operator due to the access requirements from Crescent Road. This would be a weekly collection.

3.2 Site and surroundings

Site location

3.2.1 The site is located just to the north-west of the centre of the borough, on the north-western edge of Wood Green. It backs onto the main East Coast Railway line. Alexandra Palace Station, an interchange station for local services to Kings Cross, Moorgate, Hertford North and Welwyn Garden City on this line is approximately 300m from this site. The junction in the tracks abuts the rear of the site.

Site description

3.2.2 The site is a former industrial site, which is situated behind retail “mansion block” parades and with houses located in the surrounding streets. The site is roughly triangular in plan shape, with the backs of the mansion blocks to the south, and the backs of residential terraces to the west. There is a narrow mews running between the site and the retail parade. The mews does not continue behind the terraced housing, who’s back gardens border the site. The long north-eastern side of the site borders the railway land, with the branch line loop and then the main line, separated from the site.

3.2.3 The existing buildings on the site and on this neighbouring site, that make up the triangle, are redundant industrial buildings, of generally two storeys, dropping to single storey to the north-western end of the site. The buildings cover the whole of the site apart from a fairly large, central, hard-paved courtyard. Nothing of the existing built form on the site is of any particular design quality.

Site designations

3.2.4 The site is neither statutorily nor locally listed and is not located within a Conservation Area. In addition, the site does not form part of any designated Site Allocation or any other site-specific planning policy designation.

Surrounding area

3.2.5 The immediate surrounding area to the south comprises a mix of uses with predominantly commercial at ground floor and residential above within a three storey retail parade along Palace Gates Road/Crescent Road. Further south is almost exclusively residential properties of predominantly two and some three storeys.

3.2.6 To the west, is a mostly residential area made up of two storey terraced/semi-detached housing including the immediately adjoining houses on Dagmar Road.

3.2.7 Immediately north and east of the site is dominated by the main East Coast Railway line and Alexandra Palace Station respectively.

3.3 Relevant planning history

3.3.1 HGY/2017/2999 – Block C – Notification for Prior Approval for a Proposed Change of Use of a building from Storage and Warehouse Use (Class B8) to Residential Use (Class C3). Application withdrawn 01/12/2017.

3.3.2 HGY/2017/2998 – Block B – Notification for Prior Approval for a proposed change of use of a building from Storage and Warehouse Use (Class B8) to Residential Use (Class C3). Application withdrawn 01/12/2017.

3.3.3 HGY/2017/1961 – Notification for Prior Approval for a Proposed Change of Use of a building from Office Use (Class B1(a)) to a Dwellinghouse (Class C3). Refused 11/08/2017.

3.3.4 HGY/1990/0258 – Erection of an extension to the existing site boundary walls, the provision of a new roof structure and increase in the volume of the existing warehouse. Refused 24/4/1990.

3.3.5 HGY/1991/0486 – Replacement of existing roof to warehouse building with revisions to height and slope 27/06/1991. Refused 4/11/1991.

4.0 CONSULTATION

4.2.1 The following were consulted regarding the application:

Internal:

- LBH Head of Carbon Management
- LBH Cleansing Team

- LBH Environmental Health
- LBH Transportation Group
- LBH Design Officer
- LBH Building Control
- LBH Housing Design and Major Projects
- LBH Flood, Surface Water and Drainage
- LBH Ecology

External:

- Crossrail 2 Safeguarding
- London Fire Brigade
- Network Rail
- Metropolitan Police - Designing Out Crime Officer
- National Grid Asset Protection Team
- Thames Water Utilities

4.2.2 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 below:

Internal:

- LBH Head of Carbon Management: No objection subject to conditions and s106 obligation

- LBH Waste Management: Gives an “Amber” rating due to collection point access

- LBH Environmental Health (Pollution): No objection subject to standard conditions

- LBH Transportation Group: No objection subject to conditions and s106 obligations

- LBH Design Officer: Supports the scheme subject to a materials condition

- LBH Housing Design and Major Projects: Supports the scheme subject to s106 obligation giving first refusal on affordable housing acquisition

- LBH Flood, Surface Water and Drainage: No objection subject to conditions

- LBH Ecology: Objects to the scheme

External:

- Thames Water: No objection subject to informatives

- London Fire Brigade: No objection – noted Building Regulation B5

- Crossrail 2 Safeguarding: No objection

- Network Rail: No objection subject to conditions and informatives

- Metropolitan Police - Designing Out Crime Officer: No objection subject to conditions

- Cadent Gas: No objection subject to conditions

5.0 LOCAL REPRESENTATIONS

5.1 The following consultation was undertaken in accordance with national requirements under the Town and Country Planning (Development Procedure) (England) Order 2015 as well and the Council's Statement of Community Involvement 2017:

- 293 neighbouring properties
- 1 resident association (Alexandra Palace Residents Association)
- 3 site notices erected close to the site
- 1 press notice

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

No of individual responses: 53 to initial consultation; then 27 further to additional consolation on revised plans.
Objecting: 52 (27 upon reconsultation)
Support: 1

5.3 A summary of objections that are material considerations is given below:

Size, Scale and Design
- Excessive height and scale
- Inappropriate detailed design
- Overdevelopment of the site
- Out of keeping with local character

Parking, Transport and Highways
- Main vehicle access is in an inappropriate location
- Insufficient parking provision
- Increased road congestion
- Lack of detail over site entrance access controls
- Loss of local road safety
- No consideration of electric vehicle installations

Residential Amenity

- Excessive overshadowing
- Increased overlooking
- Increased air pollution
- Loss of day/sunlight
- Increased noise
- Increased sense of enclosure
- Disturbance from construction works
- Increased anti-social behaviour
- Poor residential amenity for occupants due to proximity and constraints of Network Rail land

Park, Environment and Public Heath

- Loss of wildlife/ecology impacts
- Conflict with existing commercial operations
- Contaminated land

6.0 MATERIAL PLANNING CONSIDERATIONS

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

6.1.1 Policy framework:

- Key planning policy context update
- National policy
- The Development Plan

6.1.2 Principle of the development:

- Demolition
- Loss of employment use
- Housing provision

6.1.3 Housing mix and affordable housing

- Housing mix
- Affordable housing

6.1.4 Design and appearance

- Policy context
- Quality Revie Panel
- Density
- Form, pattern of development
- Streetscape character and approach
- Bulk and massing
- Elevational treatment and materials
- Fenestration including balconies
- Conclusion

6.1.5 Quality of residential accommodation

- Unit size, quality, aspect and amenity space
- Child playspace
- Daylight and sunlight provision
- Privacy within development
- Accessibility
- Security

6.1.6 Impact on neighbouring residential amenity

- Daylight and sunlight impacts
- Privacy and outlook
- Noise and disturbance
- Construction impacts

6.1.7 Transportation, parking and highway safety

- Overview
- Access arrangements
- Trip generation
- Car parking
- Proposed parking mitigation measures
- Cycle parking
- Servicing and refuse/recycling collection arrangements
- Construction phase
- Conclusion

6.1.8 Environment, energy and climate change

- Air quality
- Land contamination
- Flood risk and drainage
- Energy and carbon reduction
- Overheating
- Biodiversity and ecology

6.1.9 Fire safety

6.1.10 S106 mitigation/planning obligations

6.2 Policy framework

Key planning policy context update

6.2.1 In a recent appeal against a decision of Haringey Council (published on 2 October 2019) the Inspector, whilst finding in the Council's favour overall, found that the Council was narrowly unable to demonstrate a 5 year supply of housing land when assessed against recent Planning Practice Guidance published by the Government.

The Inspector therefore found that the Council's relevant housing policies were 'out of date'.

6.2.2 It was the Council's position at the appeal that it had a 5 year housing land supply (5YHLS) and that it is in the process of considering the decision of the Inspector. The Council is reassessing its position, however paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application. This states that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

6.2.3 The Council is reasonably confident that it will be able to demonstrate that it has a 5YHLS once it has fully reviewed emerging evidence.

National policy

6.2.4 The National Planning Policy Framework 2019 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.5 The NPPF also 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

6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004, for this particular site, the Development Plan includes the London Plan (2016), the draft London Plan; Haringey's Local Plan: Strategic Policies (2013 with alterations 2017) and the Development Management DPD (2017).

The London Plan

6.2.7 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets 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.

6.2.8 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. Following the recent Inspectors report this figure may be revised.

Haringey Local Plan Strategic Policies (2017)

6.2.9 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.

Haringey Development Management Policies (2017)

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

6.3 Principle of development

Demolition

6.3.1 The scheme proposes the demolition of the existing buildings on the site, which are in poor condition and arguably not fit for modern commercial/industrial purposes. Furthermore, the buildings are of limited architectural value and not locally nor statutorily listed. The demolition of the existing buildings is acceptable in principle.

Loss of employment use

6.3.2 The NPPF requires local planning authorities to take a positive approach to applications for alternative uses of land, which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. It encourages Councils to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres and would be compatible with other policies in the Framework.

6.3.3 Policy 4.4 of the London Plan directs boroughs to plan, monitor and release surplus industrial land and premises where this is compatible with meeting future needs of different types of industrial and related uses, so that site can contribute to strategic and local planning objectives, especially those to provide more housing.

6.3.4 DMDPD policy DM40B permits development on non-designated industrial sites where it can be demonstrated that the building or land is no longer suitable for continued employment.

6.3.5 In this regard, the application includes a marketing report satisfactorily demonstrating that:

- The site is in a poor location for its attractiveness to the employment market and office demand is concentrated around Wood Green, with multiple offices available for let in that location.
- The buildings are run down and would require complete reconfiguration and refurbishment to bring them to a modern specification to attract commercial interest. Combining these refurbishment works with the low rental rate that would need to be charged to attract interest would render the refurbishment unviable.
- Crescent Mews forms part of a predominantly residential location and a continuation of the employment uses may cause excessive noise and disturbance issues for the neighbouring residential occupiers.
- The site has experienced long term vacancy with no reasonable interest as evidence by the fact that the buildings have been marketed since October 2015 and have been unable to secure new occupiers for the space during this time.

6.3.6 The report's conclusions are considered reasonable.

6.3.7 DMDPD policy DM40 also notes that where proposals involve the total loss of employment floorspace, a financial contribution towards employment related initiatives may be sought and in line with this, a contribution of £66,105 will be secured by s106 agreement.

6.3.8 Given the above, the loss of employment use is considered acceptable in principle together with a financial contribution to compensate the loss of employment floorspace.

Housing provision

6.3.9 Local Plan policies SP1, SP2 and SP10 seek to maximise the supply of housing to meet London and local housing targets. This is in line with London Plan policy 3.3, which 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.

6.3.10 The redevelopment of this site to provide 30 new market and affordable homes would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location and is considered acceptable in principle and is supported and in accordance with planning policy at national, regional and local level.

6.4 Housing mix and affordable housing

Housing mix

6.4.1 London Plan Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that new developments offer a range of housing choices. Draft London Plan Policy H12C notes that boroughs should not set prescriptive dwelling size mix requirements (in terms of numbers of bedrooms) for market homes.

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

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

Unit type	Number of units	Proposed mix
1b	15	50%
2b	5	16.7%
3b	5	16.7%
4b	5	16.7%
Total	30	100%

6.4.4 The mix has largely been determined by both the site's physical constraints and location close to Alexandra Palace Station. A design-led response to the area has resulted in several different proposed housing typologies. As a result, the scale varies at each block and the appropriate form of housing is delivered according to the best design solution to the constraints presented.

6.4.5 The typologies have further informed the mix. In order to turn the lane into an attractive mews, Block C has been converted to townhouses, which has subsequently increased the amount of family dwellings (33%) including 5 social rented as detailed further below. Therefore, whilst the mix provides a substantial amount of larger family housing, it also provides appropriate amount of smaller units given the site's location close to Alexandra Palace Station.

6.4.6 Overall, the proposed dwelling mix is considered reasonable and appropriate having regard to policy provisions and the location and nature of the development.

Affordable housing

6.4.7 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.

6.4.8 London Plan policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.

6.4.9 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 DMDPD, which also states that the preferred affordable housing mix is as set out in the Council's Housing Strategy.

6.4.10 The Mayor of London's Affordable Housing and Viability 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.

6.4.11 The proposed development secures 5 x four bedroom affordable homes (16.67% by unit and 35.16% by habitable room) and therefore, in accordance with the Mayor's SPG as noted above, does not need to be assessed for financial viability.

6.4.12 All 5 affordable housing units will be social rented in accordance with the amended Housing Strategy and Intermediate Housing Policy that prioritises social and affordable rents. In addition, the Council's Housing team supports the proposed level, tenure and family-size units of affordable housing in this application.

6.4.13 Furthermore, 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 5 units to be Council homes.

6.4.14 Given that a satisfactory level of affordable housing would be provided, with all these particular units being family-sized and available at genuinely affordable rents, it is considered that the affordable housing proposed is fully compliant with current local, Mayoral and national housing policy.

6.5 Design and appearance

Policy context

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

6.5.2 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan policies 7.4 and 7.6.

6.5.3 DMDPD Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale and massing prevailing

around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials.

Quality Review Panel

6.5.4 The Quality Review Panel (QRP) has been extensively involved in the design evolution of the proposal, it having being presented on three separate occasions. The report of the latest QRP is set out in full at Appendix 4 with the summary from the report as below. The points raised by the QRP are addressed in detail below.

"While the Quality Review Panel welcomes the revisions made to the proposal for development of 1 – 6 Crescent Mews, further refinements are needed to reach an acceptable standard for residential development on this challenging site [Officer note: further amendments were made and are discussed later in the report].

*Critical will be comprehensive improvement, management and maintenance of the environment along Crescent Mews – to be secured through a Section 106 agreement. The panel broadly supports the proposed scale and massing of the development. It strongly recommends, however, that the vertical circulation for Block A along the northern boundary of the site be contained within the volume of the building, rather than provided by deck access within the internal private courtyard. This would enhance the quality of the courtyard and also remove the problem of overlooking Block C [*Officer note: the deck access has been removed and these issues addressed].

*The panel also recommends rethinking the tightly planned residential units in Block B to improve entrances and private amenity space [*Officer Note: this was revised and unit numbers reduced] *It acknowledges that revisions to the designs of Block A and Block B may result in a reduction in the number of residential units across the development. Meticulous detailed design and high quality materials will be critical to the success of the scheme. In addition to radical improvements to the environment along Crescent Mews, a public realm and landscape design strategy should ensure that the internal courtyard provides an attractive and pleasant place for residents. These comments are expanded below".*

Density

6.5.5 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. 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.

6.5.6 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.

6.5.7 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.

6.5.8 The Mayor's Housing SPG also notes that where it can be demonstrated that infrastructure and amenity space requirements can be met outside the site, consideration should be given to developing at the higher end of the appropriate density range.

6.5.9 The application site is within an 'urban' setting (2-4 storey terraced housing, with a mix of uses, close to a local shopping centre) and has a PTAL of 3 (although predicted to increase to 4 in 2021). The Mayor's density matrix (Table 3.2 of the London Plan) sets an indicative threshold of 200-400 habitable rooms per hectare for residential developments in this type of location. In terms of units per hectare, London Plan Table 3.2 advises 70-170 units per hectare.

6.5.10 The proposed development includes 30 residential units with a total of 91 habitable rooms on a site measuring 0.188 hectares. This equates to a density of 160 units and 480 habitable rooms per hectare. Therefore, the proposed development would be within the density range for unit numbers, but in excess of the guidance range for habitable rooms. However, the higher level of habitable rooms reflects in part the provision (33%) of 3 and 4 bedroom family units, 5 of which, it is important to note, are social rented. This weighs in the development's favour.

6.5.11 It is noted that the applicant calculates the site area differently from Officers by including the access roads resulting in a larger site area of 0.234ha. This approach to site area reduces density to 389/hr/ha and 128 units/ha, which is within the corresponding London Plan Density Matrix ranges (200-400h/ha and 70-170 units/ha).

6.5.12 Notwithstanding the above, having regard to the proposed mix, the location and accessibility of the site, its constraints and emerging design-led approach, the density is considered acceptable in seeking to optimise the use of existing brownfield land and provide policy compliant levels of social rented affordable housing, without compromising the character of the surrounding area.

Form, pattern of development

6.5.13 The mews form in this development responds to the difficult triangular space by creating parallel mews; both the existing mews and a new mews space opening from the centre through the north half of the site. This allows four distinct blocks:

- a cluster of courtyard houses at the north-eastern end of the new mews, accessed off the new mews and with courtyard gardens backing onto the

neighbouring back gardens of the terraced houses on Crescent Road and Dagmar Road, labelled by the applicants Block D;

- a mews style block between the two mews, with ground floor maisonettes and a core leading to flats above all accessed off the existing mews, and with back gardens / balconies backing onto the new mews, Block C;

- a similarly designed block in the eastern end of the site, between the existing mews and the embankment, accessed off the mews and with back gardens / balconies by the embankment, Block B; and

- a taller block, more like a street fronting building, between the new mews and the railway, accessed off the new mews and with balconies facing onto the embankment.

6.5.14 This mews form of development is established by precedent as potentially creating a well-designed form of development, that provides good quality homes, with high standards of amenity, at high density appropriate for busy sites in or close to town centre locations, immediately behind and complimentary to commercial frontages. However, careful, detailed design is required to ensure appropriate character, approach, bulk, massing, fenestration, internal accommodation, private and communal external amenity space, privacy, day and sunlight is achieved. This development proposes development of that form, so is acceptable in principle, provided the details, as assessed below, are also acceptable.

Streetscape character and approach

6.5.15 As mentioned above, the existing mews has two entrances. The main one is larger and leads to the centre of the application site, straight into a central space / 'courtyard'. This would form a gateway to the proposed development and transition between it and the existing mews. There would be some car dominance, with three proposed parking spaces for the development, along with six existing parking spaces for neighbours, opening off the entrance, but there will be a clear distinction and pedestrian dominated once inside the new mews itself.

6.5.16 The existing mews is proposed to be improved, with the building line of the proposed development being pulled back slightly to create small threshold spaces in front of the new front doors, and new, consistent, surface treatment. This improvement to the existing mews is considered a public benefit of the proposed development. Officers in discussions with the applicants and the Quality Review Panel (QRP) have highlighted the importance of ensuring that these are implemented, to agreed details and with robust materials. This will be secured by s106 agreement and conditions, including that maintenance of the mews spaces are similarly secured.

6.5.17 The presence of proposed front doors, to both ground floor flats and maisonettes, and to communal cores to upper floor flats, at regular, close intervals, along the entire length of the existing mews, should significantly help to improve the character

and public expectations of the mews. Provided the public realm, lighting and maintenance improvements are delivered (secured by s106 agreement), with more front doors and therefore more pedestrian activity the mews should form a safe and welcoming approach to residents' front doors for Blocks B and C.

6.5.18 The new mews is proposed to be a more private space, gated as many successful modern mews developments are, and is advisable where the space is unavoidably going to be a dead-end, to ensure it does not become a hidden corner. Traffic free and landscaped as an informal, doorstep, "playable landscape", it provides a safe controlled route to the front doors of homes in Blocks A and D and an amenity and younger childrens' play space accessible to all residents.

6.5.19 The proposed new, private, gated mews will also provide the route to the front door of houses/flats in Blocks A and D. Entry controls to the courtyard, off which the new mews will run, would be accessible to all residents, including those in Blocks B and C, so they can share in the amenity space and play facilities proposed. Ground floor units in Block C would have garden gate entrances off the new mews, in addition to their front doors, which will clearly be read as their main entrance helping activate the existing, publicly accessible mews street.

Bulk and massing

6.5.20 The parallel mews; both existing and new, create four distinct "blocks", as described above, albeit that are built up against each other to merge into one built mass. Nevertheless, in all cases, the appearance and height of these blocks is generally subsidiary to the primary built form, the original terraced shopping parade. The two blocks fronting the existing mews are of three storeys, but of a jagged form, expressing the rhythm of bays, and with a distinct ground floor that forms a "base" but is lower than the shopfront height base of the retail parade.

6.5.21 The courtyard part of the proposed development, at its north-eastern end, Block D, is essentially of a single storey height, with a small area of two storey where it abuts Block C. It therefore reads as subsidiary to the two storey terraced houses fronting Crescent and Dagmar Roads, and would read as like garden structures and buildings behind garden walls, of a similar or lesser impact and bulk that the existing factory when viewed from these houses.

6.5.22 Finally, Block A relates more to the open expanse of the railway and rises as a simpler block to four storeys. With its top floor detailed as a roof, with the same light weight material, zinc cladding, and a profiled roof form, it would read as a three storey plus roof building in bulk and height, analogous to the mansion blocks of the retail parade, only slightly subsidiary due to lower floor heights.

6.5.23 In bulk and massing terms, the QRP considered the proposals to be broadly acceptable, including the tallest block, Block A, being of four storeys, noting that the gap to its side (a single storey element housing refuse storage linking Blocks A and B), would provide an important sense of openness to the central courtyard and

mews spaces, as well as providing a view through the site, which are not currently available below the existing structures.

Elevational treatment and materials

6.5.24 The designs is quite formal along the existing mews frontage, to more informal facing the new mews and embankment. The most prominent component of the materials palette is brick, with a “hard”, light buff, more consistent coloured brick base to ground floors of Blocks B and C, facing the existing mews and central courtyard, and upper floors to all blocks in a more variegated, “softer”, mid-buff brick. There are also retained existing brick walls, to garden boundaries and parts of the existing industrial buildings on site, that are proposed to be retained, rebuilt and extended in places; these are proposed to be in matching red bricks. This palette is appropriate to context, where typically the existing terraced houses and mansion blocks have red brick front facades, with buff brick flank and rear facades.

6.5.25 Render is proposed on parts of the front elevation of Block A (onto the new mews) and all of the flank and rear elevation of Blocks A and B. This maintains the existing material palette, where the existing building along the railway edge, and facing the central yard area, is in white render, but this will be in a modern, through coloured dark grey render that will be maintenance free and less likely to suffer discolouration and staining. The predominant brick and render material palette is paired with a lightweight zinc cladding to roofs and some parts of top floors, to create visual emphasis at key points, such as over flat communal entrances, and to mark corners.

6.5.26 Facing the existing mews, the proposals follow a rhythm of vertical bays, responding to the rhythm of vertical bays in the existing retail parade and giving distinction to the lower level maisonettes and flats above. Between the two mews facing blocks screening the more private “inner mews” from the public existing approach and mews, is a single storey screen proposed to be a ‘living wall’, adding to the greening of the site, which is largely hard-surfaced (at present and proposed) with some landscaping with trees and shrubbery along the central new mews, and in the gardens to Block B and C.

6.5.27 A key design decision which drives aspects of the design is that much of the existing structure of the factory buildings; all the foundations, most of the steel frame and some of the external brick walls, are to be retained. This will lessen the disruption caused by building works, especially any caused by disturbing the ground, and being a more sustainable response, utilising the embodied energy of existing structures, reducing waste created and vehicle trips needed.

6.5.28 All the elevations are designed with respect for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion.

6.5.29 Many flats have private amenity space in the form of private gardens or roof terraces, rather than balconies. Where there are balconies, they are generally

recessed. The only projecting balconies are three on the 1st floor of Block A, facing the central space. Projecting balconies are considered acceptable here. Balustrades are a mix of solid masonry and glass, giving residents some areas of privacy and some of views, in line with the careful control generally.

Conclusion

6.5.30 Officers consider that this is a challenging site, of a difficult, irregular geometry, narrow access through a currently unsightly mews / alleyway, highly constrained by surrounding existing residential properties.

6.5.31 The proposals are considered to be carefully designed to respond to this.

6.5.32 Importantly, the proposal would improve the appearance of the site and locality generally whilst improving access, by ordering, tidying and transforming the mews off which it would be accessed.

6.5.33 Given the above, the proposed development is considered acceptable in design and appearance terms.

6.6 Quality of residential accommodation

6.6.1 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.

6.6.2 Strategic Policy SP2 and DMDPD Policy DM12 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.

Unit size, quality, aspect and amenity space

6.6.3 All maisonette, flat and room sizes comply with or exceed those required by the Nationally Described Space Standards.

6.6.4 There is only one single aspect flat in the development; this is a ground floor "courtyard house" in the corner of Block D, with its one bedroom and its living room looking south onto a private, well screened garden, with plentiful sun screening and no privacy concern, and with a front door opening onto the central space on the opposite north side, offering potential for light and cross ventilation. All other flats and maisonettes are at least dual aspect, many triple aspect, which is welcomed.

6.6.5 Not all units have private external amenity space, which weigh's against the scheme. However, it is noted each unit that does have private amenity space (23 out of 30) exceeds the minimum requirement set out in the Mayor's Housing SPG.

6.6.6 The proposed development does mitigate for those units not having private amenity space with the central space, whilst narrow, designed to provide communal amenity

space including children's' playspace, as well as providing access to units. Furthermore, Alexandra Park is an 80-hectare area of parkland located approximately 300m to the south of the site. It contains a large number of activities, recreational space, and green landscape and is an appropriate replacement for the shortfall of amenity space, in accordance with the Mayor's Housing SPG.

6.6.7 There is access to 'doorstep' private communal amenity space, including doorstep playspace, within the development. Block B, the block with the deepest floor plan, benefits from a roof terrace, set-in from the sides and screened from neighbouring existing dwellings but providing a relatively large area of amenity space, including an area with informal play equipment. The rest of the development has access to the central mews space, which will also contain incidental doorstep play, seating and planting.

6.6.8 DMDPD Policy DM12 requires upper floor family housing to have access to a balcony/terraces or to shared amenity space and children's play space. Accordingly, the 10 family units will each have access to private amenity space in the form of a terrace. The large townhouses also have front gardens. There is also on-site playspace for under 5 year olds, which is detailed further below.

6.6.9 Given the above, the proposed development is considered generally acceptable in terms of unit size, quality, and aspect and amenity space, subject to a contribution to wider public open space.

Child playspace

6.6.10 In accordance with policy 3.6 of the London Plan 2016, development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy position is carried through in Local Plan 2017 Strategic Policy SP13, which underlines the need to make provision for children's informal or formal play space.

6.6.11 Based on the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG and most recent play space calculator, the site would provide a total child yield of 18 children (rounded to the nearest 1) and therefore a total play space requirement of 180sqm.

6.6.12 With specific reference to under 5s, the child yield is expected to be approximately 7 and therefore, a minimum of 80sqm metres of playspace should be provided on-site. Within the proposed development, playspace for 0-5s is specifically provided for and combined within the new mews space and communal roof terrace and measures 88sqm in total and therefore meets policy requirements. This space is capable of being designed as 'doorstep playable space', including climbable objects, fixed equipment and seating for carers to ensure safe supervision. A condition requiring details of play equipment to be installed is recommended should permission be granted.

6.6.13 In accordance with the SPG, to mitigate the shortfall in on-site provision for older children, Alexandra Park is located 300m from the site. The park contains 2 large children's play areas - a playground and a children's playground, along with a skateboard park, a boating lake, a significant expanse of green open space and a various sporting clubs. Additional playspace in the form of a playpark and a multi-use games area (for hire) is available at Bidwell Gardens, approximately 750m from the site.

6.6.14 To offset the shortfall of on-site provision and to provide for additional demand and improved facilities to be provided, the Mayor's SPG and the Council's Planning Obligations SPD allows for financial contributions towards play provision within the vicinity of the development. In line with the Council's Planning Obligations SPD, the financial contribution is based on each 10m2 of play space shortfall, multiplied by £95, which is the average cost per m2 of provision and works out at £8,740, which will be secured by way of s106 agreement.

6.6.15 Given the on-site playpsace provision is sufficient for the number of under 5 year olds, the financial contribution towards off site provision for the remainder of the child yield and the site's location in acceptable proximity to open space and play facilities, the proposed development is considered acceptable in terms of child playspace provision.

Daylight and sunlight provision

6.6.16 To assess daylight within the proposal, the applicant's consultants assessed a sample of existing rooms believed to be likely worst cases. Officers considered this a fair sample. This found 75% of those likely worst case rooms received over the minimum amount of daylight the BRE Guide considers a good level of sunlight for new dwellings. The rooms falling short were living rooms that fell only just short. For a higher density development in an urban location, this is considered to be a good outcome.

Privacy within development

6.6.17 Privacy and protection from overlooking is also a concern between dwellings within the proposed development given the mews arrangement. However, the design of the proposal seeks to safeguard privacy by angling, recessing, using high level windows and concentrating clear eye level windows onto the harmless outlooks; the long views down the mews and courtyard spaces, into screened private courtyards, across roofs and out over the embankment to the wide expanse of the railway. For a higher density development in an urban location, this is considered to be an acceptable outcome.

6.6.18 Given the above, the proposed development is considered acceptable in terms of internal privacy.

Inclusive access

6.6.19 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.

6.6.20 Council's Housing Officer has confirmed that given the high demand for adaptable homes on the Council's waiting list and in current stock, he has no objection to the affordable houses being designated as adaptable. It is also noted that one of the market flats (unit 16) would be accessible. Furthermore, 3 'blue badge' car parking spaces are provided on site.

6.6.21 Given the above, the proposed development is considered acceptable in inclusive access terms.

Security

6.6.22 London Plan Policy 7.3 requires development to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Local Plan Strategic Policy SP11 requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DMDPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.

6.6.23 The applicant has worked with the Metropolitan Police Secured by Design (SBD) Officer to address several issues raised earlier in the process. The SBD Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme.

6.6.24 Given the above, the proposed development is considered acceptable in secured by design terms.

6.7 Impact on neighbouring residential amenity

6.7.1 London Plan 2016 Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD 2017 policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.

Sunlight and daylight

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

6.7.3 The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with one neighbouring existing window to a habitable room found to lose a noticeable amount of daylight; no neighbours losing a noticeable amount of sunlight to living rooms, but with two neighbouring external amenity spaces losing a noticeable and relevant amount of sun on the ground, albeit that they are already highly constrained gardens.

6.7.4 The one neighbouring existing window in residential use found to lose a noticeable amount of daylight is a ground floor window in the rear of no. 24 Palace Gates Road, whose daylight would fall from 16.10 to 9.64% Vertical Sky Component (VSC, a standard measure where 27% is considered to represent "full daylight"); a 40.12% reduction. This is one of the three storey buildings in the retail parade on the south side of the site, and is one of four windows serving that room, albeit the primary window to that room, and that the other three windows do not lose a noticeable amount of daylight (losing 6.5, 6 and 6.1% to 24.3, 22.2 and 18.2% VSC), and the room as a whole is likely to continue to receive close to its current overall level of daylight (although the applicant cannot be expected to know the precise layout, furnishing and decoration of the neighbour's room). This is the only property in the retail parade found to have residential accommodation at ground level; all the rest are in retail or other ground floor commercial use, as is to be expected.

6.7.5 There are other existing neighbouring residential windows that would lose daylight to less than the level defined in the BRE Guide as noticeable, which is a 20% reduction on daylight. However, it must be emphasised that the BRE Guide, which is an expert, objective, scientific document, prepared by the country's foremost expert building research institution, find that losses of daylight of less than 20% would simply not be noticeable, would have no effect at all on the enjoyment of daylight experienced by residents.

6.7.6 The two properties that would experience a noticeable loss of sun on the ground to their amenity areas are nos. 33-35 and 37-39. Despite the numbering, each is a single property, the numbering reflecting that they are "Manchester flats" built to resemble houses but containing two flats, one on the ground floor, one on the first. The amenity areas are presumed to be shared private gardens shared between the two flats. The loss of sunlight is from 62% to 39% (of the garden receiving 2 hours of sun on the ground in the spring and autumn solstice) at 37-39, a 37% reduction, and from 40 to 32% at 33-35, a 22% reduction. The latter is just over the 20% threshold, so would be only just noticeable, the former a more significant loss. In mitigation, the applicants' consultants show that both gardens would continue to receive 100% sun at the summer solstice. It should also be pointed out that both gardens are not well positioned to get much sun already, being only 4.5m deep, to the north-east of the 2 ½ storey houses they serve, with the 1 ½ storey gable end wall of the end of the terrace on Dagmar Road looming over them.

6.7.7 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.

6.7.8 The one window and gardens referred to above, whilst weighing against the scheme, do not significantly and demonstrably outweigh the benefits of the scheme.

Privacy and outlook

6.7.9 This is a key issue in a development of this sort, being inevitably in close proximity to existing dwellings in two storeys of flats above shops on Palace Gates Road and Crescent Road, and in two storey flatted blocks along Crescent Road and Dagmar Road, both also including former attic conversions with dormers or rooflights at 2nd or 3rd floor. The proposals are designed with carefully controlled fenestration to avoid or minimise overlooking and privacy concerns; windows on upper floors are angled to avoid looking towards existing neighbours, obscured glazed where not serving habitable rooms, high level where other windows also serve habitable rooms but the additional light (and view of the sky) is desired), or focussed onto the other (north-east and south-east) sides of the proposal where they would look away from neighbours.

6.7.10 The applicant has carefully plotted distance to neighbouring windows, especially in the back of the 1st, 2nd & attic floors of the back of the flats over the shops on Palace Gates Road and Crescent Road where the elevations are more complicated, with varied rear projections and later extensions. The result is that no clear windows, at eye level, with a direct or reasonably direct view of existing neighbours, in the upper floors of the relevant proposed flats, that is in Blocks B and C, and in the small 1st floor element of one house in Block D. Some windows face towards those in Dagmar Road, but their distance is over 20m, which does not present a privacy concern. Some flats in Blocks B and C have side windows into recessed balconies on their south side, with the balconies positioned where they would not get a direct view of existing residential windows. It should also be pointed out that whilst the proposal would not cause a loss of privacy to existing neighbouring residents, many of those existing residential windows, and especially their gardens, are already overlooked by other existing residential windows.

6.7.11 Regarding the windows and gardens to houses and flats backing onto the site on Crescent Road and Dagmar Road, the proposal is designed to avoid any potential of overlooking by dropping the height down to a single storey and where it is over that, which is only small instances, facing those windows there are in their proposed development away from those neighbouring houses and flats. There is no concern at ground floor where gardens are divided by storey height (2m and above) garden walls/fences, as in this instance, and in any case the proposal would be less of an

imposition to these properties, in appearance, sense of enclosure, than the existing industrial buildings. There are two first and one second floor window in the north-west facades of the two storey Block D house and end elevation of Block C that would look towards the back of Dagmar Terrace, albeit well over 20m away, but could have overlooked the back of Crescent Road at an angle; to avoid this these windows are recessed behind a projecting fin (like a race-horse's blinker), preventing the angled view. The private rear gardens to these dwellings, which are in any case overlooked by their existing neighbours, would also not be overlooked and they would be less enclosed by the proposals than at present where the existing buildings are higher and built up to the whole boundary.

6.7.12 Given the above, the proposed development would not result in any material levels of overlooking or loss of privacy or outlook the occupants of neighbouring residential properties.

Noise

6.7.13 London Plan 2016 policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This approach is reflected in DMDPD 2017 policy DM1, which states that development proposals must ensure a high standard of amenity for neighbours addressing, among other matters, noise.

6.7.14 Given that noise intensive uses have the potential to currently operate from the existing commercial uses on site, its redevelopment for entirely residential accommodation is considered to represent an improvement in this regard. The proposed development will also have the positive impact of helping to screen surrounding residential properties from noise emanating from the adjacent Network Rail operations.

6.7.15 The noise and disturbance impacts generated by future occupiers of the development are therefore considered acceptable in planning terms.

Construction impacts

6.7.16 The impacts of construction noise are temporary and are proposed to be controlled by condition, notably demolition and construction logistics and management plans. 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.

6.7.17 It is also noted that hours of construction are controlled by other legislation (Control of Pollution Act) and an informative is recommended in this regard.

6.8 Transportation, parking and highway safety

6.8.1 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use.

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

6.8.3 The proposal is 'car-free', with 3 spaces only for disabled drivers. The site currently has a PTAL value of 3 which is considered 'moderate' accessibility to public transport services. Two bus services are accessible within a 5 minute walk, as is Alexandra Palace Railway station. TfL's WEBCAT website details the PTAL value increases by 2021, with part of the site achieving a value of 4 (considered 'good' access to public transport services). This is due to increasing frequencies of rail services in the future from Alexandra Palace Station.

6.8.4 The site is within the existing Alexandra Palace CPZ which has operating hours of Monday to Friday, 12.00 to 14.00. The zone was extended recently to include Dagmar and Crescent Roads reflecting strong local support in these streets for extension to the CPZ.

Access arrangements

6.8.5 Vehicle, pedestrian and cycle access is proposed off Crescent Mews, a private road. A pedestrian access is also proposed off the existing path connecting to Dagmar Road. Entry/access control gates are proposed, these will open inwards, via a fob control.

6.8.6 The applicant has subsequently revisited the layout, deleting one of the blue badge parking spaces (reducing from the original 4 spaces to 3) to provide a turning area for visiting vehicles. The 'swept paths' for visiting service vehicles show it is possible to make the turning manoeuvre.

Trip generation

6.8.7 Trip generation information has been provided in the Transport Assessment (TA) and this predicts an overall reduction compared to the previous/consented existing use at the site with the commercial/industrial uses. This has been reviewed by transport Officers and it is expected and the quantum of vehicle and servicing movements would not create any adverse highway network or capacity impacts in terms of trips made.

Car parking

6.8.8 3 blue badge parking spaces are proposed for the wheelchair/fully accessible component of the 30 units. This level of provision meets London Plan requirements for blue badge provision (10%, or a space for each accessible/wheelchair unit).

6.8.9 Car ownership recorded in the 2011 Census detailed an average car ownership of almost 1 car per household. This is a ward-wide statistic for all housing types and sizes, and we cannot interrogate specific housing types from the Census information. It can however, be used as a guide. The TA proposes car ownership to be lower than this when considering 1 to 3 bedroom flats (as the ward is made up of a lot of larger family homes), and table 5.7 of the TA predicts potential car ownership of 23 vehicles from the 30 flats. This is considered a reasonable assertion.

6.8.10 The TA therefore comments that up to 20 (-3 disabled bays) vehicles could theoretically be potentially looking for on street parking. The applicant asserts that the actual demands would be lower than this, given the site would be effectively car free, and taking into account the proposed mitigation measures. Officers expect some additional parking demands to arise from this development proposal, but do also expect that the combined effects of the mitigation measures proposed should moderate and reduce the quantum of additional on street parking demand that will arise.

6.8.11 It is recommended that future occupiers of the proposed units would not be able to apply for parking permits, which would be secured as part of a section 106 legal agreement should planning permission be granted.

6.8.12 Parking stress surveys have been carried out for this application, for a 200m walk catchment and wider 500m catchment. The application TA initially presented the results and analysis based on the larger catchment, and a breakdown of the individual stresses within each street close to the development for the 200m walk distance has now been provided within one of the technical notes. The existing/current parking stress for the whole survey are averaged at 65%, with 57 spaces available overnight out of a total of 163 spaces in the survey catchment area.

6.8.13 It is noted that Westminster and Hackney have their own parking guidance that detail how the 80% parking stress is considered a critical point and Haringey Transportation Officers are of the same opinion. As initially presented, the additional parking demands materialising could have resulted in stresses approaching the 80% level across the 200m survey area. Another 20 cars would increase the parking stress from 65% to 78%. However, with the mitigation measures proposed, the actual increase is expected to be less than this and therefore the on-street conditions are not expected to reach the levels initially thought and should be lower than originally presented by the applicant.

6.8.14 The applicant has also agreed a £50,000 contribution towards funding surveys, consultation and implementation of the physical signing and lining for additional parking controls to mitigate impacts that arise post-development. This would enable additional parking restrictions and modifications/refinements to existing restrictions to be implemented, and could certainly mitigate some impacts on local residents. It would however be ‘reactive’ mitigation so residents could experience some issues in the shorter term pending any changes or additional parking restrictions.

6.8.15 The proposed funding of car club provision for the development would certainly contribute towards reducing car ownership and parking demands arising from the development. It is widely accepted and understood that a car club car can take a number of privately-owned cars 'off the street'. The applicant would fund 3 year's membership for each new residential unit, plus a £50 driving credit to promote usage of the car club facility. Car Clubs are a proven means of reducing car ownership and usage and are endorsed by Transport for London.

6.8.16 Provision of a development travel plan will establish good personal travel practice and further contribute towards increasing the use of sustainable modes to and from the site.

6.8.17 Overall, the proposed development is likely to have some impact on local roads, however the proposed mitigation measures will limit this so as not to cause demonstrable harm to local road conditions and existing residents.

Cycle parking

6.8.18 52 spaces are proposed for the development overall, which meets future/draft London Plan standards. There is a mixture of locations for cycle parking, some are proposed for within the curtilage of individual units, and there is also some communal cycle parking at the far end of the mews.

6.8.19 The specific cycle store details / design can be agreed by way of condition.

Servicing and refuse/recycling collection arrangements

6.8.20 It is expected that some visits being made into the site may be vehicles up to 7.5 tonne (i.e. removals lorries etc), and whilst tight, could manoeuvre within the site. A delivery and servicing plan secured by condition is recommended as is a s106 obligation recusing in perpetuity private refuse collection arrangements.

Construction phase

6.8.21 Given the location and proximity to the junction of Crescent Road and Palace Gates Road and adjacent residential neighbours, a Construction Logistics Plan will need to be submitted by way of condition, as is standard practice. The CLP will need to detail how the development will be built whilst minimising the impacts on the highway and adjacent neighbours. This document will need to detail the contract programme and duration, numbers of vehicle movements and vehicle types, means of keeping the highway free of dirt and debris, wheel washing arrangements, and arrangements for loading and unloading.

Summary

6.8.22 The applicant has responded to previous officer concerns by proposing a number of mitigation measures as detailed above. The development will be formally

designated as a car free/permit free development and occupiers will be prevented from being able to obtain CPZ permits.

6.8.23 Whilst it is acknowledged that there will be increases in parking demands and pressures as a result of the development, these will be reduced with the proposed mitigation measures and permit free/car free status and the increase in local parking stresses and not result in demonstrable harm.

6.8.24 Given the above, subject to conditions and s106 obligations, the proposed development is acceptable in transportation, parking and highway safety terms.

6.9 Environment, energy and climate change

6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.1 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

6.9.2 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.

6.9.3 At the local level, Local Plan Strategic 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 DMDPD Policy DM23, which states that air quality assessments will be required for all major development and other development proposals, where appropriate.

6.9.4 The site falls within the LBH 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.

6.9.5 The application includes an Air Quality Assessment (AQA) that concludes the overall effect of the proposed development on air quality would be insignificant. Council's Environmental Health Officer (EHO) has reviewed the submitted assessment and advises that the conclusion of the modelling are generally satisfactory. Subsequently, the EHO does not object to the proposed development subject to a condition requiring submission of an updated AQA giving consideration to cumulative impacts of neighbouring sources and a clear statement about the number of car parking spaces provision.

6.9.6 Given the above, subject to condition, the proposed development is considered acceptable in air quality terms.

Land contamination

6.9.7 DMDPD policy DM32 requires 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.

6.9.8 The application includes a Phase II Geo-Environmental Investigation Report, which Council's Environmental Health Officer (EHO) has assessed. The EHO notes the report's findings that given the commercial and light industrial history of the sites, levels of contamination encountered have generally been found to be low. Furthermore, that remedial measures have been identified, involving the provision of clean capping to any soft landscaped areas, to ensure occupants cannot come into contact with soils or soil-borne dusts.

6.9.9 Subsequently, the EHO raises no objection to the proposed development subject to the imposition of standard conditions requiring a method statement detailing the remediation requirements and any post remedial monitoring as well as where required, a remediation verification report.

6.9.10 Given the above, subject to condition, the proposed development is considered acceptable in land contamination terms.

Flood risk and drainage

6.9.11 London Plan policy 5.13 and Local Plan Strategic Policy SP5 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.

6.9.12 Relevant 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 London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.

6.9.13 As the submitted Flood Risk Assessment (FRA) for the proposed development shows, the site is located entirely within Flood Zone 1, meaning a low probability of flooding.

6.9.14 The SuDs Officer has assessed the submitted FRA and confirms that there is no increase in the hardstanding surface as a result of the proposed development. He further advises that as there is limited opportunity to have above ground SuDs

solutions due to the available space, the surface water will be attenuated in storage crates before being discharged under control. The application includes a maintenance plan for the crate system and confirmation of whom will be responsible for the maintenance for the lifetime of the development will be required by way of condition.

6.9.15 The SuDs Officer confirms that he has no objection to the concept surface water attenuation scheme at this stage. However, he would expect to see final detailed drawings showing details of overland flows should the system become overwhelmed during extreme rainfall events and what mitigation measures will be in place to deal with exceedance. As is standard Council practice, these matters can be dealt with by way of conditions.

6.9.16 Given the above, subject to condition, the proposed development is considered acceptable in flood risk and drainage terms.

Energy and carbon reduction

6.9.17 The NPPF, London Plan Policies 5.1-5.3 and 5.5-5.9, Local Plan Policy SP4 and Development Management DPD Policies DM21 and DM22 set out the approach to climate change and require developments to meet the highest standards of sustainable design. New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Local Plan or pay an off-set payment.

6.9.18 An Energy Sustainability Statement has been submitted with the application that demonstrates a 35.62% reduction in carbon dioxide emissions over that of the baseline of Part L of 2013 Building Regulations, as required. This has been achieved via on-site measures prioritised in accordance with the London Plan Energy Hierarchy. However, in accordance with policy, the applicant is required to pay a contribution of £50,847.20 towards the carbon offset fund as the site did not meet the Zero Carbon Target - a shortfall to zero carbon of 28.16 T/CO2.

6.9.19 The Carbon Management Team has assessed the application and subject to standard conditions and the s106 obligation securing the carbon off-set amount, does not object to the proposal.

6.9.20 Given the above, the proposed development is considered acceptable in energy and carbon reduction terms.

Overheating

6.9.21 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.

6.9.22 Council's Climate Change Officer has assessed the application, which includes a GLA Overheating Checklist showing no units overheat. However, given the site location near the railway lines, the ability to open windows may be limited due to noise from the railway. Therefore, whilst the Climate Change Officer does not object to the proposed development, an overheating model and report addressing the design measures undertaken and what mitigation measures can be employed should any overheating risk be identified is required to be submitted by way of condition.

6.9.23 Given the above, subject to condition, the proposed development is considered acceptable in overheating terms.

Biodiversity and ecology

6.9.24 London Plan Policies 5.3, 5.9 and 5.11 require developments to meet sustainable construction, passive cooling and green roof requirements. Local Plan Policy SP13 states that development shall contribute to providing ecological habitats including through providing green roofs plus other methodologies.

6.9.25 The application includes an Extended Phase 1 Habitat Survey, which notes that the site is located within a urban area and is itself entirely developed, comprising hardstanding and buildings and therefore considered to be of low ecological value. However, it is important to note that the adjoining railway cutting to the north, although not specifically designated, does have some ecological value.

6.9.26 Council's Ecology Officer has concerns regarding the ecological features within the development and the potential for light spillage and how these will impact upon the adjoining ecological corridor.

6.9.27 Whilst the concerns of the Ecology Officer are noted, the proposal needs to be considered against the existing context, which provides no ecological features for birds, bats etc or any form of beneficial planting or landscaping and is of low ecological value. Therefore, given the ecological features proposed including bat bricks, bird boxes and various planting, which can be secured by way of condition, the proposed development will most likely result in a 'net gain' to site biodiversity. In terms of light spillage, the ecological corridor is already brightly illuminated through existing railway lighting in addition to the existing windows within the northern flank elevation of the commercial building. In this context, officers do not consider that the additional openings in the northern elevation facing the ecological corridor would result in an increased illuminance that would be harmful to the ecological corridor.

6.9.28 Given the above, the proposed development is considered acceptable in biodiversity and ecology terms.

6.10 Fire safety

6.10.1 Fire safety is not a planning matter and it is usually assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example. However, upon consultation, the London Fire Brigade has confirmed that they are satisfied with the proposed development.

6.10.2 Whilst it is noted that the London Fire Brigade is satisfied with the proposal, should planning permission be granted, the standard informative advising the applicant of the brigade's recommendation for sprinkler systems is recommended.

6.10.3 Given the above, there are no objections to the application in respect of fire safety.

6.11 S106 mitigation/planning obligations

6.11.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. As such, the s106 Heads of Terms are listed in section 2 of this report and are all considered necessary, directly related to the development and reasonably related in scale and kind.

6.12 Conclusion

6.12.1 The proposed development, subject to appropriate conditions and s106 obligations, is in accordance with national, regional and local planning policies as:

- The principle of residential development is acceptable on this site, is of appropriate density and provides an appropriate mix and quality of accommodation.

- The proposed development contributes to the housing needs of the borough and provides an acceptable level, unit size and tenure of affordable housing.

- The loss of employment floorspace is acceptable as there is no demand at this location and its loss demand and will be appropriately compensated for through financial contribution.

- The design and appearance of the proposed development is acceptable and would not harm the surrounding area.

- The proposed development would not materially harm the residential amenities of neighbouring occupants.

- It is acknowledged that there will be increases in parking demands and pressures as a result of the development. However, these impacts will be reduced with the proposed mitigation measures and not result in demonstrable harm.

- The proposed development will secure a number of s106 planning obligations including financial contributions.

- In accordance with paragraph 11(d) of the NPPF, permission should be granted as there are no adverse impacts of doing so that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

6.12.2 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 CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £43,800 (730sqm x £60 x 1) and the Haringey CIL charge will be £240,264.90 (730sqm x £265 x 1.242).

7.2 This is based on the following figures derived from the submitted floor plans and the submitted CIL form:

- Existing gross internal floorspace = 1,830sqm
- Gross internal floorspace to be lost (demolished) = 1,830sqm
- Total gross internal floorspace = 2,560sqm
- Net additional gross internal floorspace = 730sqm

7.3 The provision of affordable housing may be exempt from both Mayoral and Haringey CIL liability. However, the applicant must apply for social housing relief before this element of the development can be deducted from the final CIL calculations.

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

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

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

9.0 CONDITIONS AND INFORMATIVES

Conditions:

Compliance:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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

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

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

2. The approved plans comprise drawing numbers and documents:

Drawings:
00002-GA (Existing Site Plan); Jw865-114a (Ground Floor Existing); Jw865-115a (First Floor Existing); Jw865-130a (Existing Elevations 2, 3, 4 & 5); Jw865-131a (Existing Elevations 6, 8, 9, 10, 11, 12 & 13); Jw865-132a (Existing Elevations 14, 15 & 16); Jw865-140a (Demolitions Ground Floor Proposed); Jw865-150g (Ground Floor Proposed); Jw865-151d (First Floor Proposed); Jw865-152d (Second Floor Proposed); Jw865-153c (Third Floor Proposed); Jw865-154c (Roof Plan Proposed); Jw865-160d (Elevations A1 & A2 Proposed); Jw865-161b (Elevations B & C1 Proposed); Jw865-162d (Elevations C2 & D Proposed); Jw865-163c (Elevations E1, E2, F & G Proposed); Jw865-164d (Elevations H & J Proposed); Jw865-170b (Site Sections W-W, X-X, Y-Y & Z-Z); Jw865-171b (Proposed Sections 1-11); Jw865-180d (Landscaping Proposed); Jw865-181c (Lighting Plan Proposed); Jw865-182d (Secured by Design Proposed); Jw865-183c (Communal Amenity and Playspace); Jw865-185a (Cycle Storage Proposed); Jw865-186a (Commercial Refuse Storage Proposed); Jw865-187a (Access Boundary Treatment Proposed); Jw865-188a (Main Site Gates Proposed Proposed); Jw865-189a (Gate, Planter and Walling Proposed); Jw865-190a (Private Amenity Walling and Treatment Proposed); Jw865-191a (Site Sections V-V); Jw865-200a (Site & Block Plan)

Documents:
Planning Statement ref: JF/0157 dated March 2019; Daylight and Sunlight Report version 1 ref: P1815 dated December 2019; Design Statement by JDW Architects; Employment Market Supply & Demand and Viability Report Relating to Employment Floorspace Ref: BAH/01379 dated 16 January 2019; Statement of Community Involvement dated March 2019; Transport Statement Rev B Dated December 2018; Residential Noise and Vibration Report Ref: 18251-R01-E dated 10 December 2018; Air Quality Assessment Reef: AQDMP/CM/201812 – JD dated 7December 2018; Energy and Sustainability Statement Ref: ES/CM/201812 – RT; Extended Phase 1 Habitat Survey Version1.1 dated 20 August 2018; Flood Risk Assessment Ref: HLEF64317/001R dated December 2018; Arboricultural Impact Assessment Report Ref: HWDW/1CRMAIA/01a 12 March 2019; Phase II Geo-Environmental Investigation V2.0 Ref: LS 2585 dated 7 May 2019; Supplementary Design Documents dated July 2019 by JDW Architects; Technical Note – Consolidated Transport Response TN-04 Rev A dated 24/09/19; Technical Note – Summary of Site Accessibility and Mitigation Measures TN-05 Rev A dated 25/09/19

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

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

COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)

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

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

COMPLIANCE: Wheelchair accessible/adaptable (LBH Development Management)

4. All the residential units shall be built to Part M4(2) “accessible and adaptable dwellings” of the Building Regulations 2010 (as amended) and at least 10% (3 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.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

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

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

COMPLIANCE: Energy strategy (LBH Carbon Management)

6. The development shall be constructed in accordance with and deliver the renewable energy systems (Be Green) as set out in the approved Energy Strategy by NRG Consulting, dated January 2019 (Report Ref: ES/CM/201812 – RT) shall be installed and operational prior to the first occupation of the development and in specific shall provide for no less than 90 solar PV panels generating 31.05kWp.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04

COMPLIANCE: Gas boilers (LBH Carbon Management)

7. That all combination gas boilers that are to be installed across the development are to have a minimum rating of 91% from the Product Characteristic Database (formerly SEDBUK). Once installed they shall be operated and maintained as such thereafter.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP04

COMPLIANCE: NRMM inventory (LBH Pollution)

8. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

COMPLIANCE: Lighting (Network Rail)

9. Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

Pre-commencement:

PRE COMMENCEMENT: Excavations/earthworks (Network Rail)

10. All excavations/earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that property/structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use

and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

PRE COMMENCEMENT: OPE (Network Rail)

11. At least six weeks prior to works commencing on site Network Rail's 'Asset Protection Project Manager (OPE)' MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

PRE COMMENCEMENT: Demolition/refurbishment method statement (Network Rail)

12. Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

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

13. No works shall be carried out on the site until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) has been submitted to, approved in writing by the Local Planning Authority and implemented accordingly thereafter. The plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

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

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

construction dust, has been submitted and approved by the LPA (the plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment). The development shall be carried out in accordance with the approved plan.

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

PRE-COMMENCEMENT: NRMM details (LBH Pollution)

15. No works shall commence on the site until details of all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

Prior to above ground works:

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

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Hard and soft landscaping and mews improvement (LBH Development Management)

17. Prior to the commencement of above ground works (other than investigative and demolition works) full details of both hard and soft landscaping, including

- mews improvement works,
- mews road surfacing
- and boundary treatment,

shall be submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping and mews improvements shall be carried out as approved prior to first occupation of the approved development and maintained as such thereafter.

Reason: In the interests of the visual amenity of the area and in accordance with London Plan 2016 Policy 7.21, Policy LocalSP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management DPD 2017.

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

18. Before development commences other than for investigative work; using the information contained within the Intrusive Investigation, a Method Statement detailing the remediation requirements 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.

Contaminated land risk verification (LBH Pollution)

19. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement 13 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

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

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

20. a) Prior to above ground works, submission and approval of details demonstrating consultation with the Metropolitan Police Designing Out Crime Officers and that each building or such part of a building can achieve accreditation.

b) Prior to first occupation of the new build residential blocks, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority.

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

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

21. No development (excluding demolition) shall take place until a detailed surface water drainage scheme for site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of its maintenance and management after completion.

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

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Chimney details (LBH Pollution)

22. No development above ground shall take place until precise details of all the chimney height calculations, diameters and locations to be used in connection with the development hereby permitted have been submitted to, approved in writing by the Local Planning Authority. The chimney details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Residential sustainability assessment (LBH Carbon Management)

23. Prior to above ground works commencing, the applicant shall submit to and have approved by the Local Planning Authority, a sustainability assessment demonstrating that the approved development will achieve a rating of Home Quality mark level 3 for all units on the site. The units must be constructed in accordance with the approved details and shall be maintained as such thereafter. A Post Construction Certificate shall then be issued by an independent certification body confirming the required standard has been achieved. This Post Construction Certificate must be submitted to the Local Planning Authority within 6 months of completion on site for approval.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 polices 5.1, 5.2,5.3 and 5.9 and policy SP04 of the Local Plan 2017.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Overheating report (LBH Carbon Management)

24. Prior to above ground works commencing, the developer will submit to and have approved by the Local Planning Authority, an overheating model and report using London future weather patterns (TM52 and TM49). The report will demonstrate that all dwellings do not overheat and that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy.

Reason: In the interest of adapting to climate change and to secure sustainable development in accordance with London Plan 2016 Policy 5.9 and Local Plan 2017 Policy SP04.

Prior to first occupation:

PRIOR TO FIRST OCCUPATION: Car park management (LBH Transportation)

25. Prior to the first occupation of the development a Car Parking Management Plan (CPMP) shall be submitted to the Local Planning Authority for its written approval, which shall include details of the allocation and management of the on-site wheelchair accessible car parking spaces. The family-sized affordable housing units shall be prioritised for allocated car parking spaces. The approved details shall thereafter be implemented as approved.

Reason: To ensure that the allocation of the off-street car parking spaces is in line with the Development Management DPD Policy DM32.

PRIOR TO FIRST OCCUPATION: Access control arrangements (LBH Transportation)

26. Prior to first occupation of the approved development, full details of the access control arrangements shall be submitted to and approved in writing by the Local Planning Authority and installed and maintained as such thereafter.

Reason; to ensure that the proposed access controls for vehicles accessing the site do so without impacting on the safe operation of the public highway

PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan (LBH Transportation)

27. Prior to the occupation of the development, a Delivery and Service Plan (DSP) including private refuse collection arrangements shall be submitted to, approved in writing by the Local Planning Authority and implemented and maintained as such thereafter.

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

PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)

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

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

PRIOR TO FIRST OCCUPATION: Obscure glazing (LBH Development Management)

29. Before the first occupation of the development hereby permitted, the details of all privacy measures such as obscure glazing and high level window sections shall be submitted to and approved by the Local Planning Authority. All privacy measures shall be installed as approved and maintained as such thereafter.

Reason: To avoid overlooking into the adjoining properties.

PRIOR TO FIRST OCCUPATION: Gas boilers (LBH Development Management)

30. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: As required by London Plan 2016 Policy 7.14.

PRIOR TO FIRST OCCUPATION: Ecology features (LPA Ecology)

31. Prior to first occupation of the proposed development hereby approved, details of the ecology features such bird bricks and bat boxes shall be submitted to and approved by the Local Planning Authority and installed and maintained as such thereafter.

Reason: In the interest of nature conservation.

Informatives:

Working with the applicant (LBH Development Management)

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

S106 agreement (LBH Development Management)

2. INFORMATIVE: This permission is governed by a legal agreement pursuant to Section 106 of Town and Country Planning Act 1990 (as amended).

CIL (LBH Development Management)

3. INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £43,800 (730sqm x £60 x 1) and the Haringey CIL charge will be £240,264.90 (730sqm x £265 x 1.242). CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Party Wall Act (LBH Development Management)

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

Hours of construction (LBH Development Management)

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

Asbestos (LBH Environmental Services)

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

Surface Water (Thames Water)

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

Sewers (Thames Water)

8. INFORMATIVE: There are public sewers crossing or close to the development. If the applicant is planning significant work near Thames Water sewers, it is important that the applicant minimizes the risk of damage. Thames Water will need to check that your development does not limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read Thames Water's guide working near or diverting our pipes.

Groundwater Risk Permit (Thames Water)

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

Gas apparatus (Cadent Gas)

10. INFORMATIVE: Considerations in relation to gas pipeline/s identified on site:

- Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land.
- The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.
- If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.
- If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.
- All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Fire safety (London Fire Brigade)

11. INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments. 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.

Street numbering (LBH Transportation)

12. INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

Network Rail:

INFORMATIVE: Fail Safe Use of Crane and Plant

13. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a ""fail safe"" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

INFORMATIVE: Security of Mutual Boundary

14. Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager

INFORMATIVE: Fencing

15. Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a

suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

INFORMATIVE: Method Statements/Fail Safe/Possessions

16. Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a ""fail-safe"" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. ""possession"" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

INFORMATIVE: Vibro-compaction machinery

17. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

INFORMATIVE: Scaffolding

18. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

INFORMATIVE: Cranes

19. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation

INFORMATIVE: Two Metre Boundary

20. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

INFORMATIVE: Enroachement

21. The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or

integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

INFORMATIVE: Noise

22. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

INFORMATIVE: Trees/Shrubs/Landscaping

23. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat ""Zebrina""

Not Acceptable: Acer (Acer pseudoplantanus), Aspen - Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common line (Tilia x europea). A comprehensive list of permitted tree species is available upon request.

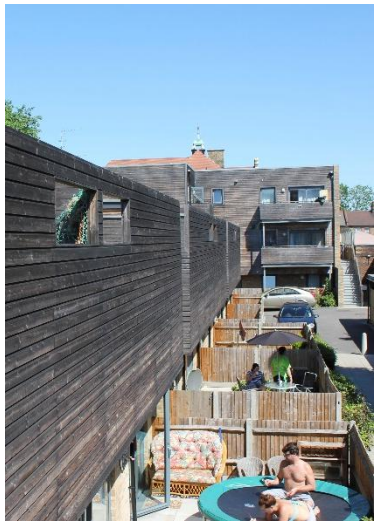
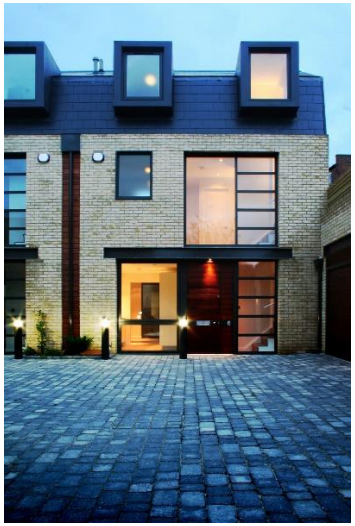
Appendix 1 Internal and external consultation responses

Stakeholder	Comment	Response
INTERNAL		
Design	Summary These proposals are for an immensely challenging site, with significant neighbouring constraints, but in a good, sustainable location suitable for residential development. The proposals are designed with great care to avoid harm to neighbours, provide high quality new housing and have an attractive, well composed appearance. They also offer a valuable improvement to the public realm of the mews access. It has every chance of being an exemplary example of a well designed, higher-density, low-rise, sustainable, good looking "mews style" development. Site Location and Context 1. The site is located just to the north-west of the centre of the borough, on the north-western edge of Wood Green, the main civic and commercial centre of the borough. It backs onto the main East Coast Railway line, that slices north-south across the borough, dividing its western third from the eastern two thirds. Alexandra Palace Station, an interchange station for local services, to Kings Cross, Moorgate, Hertford North and Welwyn Garden City, on this line, is approx. 300m from this site, and is the junction where the Hertford North line branches off the main line. The junction in the tracks backs onto the site. 2. This is a former industrial site, in a mews separated behind retail "mansion block" parades and housing terraces from the surrounding streets. The site is roughly triangular in plan shape, with the backs of the mansion blocks to most of the south, and the backs of residential terraces to the western end of its long southern side and to its shortest, north-western side and with a narrow mews between it and the retail parade. The mews does not continue behind the terraced housing, who's back gardens border the site. The long north-eastern side of the site borders the railway land, with the branch line loop and then the main line, separated from the site and each other by densely wooded gently sloped cutting sides. Beyond the main line is a large rail depot, so the tracks, whilst being a noisy neighbour, are open and unlikely to ever be built upon.	Noted. The recommended conditions relating to materials, mews improvement and privacy measures will be included with any grant of planning permission as appropriate.

Stakeholder	Comment	Response
	3. The railway lands immediately adjacent to the site are however a heavily wooded embankment, sloping gently away from the site towards the tracks. This is currently semi-wild landscaping of semi-mature trees, bushes and tall grassland, and is designated in our local plan as an Ecological Corridor. The rail operators will and are committed to maintaining it with the efficient operation of the railway primarily in mind, and will therefore generally prevent growth that would cause them difficulties, such as the dreaded "leaves on the line", but are also committed to maintaining the biodiversity and habitats of the trackside where that doesn't interfere with their primary concern. It is also notable that this particular area, immediately adjacent to the site, is a particularly wide area of trackside, with the nearest rail line being some 20m from the site, and that being just a single track loop onto the Hertford branch, with the main lines, diverging at this point and always being further away from the site; by another 20m or so at its northern end. 4. A small collection of buildings at the eastern end of the mews "triangle" are not within this application or the applicants' ownership. They appear to be four or five "lock-up garages", two storey structures, that get smaller towards the point of the triangle. The mews itself, including both access routes, is claimed by the applicant to be in their ownership, but that adjoining properties have legal rights of way over it to access their properties. Many neighbouring properties use it for vehicular access and parking, but the applicants claim only some have that as a right. Legal property laws are outside the scope of planning decisions, but the effect of the current rather chaotic vehicular use and general lack of maintenance of the mews, and of many of the neighbouring properties where they back onto the mews, is to make it a scruffy, pedestrian unfriendly and unsafe-feeling space. 5. The existing buildings on the site and on this neighbouring site, that make up the triangle, are a mixture of industrial buildings, of generally two storeys, dropping to single storey to the north-western end of the site. Walls are generally in brick, but often rendered, including most of the railway embankment edge, with some walls and most roofs in profiled metal cladding, other roofs being in other sheet materials and all roofs being either flat or shallow pitched. Buildings cover the whole of the site apart from a fairly large, central, hard-paved courtyard. Nothing of the existing built form on the site is of any design quality. 6. The retail parade south of the site faces onto Palace Gates Road, where it forms a fork with Crescent Road; Palace Gates Road arcing to the west and Crescent arcing north. A	

Stakeholder	Comment	Response
	small, mostly paved public space in the apex of the fork, containing a couple of trees and planting beds, is opposite the main entrance to the mews, with a large planting bed on the north side of the road, beside the mews entrance. The retail parade is a three storey late nineteenth century terrace with shop units on the ground floor and (mostly) flats above; it is in red brick, with slate tiled pitched roofs, designed with a strong vertical rhythm of regularly spaced bays. The mews are accessed in two places within the parade, the main one being a bay-wide gap, just wide enough for a lorry, that the main entrance to the site faces, the other being a narrower archway, not wide enough for a car, through the terrace at its eastern end. 7. There is also a short three-storey retail parade, with flats over, on the opposite side of Crescent Road, but most of the surrounding housing is in the form of two storey terraces, with occasional singular or small groups of three storey terraces, generally late Victorian or Edwardian and generally in red brick with pitched roofs. A short distance south-east of the site, Palace Gates Road meets, in a Y-junction, Bedford Road heading south and Buckingham Road crossing the railway heading east, with Alexandra Palace Station on the far side of the junction. Buckingham Road leads into Station Road which continues, past Avenue Gardens and Wood Green Common public open spaces, into the centre of Wood Green, a designated Metropolitan Centre, and Wood Green Tube Station, just over 1km away. Bedford Road enters Alexandra Park, a large, historic public park, 350m south of the site, with Alexandra Palace, the world-famous entertainments venue, some 400m further into the park. 8. Alexandra Palace sits on a prominent hill, high above the site and surrounding housing, which begins to rise just south of the site, but the site itself and its immediate surroundings are mostly level, with the main visible terrain feature being the cutting containing the railways. <u>Planning Policy Context</u> 9. The site is not an adopted site in our Site Allocations DPD, nor does it have any site-specific planning policy designations. The neighbouring retail parade is a designated Local Centre to which policies to protect local retail facilities apply, and the railway lands are designated an Ecological Corridor to protect biodiversity and its migration, but other nearby	

Stakeholder	Comment	Response
	planning designations, such as the Wood Green Common Conservation Area on the other side of the railway and the various heritage, open space and biodiversity designations that apply to Alexandra Park are all too distant to affect the site. 10. The planning policy context is therefore largely policies for the borough-wide Local Plan (2017) and London-wide London Plan (2016). <u>Form & Pattern of Development</u> 11. The proposals are for a “mews style” development. Good, award winning examples of mews style developments elsewhere in Haringey include Silver Court and Frederick Mews. 12. Silver Court, off Rotten Row, just east of the High Road in Tottenham, is an affordable housing project. The design pays particular attention to high quality materials and detailing, with excellent use of timber panelling and multi-stock brickwork. The layout makes excellent use of a difficult backland site to provide much needed housing, which benefits from high levels of amenity and internal space within the dwellings. The choice of materials, including a lot of timber cladding, may well not be what would be chosen or recommended now, but otherwise the overall form and detailed design of the development is successful and is particularity notable at providing safe, peaceful, family friendly, high quality homes in the busy, vibrant heart of the Bruce Grove town centre of Tottenham High Road:	

Stakeholder	Comment	Response
	  13. Frederick Mews, off Coleridge Road, just west of the Broadway in Crouch End, is a mixed-use development which combines modern commercial space and new housing with private gardens and parking. The architects were Pollard Thomas Edwards (PTEa), who are renowned for their thoughtfully designed residential developments:  	

Stakeholder	Comment	Response
	14. The applicants cite a number of other well designed mews developments from around London and Britain in their Design & Access Statement, under “Design References”. 15. The mews form in this development responds to the difficult triangular space by creating parallel mews; both the existing mews and a new mews space opening from the centre through the north half of the site. This allows four distinct blocks; • a cluster of courtyard houses at the north-eastern end of the new mews, accessed off the new mews and with courtyard gardens backing onto the neighbouring back gardens of the terraced houses on Crescent Road and Dagmar Road, labelled by the applicants Block D; • a mews style block between the two mews, with ground floor maisonettes and a core leading to flats above all accessed off the existing mews, and with back gardens / balconies backing onto the new mews, Block C; • a similarly designed block in the eastern end of the site, between the existing mews and the embankment, accessed off the mews and with back gardens / balconies by the embankment, Block B; and • a taller block, more like a street fronting building, between the new mews and the railway, accessed off the new mews and with balconies facing onto the embankment. 16. This mews form of development is established by precedent as potentially creating a well-designed form of development, that provides good quality homes, with high standards of amenity, at high density appropriate for busy sites in or close to town centre locations, immediately behind and complimentary to commercial frontages. However, careful, detailed design is required to ensure appropriate character, approach, bulk, massing, fenestration, internal accommodation, private and communal external amenity space, privacy, day and sunlight is achieved. This development proposes development of that form, so is acceptable in principle, provided the details, discussion to follow below in this document, are also acceptable. <u>Streetscape Character & Approach</u>	

Stakeholder	Comment	Response
	17. As mentioned above, the existing mews has two entrances. The main one is larger and leads to the middle of the application site, and in this proposal leads straight and directly into a central, organising "knuckle" of the development, a courtyard space. This would form a gateway to the proposed development and transition between it and the existing mews users, the backs of the retail parade, a breathing space and threshold space before proceeding onto the two sides of the existing mews or through gates into the new mews. There would be some car dominance, with four proposed parking spaces for the development, along with six existing parking spaces for neighbours, opening off this, but the proposals are assessed as generating fewer vehicular movements than the existing use of the site. 18. The existing mews are proposed to be improved, with the building line of the proposed development being pulled back as much as possible to create small threshold spaces in front of the new front doors, and new, consistent, surface treatment. This improvement to the existing mews is one of the most significant public benefits of the proposed development. Officers in discussions and the Quality Review Panel (QRP) in their reviews have highlighted the importance of securing that these are implemented, to sound details and with robust materials, via s106 &/or conditions, including that maintenance of the mews spaces are similarly secured. 19. The presence of proposed front doors, to both ground floor flats and maisonettes, and to communal cores to upper floor flats, at regular, close intervals, along the entire length of the existing mews, should significantly help to improve the character and public expectations of the mews. Provided the public realm, lighting and maintenance improvements are delivered, with more front doors and therefore more pedestrian activity the mews should form a safe and welcoming approach to residents' front doors for Blocks B & C. 20. The new mews is proposed to be a more private space, gated as many successful modern mews developments are, including both Silver Court and Frederick Mews, and is advisable where the space is unavoidably going to be a dead-end, to ensure it does not become a hidden corner. Traffic free and landscaped as an informal, doorstep, "playable landscape", it provides a safe controlled route to the front doors of homes in Blocks A and D and an	

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	amenity and younger childrens' play space accessible to all residents. 21. The proposed new, private, gated mews will also provide the route to the front door of houses/flats in Blocks A and D. Entry controls to the courtyard, off which the new mews will run, should be accessible to all residents, including those in Blocks B and C, so they can share in the amenity space and play facilities proposed and to help foster a sense of community. Ground floor units in Block C will have garden gate entrances off the new mews, in addition to their front doors, but it is good that they will have both, with what will clearly be read as their main entrance helping activate the existing, publicly accessible mews street. However, the fact that it is proposed that the new mews will be gated, should make it more acceptable that, as proposed, the route to residents front doors will sometimes be somewhat convoluted, weaving between landscaping and play equipment, with to two units in Block D, nos. 6 & 7, having front doors hidden around the corner at the end of the mews. <u>Bulk & Massing</u> 22. The parallel mews; both existing and new, create four distinct "blocks", as described above, albeit that are built up against each other to merge into one built mass. Nevertheless, in all cases, the appearance and height of these blocks is generally subsidiary to the primary built form, the original terraced shopping parade. The two blocks fronting the existing mews are of three storeys, but of a jagged form, expressing the rhythm of bays, and with a distinct ground floor that forms a "base" but is lower than the shopfront height base of the retail parade. 23. The courtyard part of the proposed development, at its north-eastern end, Block D, is essentially of a single storey height, with a small area of two storey where it abuts Block C. It therefore reads as subsidiary to the two storey terraced houses fronting Crescent and Dagmar Roads, and would read as like garden structures and buildings behind garden walls, of a similar or lesser impact and bulk that the existing factory when viewed from these houses. 24. Finally Block A relates more to the open expanse of the railway and rises as a simpler block to four storeys. With its top floor detailed as a roof, with the same light weight	

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	material, zinc cladding, and a profiled roof form, it would read as a three storey plus roof building in bulk and height, analogous to the mansion blocks of the retail parade, only slightly subsidiary due to lower floor heights; its height and bulk relates more to the wider open space of the railway, but nevertheless would rise seamlessly out of the two and three storeys of the two mews spaces. 25. In bulk and massing the QRP considered the proposals to be broadly acceptable, including the tallest block, Block A, being of four storeys, noting that the gap to its side (a single storey element housing refuse storage linking Blocks A and B), would provide an important sense of openness to the central courtyard and mews spaces, as well as providing a view through the site, not currently available below the high ceilinged two storey existing structures, of the trees on the embankment behind. <u>Elevational Treatment and Materials</u> 26. All the proposed buildings are carefully designed as three-dimensional compositions, but with a transition across the site, from more formal along the existing mews frontage, to more informal facing the new mews and embankment. The most prominent component of the materials palette is brick, in two types of brick, with a “hard”, light buff, more consistent coloured brick base to ground floors of Blocks B and C, facing the existing mews and central courtyard, and upper floors to all blocks in a more variegated, “softer”, mid-buff brick. There are also retained existing brick walls, to garden boundaries and parts of the existing industrial buildings on site, that are proposed to be retained, rebuilt and extended in places; these are proposed to be in matching red bricks. This palette is appropriate to context, where typically the existing terraced houses and mansion blocks have red brick front facades, with buff brick flank and rear facades. 27. Render is proposed parts of the front elevation of Block A (onto the new mews) and all of the flank and rear elevation of Blocks A and B. This maintains the existing material palette, where the existing building along the railway edge, and facing the central yard area, is in white render, but this will be in a modern, through coloured dark grey render that will be maintenance free and less likely to suffer discolouration and staining. The predominant brick and render material palette is paired with a lightweight zinc cladding to roofs and some parts of top floors, to create visual emphasis at key points, such as over flat	

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	communal entrances, and to mark corners. 28. Facing the existing mews, the proposals follow a rhythm of vertical bays, responding to the rhythm of vertical bays in the existing retail parade and expressing the individuality and identity of the ground floor maisonettes and flat above. Between the two mews facing blocks screening the more private "inner mews" from the public existing approach and mews, is a single storey screen proposed to be a living wall, adding to the greening of the site also achieved in landscaping with trees and shrubbery along the central new mews, the provision of buffer front gardens to Block B and C along the existing mews and the gap between Blocks A and B allowing views of the trees on the embankment behind. 29. A key design decision which drives aspects of the design is that much of the existing structure of the factory buildings; all the foundations, most of the steel frame and some of the external brick walls, are to be retained. This is important in lessening the disruption caused by building works, especially any caused by disturbing the ground, and being a more sustainable response, utilising the embodied energy of existing structures, reducing waste created and vehicle trips needed. <u>Fenestration, including Balconies</u> 30. All the elevations are designed with care and considerations for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion. There is a careful control of which parts are more orderly designed, such as the railway facing elevations of Blocks A and (especially) B, and those which are more varied, onto the courtyard and mews, expressing individual flat identity and responding to the challenging neighbouring amenity issues, whilst achieving a satisfying, elegant composition. 31. Many flats have private amenity space in the form of private gardens or roof terraces, rather than balconies. Where there are balconies, they are generally recessed. The only projecting balconies are three on the 1st floor of Block A, facing the central space, adding to its liveliness, and three on the eastern end of that block, at 1st, 2nd and 3rd floor; these can be considered as adding to the composition and not out of character. Balustrades are	

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	a mix of solid masonry and glass, giving residents some areas of privacy and some of views, in line with the careful control generally. <u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u> 32. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. 33. All dwellings meet or exceed the private external amenity space in the London Plan, with private gardens, balconies or roof terraces. Privacy of amenity space is achieved by most balconies being recessed, and those that are not being at least partially solid balustraded. Many flats have larger roof terraces, exploiting the design which permits roof terraces in the steps in the blocks. 34. There is only one single aspect flat in the whole development; this is a ground floor "courtyard house" in the corner of Block D, with its one bedroom and its living room looking south onto a private, well screened garden, with plentiful sun screening and no privacy concern, and with a front door opening onto the central space on the opposite north side, offering potential for light and cross ventilation. All other flats and maisonettes are at least dual aspect, many triple aspect, an amazing and exemplary achievement in such a high density urban development (although perhaps more typical in high density, low rise mews type developments than in developments of large blocks). 35. There is also access to doorstep private communal amenity space, including doorstep playspace, within the development. Block B, the block with the deepest floor plan, benefits from a private roof terrace, set-in from the sides and screened from neighbouring existing dwellings but providing a large area of amenity space, including an area with informal play equipment. The rest of the development has access to the central courtyard/new mews, which will also contain incidental doorstep play, seating and planting. <u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u> 36. This is a key issue in a development of this sort, being inevitably in close proximity to	

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	existing dwellings in two storeys of flats above shops on Palace Gates Road and Crescent Road, and in two storey flatted blocks along Crescent Road and Dagmar Road, both also including former attic conversions with dormers or rooflights at 2nd or 3rd floor. The proposals are designed with carefully controlled fenestration to avoid or minimise overlooking and privacy concerns; windows on upper floors are angled to avoid looking towards existing neighbours, obscured glazed where not serving habitable rooms, high level where other windows also serve habitable rooms but the additional light (and view of the sky) is desired), or focussed onto the other (north-east and south-east) sides of the proposal where they would look away from neighbours. 37. The applicant has carefully plotted distance to neighbouring windows, especially in the back of the 1st, 2nd & attic floors of the back of the flats over the shops on Palace Gates Road and Crescent Road where the elevations are more complicated, with varied rear projections and later extensions. The result is that no clear windows, at eye level, with a direct or reasonably direct view of existing neighbours, in the upper floors of the relevant proposed flats, that is in Blocks B and C, and in the small 1st floor element of one house in Block D. Some windows face towards those in Dagmar Road, but their distance is over 20m, which does not present a privacy concern as research shows that a human face cannot be recognised over 18m distance. Some flats in Blocks B and C have side windows into recessed balconies on their south side, with the balconies positioned where they would not get a direct view of existing residential windows. It would be possible for a determined snooper to lean over the balustrade of some balconies and get a closer view, but that would not be a reasonable concern. It should also be pointed out that whilst the proposal would not cause a loss of privacy to existing neighbouring residents, many of those existing residential windows, and especially their gardens, are already overlooked by other existing residential windows. 38. Regarding the windows and gardens to houses and flats backing onto the site on Crescent Road and Dagmar Road, the proposal is designed to avoid any potential of overlooking by dropping the height down to a single storey and where it is over that, which is only small instances, facing those windows there are in their proposed development away from those neighbouring houses and flats. There is no concern at ground floor where gardens are divided by storey height (2m and above) garden walls / fences, as in this instance, and in any case the proposal would be less of an imposition to these properties, in appearance,	

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	sense of enclosure, than the existing industrial buildings. There are two first and one second floor window in the north-west facades of the two storey Block D house and end elevation of Block C that would look towards the back of Dagmar Terrace, albeit well over 20m away, but could have overlooked the back of Crescent Road at an angle; to avoid this these windows are recessed behind a projecting fin, like a racing horse's blinker, preventing the angled view. The private rear gardens to these dwellings, which are in any case overlooked by their existing neighbours, would also not be overlooked and they would be less enclosed by the proposals than at present where the existing buildings are higher and built up to the whole boundary. 39. Privacy and protection from overlooking is also a concern between dwellings within the proposed development. Here again care is taken, by angling, recessing, using high level windows and concentrating clear eye level windows onto the harmless outlooks; the long views down the mews and courtyard spaces, into screened private courtyards, across roofs and out over the embankment to the wide expanse of the railway. 40. If this development, or something similar, is in principle acceptable, the small collection of "lock-up garages" at the eastern end of the mews triangle are in principle also capable of being similarly redeveloped for potentially including residential use, albeit together they would be a very small development, and individually probably increasingly impossibly small. However, this development is required to, and does, not prevent such development, by not having any windows or balconies onto these neighbouring garages. <u>Daylight and Sunlight</u> 41. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that: *"…D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:* *a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;* *b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring*	

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	residents and residents of the development…" 42. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide". 43. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only one neighbouring existing window to a habitable room found to lose a noticeable amount of daylight, no neighbours losing a noticeable amount of sunlight to living rooms, but with two neighbouring external amenity spaces losing a noticeable and relevant amount of sun on the ground, albeit that they are fairy distant and already highly constrained gardens. The applicants' assessment also finds the proposals would achieve good levels of daylight to the proposed dwellings. 44. The one neighbouring existing window in residential use found to lose a noticeable amount of daylight as a result of the proposed development is a ground floor window in the rear of no. 24 Palace Gates Road, whose daylight would fall from 16.10 to 9.64% Vertical Sky Component (VSC, a standard measure where 27% is considered to represent "full daylight"); a 40.12% reduction. This is one of the three storey buildings in the retail parade on the south side of the site, and is one of four windows serving that room, albeit the primary window to that room, and that the other three windows do not lose a noticeable amount of daylight (losing 6.5, 6 and 6.1% to 24.3, 22.2 and 18.2% VSC), and the room as a whole is likely to continue to receive close to its current overall level of daylight (although the applicant cannot be expected to know the precise layout, furnishing and decoration of the neighbour's room, which would be needed for a room assessment; hence this is not required for assessing the daylight effect on existing neighbours). This is the only property in the retail parade found to have residential accommodation at ground level; all the rest are in retail or other ground floor use, as is to be expected. 45. There are other existing neighbouring residential windows that would lose daylight to less than the level defined in the BRE Guide as noticeable, which is a 20% reduction on	

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	daylight. However, it must be emphasised that the BRE Guide, which is an expert, objective, scientific document, prepared by the country's foremost expert building research institution, find that losses of daylight of less than 20% would simply not be noticeable, would have no effect at all on the enjoyment of daylight experienced by residents. 46. The two properties that would experience a noticeable loss of sun on the ground to their external amenity areas are nos. 33-35 and 37-39. Despite the numbering, each is a single property, the numbering reflecting that they are "Manchester flats" built to resemble houses but containing two flats, one on the ground floor, one on the first. The amenity areas are presumed to be shared private gardens shared between the two flats. The loss of sunlight is from 62% to 39% (of the garden receiving 2 hours of sun on the ground in the spring and autumn solstice) at 37-39, a 37% reduction, and from 40 to 32% at 33-35, a 22% reduction. The latter is just over the 20% threshold, so would be only just noticeable, the former a more significant loss. In mitigation, the applicants' consultants show that both gardens would continue to receive 100% sun at the summer solstice. It should also be pointed out that both gardens are not well positioned to get much sun already, being only 4.5m deep, to the north-east of the 2 ½ storey houses they serve, with the 1 ½ storey gable end wall of the end of the terrace on Dagmar Road looming over them. 47. To assess daylight within the proposal, the applicant' consultants assessed a sample of existing rooms believed to be likely worst cases. This found 75% of those likely worst case rooms received over the minimum amount of daylight the BRE Guide considers a good level of sunlight for new dwellings. The rooms falling short were living rooms that fell only just short. For a higher density development in an urban location, this is considered to be a good outcome. 48. 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	

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	densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected. <u>Conclusions</u> 49. This is a challenging site, of a difficult, irregular geometry, narrow access through a currently unsightly mews or alleyway, highly constrained with surrounding existing residential properties looking onto the site in close proximity. However, it is in an excellent location for new homes, close to but just outside of Wood Green with its vibrant town centre, immediately beside a parade of local shops, a short walk from a well connected rail station and from the huge park and world class entertainment venue of Alexandra Palace. 50. The proposals are for an exceptionally carefully designed, thoughtful and well composed "mews style" development, that responds to the challenging constraints by thoroughly and with exceptional care avoiding harming the privacy, daylight and sunlight of neighbours, whilst showing they can provide high quality new housing with the space, amenity and privacy to be expected all dealt with elegantly. It also proposes a well-considered, light-touch, sustainable construction method retaining existing structure and avoiding disturbance. 51. Most excitingly of all, the proposals also promise to improve the appearance and condition of not just the site itself, but also its challenging access, by ordering, tidying and transforming the mews off which it would be accessed, offering significant improvements to neighbours and to the general public.	
Transport	HGY/2019/1183 - 1-6 Crescent Mews London N22 7GG Final Transportation response – 22/10/19 This response has been finalised following receipt of the applicant's Technical notes and proposals for mitigation as received in the period up to 26/9/19. Subsequent to earlier views on this application, the applicant has provided a series of technical notes to clarify details and make proposals for mitigation of the impacts identified as likely to arise from the development. These technical notes have also provided details in	Noted. The recommended legal agreement clauses securing paring mitigation measures and conditions relating to construction logistics,

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	relation to the access controls to the development, and parking stress survey information. Included in these is a reduction of the number of disabled parking spaces within the site has from 4 to 3, to accommodate the manoeuvring requirements of a 7.5 tonne service vehicle. The mitigation measures proposed include the following, and are discussed within this response. • Designation of the site as car capped/permit free to prevent occupiers from obtaining CPZ permits, £4000 to cover the Council's administrative costs • Provision of a car club facility, with £4000 for funding of a new car club bay plus the funding of 3 year's car club membership and a £50 driving credit for each residence. (note – subsequent to the applicants mitigation proposals, the car club operator has recommended memberships and driving credits only, no requirement for an additional car club vehicle/bay) • A contribution of £50,000 towards appropriate surveys, consultation and design/implementation of additional/refined parking measures to mitigate stresses and issues that arise as a result of the development • Implementation of a travel plan for the development • A contribution of £10,000 towards the provision of additional cycle parking to be provided in the public realm close to stations and in the town centre This application is for the following; *Demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 3 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.* The site is a triangular shaped plot of land which currently comprises 5 buildings previously	access arrangements, delivery and servicing plan, car parking management plan and cycle parking will be included with any grant of planning permission as appropriate.

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	used for employment purposes. The permitted/former uses on the site are for 622sqm B1a offices and 1542sqm B8 warehousing. The site is located in Crescent Mews, Hornsey. Crescent Mews is a private road, which connected to the Public Highway onto Crescent Road. The site currently has a PTAL value of 3 which is considered 'moderate' accessibility to public transport services. Two bus services are accessible within a 5 minute walk, as is Alexandra Palace Railway station. TfL's WEBCAT website does detail the PTAL value increases by 2021, with part of the site achieving a value of 4 (considered 'good' access to public transport services). It appears from the WEBCAT site that the increase is due to increasing frequencies of rail services in the future from Alexandra Palace. However as of the time at which this application is being considered, the PTAL is 3. The site is within the existing Alexandra Palace CPZ which has operating hours of Monday to Friday, 12.00 to 14.00. The zone was extended recently to include Dagmar and Crescent Roads reflecting strong local support in these streets for extension to the CPZ.	

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	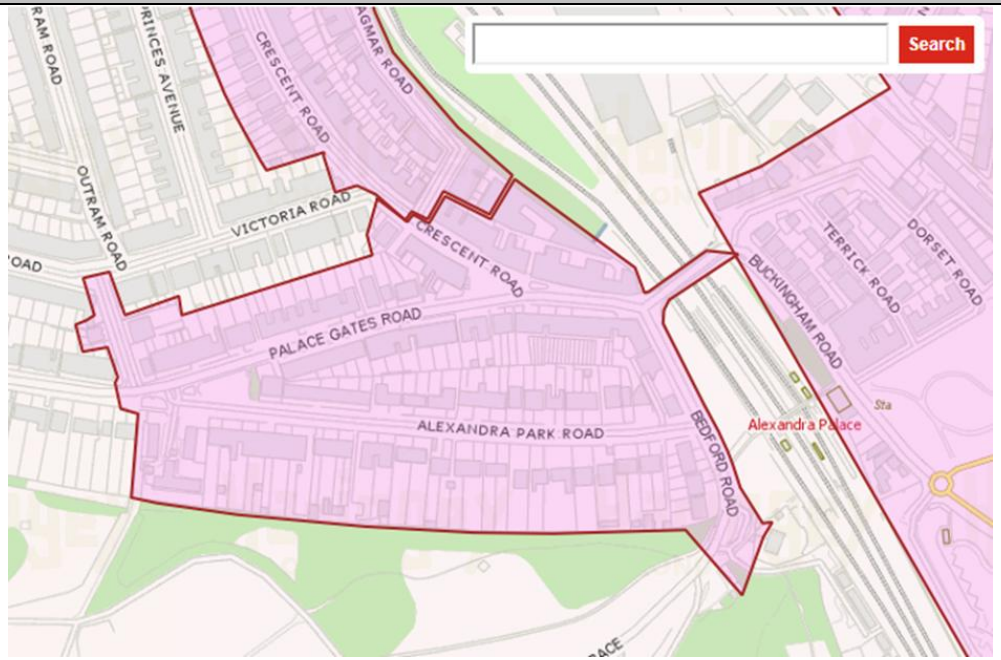 A Transport Assessment accompanies the application. Transportation comments on this application are as follows; <u>Proposal</u> 30 new residential units are proposed, to be within 4 blocks at the site, connected by an open courtyard central to the blocks. The breakdown of residential units is as follows; • 15 No. 1 bedroom flats • No. 2 bedroom flats • No. 3 bedroom flats • No. 4 bedroom flats 3 blue badge car parking spaces are proposed.	

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	Access Arrangements Vehicle, pedestrian and cycle access is proposed off Crescent Mews, a private road. A pedestrian access is also proposed off the existing path connecting to Dagmar Road. Entry/access control gates are proposed, these will open inwards, and the applicant has now clarified that a form of fob access control or similar will be utilised for security and control. The setback would need to be able to accommodate the full length of any visiting vehicle and it is noted that the swept path for a 7.5 tonne service vehicle is for a vehicle length of 7.2m. whatever the arrangements are put in place for access controls, there cannot be any instances of vehicles waiting on the highway or footway so the setback/operation of the gates needs to demonstrate this will not be a problem. A swept path plot was originally provided for a 7.5 tonne vehicle which has the dimensions of 7.2m by 2.192m. It was noted that for the larger 7.5 tonne service vehicle, that the swept path extends outside of the application red line onto what are detailed as parking spaces perpendicular to Crescent Mews. The applicant has subsequently revisited the layout here, deleted one of the blue badge parking spaces (reducing from 4 spaces to 3) to provide a turning area, and the swept paths for visiting service vehicles now show it is possible to make the turning manoeuvre, however it is noted that it is very tight and the safety zone on the service vehicle swept path extends into the blue badge bay space. Trip Generation: Trip generation information has been provided in the TA, and this predicts an overall reduction compared to the previous/consented existing use at the site with the commercial/industrial uses. This is expected and the quantum of vehicle and servicing movements predicted should not create any adverse highway network or capacity impacts in terms of trips made. Car parking: 3 blue badge parking spaces are proposed, for the wheelchair/fully accessible component of the 30 units. this does meet the draft London Plan requirements for blue badge provision (10%, or a space for each accessible/wheelchair unit).	

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	Census car ownership recorded in the 2011 census detailed an average car ownership of almost 1 car per household. This is a ward wide statistic for all housing types and sizes, the TA proposes car ownership to be lower than this when considering 1 to 3 bedroom flats, and table 5.7 of the TA predicts potential car ownership of 23 vehicles from the 30 flats. This initially sounds reasonable, it is accepted that the census data is a number of years old and that car ownership is falling London wide in general. The TA therefore comments that up to 20 vehicles could theoretically be potentially looking for on street parking. The applicant asserts that the actual demands would be lower than this, given the site would be effectively car free, and taking into account the proposed mitigation measures. Transportation do expect some additional parking demands to arise from this development proposal, but do also expect that the combined effects of the mitigation measures proposed should have some effect and reduce the quantum of additional on street parking demand that will arise. Transportation also understand that Planning Officers are now in agreement that the site be appropriate for designation as a permit free site, taking into account the site's location in close proximity to Alexandra Park Railway Station and existing levels of on street parking in the locality of the site. This will certainly act as one of the main mitigation measures in reducing the potential parking demands arising from the development. Parking stress surveys have been carried out for this application, for a 200m walk catchment and wider 500m catchment. The application TA initially presented the results and analysis based on the larger catchment, and a breakdown of the individual stresses within each street close to the development for the 200m walk distance has now been provided within one of the technical notes. The existing/current parking stress for the whole survey are averaged at 65%, with 57 spaces available overnight out of a total of 163 spaces in the survey catchment area. Both Westminster and Hackney have their own Parking guidance that detail how the 80% parking stress is considered a critical point and Transportation are of the same opinion. As initially presented, the additional parking demands materialising could have resulted in stresses approaching the 80% level across the 200m survey area. Another 20 cars would increase the parking stress from 65% to 78%. However, with the mitigation measures	

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	proposed, the actual increase is expected to be less than this and therefore the on-street conditions are not expected to reach the levels initially thought and should be lower than originally presented by the applicant. <u>Proposed parking mitigation measures</u> As commented earlier in this response, the applicant has proposed a number of mitigation measures following initial transportation feedback on the application. These include the following; • In the technical notes there is reference to mitigation in the form of the site being permit free. Transportation understand that Planning Officers are to designate the site as formally car free should the application be granted consent. This will act as a restraint to car ownership and usage from the site. • The applicant has also proposed a £50,000 contribution towards funding surveys, consultation and implementation of the physical signing and lining for additional parking controls to mitigate impacts that arise post development. This would enable additional parking restrictions and modifications/refinements to existing restrictions to be implemented, and could certainly mitigate some impacts on local residents. It would however be 'reactive' mitigation so residents could experience some issues in the shorter term pending any changes or additional parking restrictions. • The proposed funding of car club provision for the development could certainly contribute towards reducing car ownership and parking demands arising from the development. It is widely accepted and understood that a car club car can take a number of privately-owned cars 'off the street' so to speak. The applicant ha snow provided the Car Club Operator's recommendations for car club provision at the site, which are for the developer to fund 3 year's membership for each new residential unit, plus a £50 driving credit to promote usage of the car club facility. Car Clubs are a proven means of reducing car ownership and usage and are endorsed by Boroughs and Transport for London. • Provision of a development travel plan will establish good personal travel practice and	

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	can contribute towards increasing the use of sustainable modes to and from the site. Overall, Transportation acknowledge the potential benefits that should arise from the proposed mitigation measures to reduce parking demands arising from the site. However, it is still the case that additional pressures are likely to arise, albeit not to the extent initially envisaged when the application was first submitted without all of the mitigation proposals and not to a level considered critical. <u>Cycle parking:</u> 52 spaces are proposed for the development overall, which meets future/draft London Plan standards. There is a mixture of locations for cycle parking, some are proposed for within the curtilage of individual units, and there is also some communal cycle parking. It appears that there is some wet weather protection as in canopies for the communal parking, but not for the cycle parking at individual units. Although there will be security gates at the entrances to the development, it is still considered that 'open' parking (as in not within a secure room or container) will not be sufficient in terms of security. Especially given the applicant is proposing a car free development, where it will be of prime importance for residents to feel confident and secure in parking their cycles. In order to contribute towards mitigating the lack of parking to meet development demands, cycle parking must be weatherproof, secure and easy to use. The applicant will need to reconsider this element of the development. <u>Servicing and refuse/recycling collection arrangements:</u> The proposals for servicing arrangements detail some visits being made into the site (vehicles up to 7.5 tonne) however as commented earlier in this response, the originally submitted swept paths showed vehicle manoeuvres passing outside of the red line and over the parking spaces located perpendicular to Crescent Mews. This has now been remedied by deleting one of the blue badge parking spaces to facilitate a manoeuvring space however it is still considered very tight for space. It may be the case that some service vehicles choose or are unable to enter the site and these will need to dwell close to the development within parking spaces.	

Stakeholder	Comment	Response
	Construction Phase: Given the location and proximity to the junction of Crescent Road and Palace Gates Road, and adjacent residential neighbours, a worked-up draft of a Construction Logistics Plan will need to be submitted with any formal application. This will need to detail how the development will be built whilst minimising the impacts on the highway and adjacent neighbours. This document will need to detail the contract programme and duration, numbers of vehicle movements and vehicle types, means of keeping the highway free of dirt and debris, wheel washing arrangements, and arrangements for loading and unloading. Conclusion: This application is for redevelopment of the industrial/commercial properties at Crescent Mews to provide 30 residential units, with 3 parking spaces (blue badge bays). Transportation initially objected to this application due to concerns in relation to the potential parking impacts that could arise from the development. It was likely that these would have increased local parking stresses to a level considered very close to critical. However, as the applicant has responded to these concerns by proposing a number of mitigation measures detailed earlier in this response, and Planning Officers have also confirmed that should this application be consented, it will be formally designated as a car free/permit free development and occupiers will be prevented from being able to obtain CPZ permits. The applicant's mitigation measures include car club provision for the development, a travel plan, and funding of additional surveys, consultation and the implementation of additional parking controls to mitigate impacts as they arise. As commented earlier in this response, these will very likely have some effectiveness over the longer term and should reduce the potential parking impacts arising from the development. However, it is still considered that there will be increases in parking demands and pressures as a result of the development, but this will of course be reduced with the proposed mitigation measures and permit free/car free status and the increase in local parking stresses should be under the critical threshold. With respect to the parking aspects of this application, Transportation no longer objects to it.	

Stakeholder	Comment	Response
	In addition to this the cycle parking as proposed needs to be reconsidered, to provide a more secure arrangement. There are also queries as to the access and servicing of the site, and the arrangements to be used to mitigate impacts during the construction phase. Should Officers be minded to grant consent, a number of suggested conditions and S106 contributions would be appropriate if consent does get granted for the application. These are as follows; <u>Conditions;</u> <u>Cycle parking</u> Full details of the proposed cycle parking arrangements are to be provided for review and approval prior to commencement of the works. Reason; to ensure the provision of high-quality cycle parking at the development that will be easy to use by residents and encourage the uptake of cycling <u>Construction management and Logistics Plan</u> The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Crescent Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Reason: To safeguard the local highways network and protect pedestrian safety.	

Stakeholder	Comment	Response
	Full details of the proposed access control arrangements Prior to the occupation of the development, full details of the proposed access control arrangements shall be submitted to, approved in writing by the Local Planning Authority and implemented and maintained accordingly thereafter. Reason; to ensure that the proposed access controls for vehicles accessing the site do so without impacting on the safe operation of the public highway Delivery and Servicing Plan Prior to the occupation of the development, a Delivery and Service Plan shall be submitted to, approved in writing by the Local Planning Authority and implemented and maintained accordingly thereafter. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway. S106 contributions: Control Parking Zone consultation CPZ The applicant developer will required to contribute byway of a Section 106 agreement a sum of £50,000 (fifty thousand pounds) towards the design and consultation on the implementing parking management measures to the north of the site, which are currently is not fully covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal. Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads North and west of the site, and to ensure that any residual car parking demand generated by the development proposal is minimised and reduce any adverse impact on the local highway network and the residential amenity of the existing local residents.	

Stakeholder	Comment	Response
	Travel Plan (Residential) Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the flowing measure to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident. c) Establishment or operate a car club scheme, which includes implementing the recommendations of the car club operator for the development, with three years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 3 years. d) We will also like to see Travel Information displayed at strategic points within the development. e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year. f) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan to monitor the initiatives for a minimum of 5 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.	
Housing	I can confirm that the Housing Team has had detailed involvement with the s106 negotiations and the architectural development of this scheme and that we are pleased with the outcome.	Noted. The recommended

Stakeholder	Comment	Response
	On the specific issues: • Mix – whilst the Council normally argues for a range of bed sizes in a scheme, in this case as the numbers are small and because there has been a perceived over supply of smaller homes in previous schemes we are happy with family homes on this scheme. • Wheelchair homes – because of the high demand for adaptable homes on our waiting list and in our current stock, I have no objection to three of the five houses being designated as the adaptable homes. • Parking – linked to the above, I would expect to see at least three of the on-site spaces allocated to these three homes. • Outlook – this is a 'mews' development and as such some of the private homes and the social homes will have entrances and potentially outlooks towards the rear of other buildings, I do not believe that the social houses have been specifically picked out, and they are in no different a position to many of the private homes. All of the homes also have habitable rooms facing the internal 'mews' area and can access / egress through this area. Whilst we can ask for high quality ground surfaces within the development, I agree that it would not be sensible to try and impose an obligation on the developer to improve the neighbouring fences / boundaries as these are outside their control and therefore will be unenforceable. • Design / specification – I would expect the s106 to control the design and specification of the homes so that they have to be agreed by us to ensure that they are sustainable, manageable and conform to the GLA requirements. • S106 – I would expect to have a clause giving the council first refusal on the acquisition of the affordable homes.	legal agreement clauses securing affordable housing and condition relating to car parking management plan will be included with any grant of planning permission as appropriate.
Energy and Carbon Management	Energy – Overall The scheme delivers a 35.62% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. The applicant is required to pay a contribution of £50,847.20 carbon offset fund as the site did not meet the Zero Carbon Target. The site has a shortfall to zero carbon of 28.16 T/CO_2. Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 5.4% through improved energy efficiency standards in key elements of the build. While this is not best	Noted. The recommended legal agreement clauses securing carbon offsetting and conditions relating to energy various energy measures will be included with any

Stakeholder	Comment	Response
	practice it is policy compliant and a positive. Suggested Condition: You must deliver the energy efficiency standards (the Lean) as set out in the approved Energy Strategy, by NRG Consulting, dated January 2019 (Report Ref: ES/CM/201812 – RT). The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 5.4% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed. It the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Energy – Clean The scheme proposes individual boilers. Suggested Condition for individual boilers: That all combination gas boilers that are to be installed across the development are to have a minimum rating of 91% from the Product Characteristic Database (formerly SEDBUK). The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter. Reason: To comply with London Plan Policy 5.2. and local plan policy SP04 Energy – Green That application has reviewed the installation of various renewable technologies.	grant of planning permission as appropriate.

Stakeholder	Comment	Response
	PV Panels - They have concluded that approximately 90 no. PV panels with 31.05kWp would produce regulated CO2 savings of approximately 30.12%. These are fitted onto roof space on the block and town house roofs. Suggested condition You must deliver the renewable energy systems (Be Green) as set out in the approved Energy Strategy, by NRG Consulting, dated January 2019 (Report Ref: ES/CM/201812 – RT). The applicant will deliver no less than 90 no. solar PV panels, with 31.05kWp. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee. The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. The equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery. Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04 Sustainability Assessment The applicant has not submitted a Sustainability Assessment within their Energy Strategy. Haringey proposes the applicant undertakes a Home Quality Mark and achieves a level 3 outcome. This will be conditioned as follows. Suggested condition: You must deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 3 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 3 and	

Stakeholder	Comment	Response
	shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan. Overheating Risk The applicant has completed the GLA Overheating Checklist which shows no units overheat. Due the site location near the railway lines, the ability to open windows may be limited due to noise from railway. Therefore, we expect a Dynamic Thermal Model in line with CIBSE guidance (TM49 and TM42) to be submitted. This should address the design measures undertaken and what mitigation measures can be employed should any overheating risk be identified. Suggested Condition The developer will submit for approval an overheating model and report. The model will assess the overheating risk (using future weather temperature projections), and report will demonstrate how the risks have been mitigated and removed through design solutions. We expect that the applicant undertakes a dynamic thermal model of the development, using London future weather patterns (TM52 and TM49). This will demonstrate that all the dwellings do not overheat. And that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy. REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.	
Environmental Health -	Air Quality:	Noted.

Stakeholder	Comment	Response
Pollution	The London Plan, Policy 7.14 states that new development should: • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. An air quality assessment 1-6 Crescent Mews Haringey Produced by NRG Consulting referenced AQDMP/CM/201812 – JD dated December 2018 has submitted with this application. • Emissions sources include the proposed heating system, buildings and road traffic principally. • The impact of road traffic emissions will be assessed using the ADMS-Roads air dispersion model. • The ADMS predictions for annual mean NO2 and PM10 concentrations in 2017 and 2022 were the annual mean objective (40 µg/m3) across the proposed development site at the ground floor level. • An assessment has been undertaken to determine whether the building and transport-related emissions will be air quality neutral, in accordance with the London Plan. The air quality neutral assessment concluded that the proposed development will meet building	The recommended conditions relating to air quality, dust management, contamination and NRMM and asbestos informative will be included with any grant of planning permission as appropriate.

Stakeholder	Comment	Response
	and transport emission benchmarks. As such, no mitigation measures are required to reduce these emissions. However, the developer should ensure that all gas fired boilers meet a minimum standard of <40mgNOx/kWh. • The potential impact of dust generated during site enabling, earthworks and construction works at the proposed development has been undertaken in accordance with the Mayor of London's SPG for the control of dust and emissions during construction and demolition. The assessment revealed medium risk for dust soiling during the demolition and construction phases of the development. • The Development would alter traffic very slightly, and in combination with the proposed heating system, could potentially change local air quality in terms of NO2 and particulate matter (PM10 and PM2.5) concentrations. However, on completion of the Development, and considering uncertainty in future reductions of nitrogen oxides (NOx) and NO2, the Development is predicted to have an insignificant effect on NO2, PM10 and PM2.5 concentrations within, and surrounding the Site. The overall effect of the Development on air quality would therefore be insignificant. The conclusions of the modelling are generally satisfactory: However, consideration should be given to cumulative impacts of neighbouring sources and clear statement provided about the number of car parking spaces provision. In addition, the traffic data used in the modelling should be approved by transport team and the air quality assessment updated and resubmitted for an assessment. Contamination: A Phase II Geo-Environmental Investigation Report Reference: LS 2585 by Land Science, dated May 2019 was submitted with the application. An outline of the findings is as follows: • Given the commercial and light industrial history of the sites, levels of contamination encountered have generally been found to be low. The risk assessment was based on the previous desk study prepared by Land Science; most of the possible risks have not been confirmed, except for buried concrete and soft landscaped areas; basic precautions have been identified, which are relatively standard for a development of this nature and location;	

Stakeholder	Comment	Response
	• Generally, the investigation confirmed the anticipated geological succession, comprising Made ground overlying London Clay Formation; • A possible risk with respect to End Users from speciated PAH's (Benzo(b)fluoranthene, Benzo(a)pyrene, Di-benzo(a,h)anthracene) in soft landscaped areas; • Remedial measures have been identified, involving the provision of 300mm clean capping to any soft landscaped areas, to ensure occupants cannot come into contact with soils or soil-borne dusts. A greater depth may be specified by a landscape designer given the poor physical quality of the fill. • Inhalation of Vapour/gases (including Radon) by end users was not considered as potential pathways. I recommend the following conditions: Air Quality Assessment • An Updated Air Quality Assessment, taking into the comments made by the LA must be undertaken and submitted for approval. Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction 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%). Reason: As required by The London Plan Policy 7.14.	

Stakeholder	Comment	Response
	• Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. Reason: To protect local air quality and ensure effective dispersal of emissions. Contaminated land: (CON1 & CON2) CON1: • Before development commences other than for investigative work; using the information contained within the intrusive Investigation a Method Statement detailing the remediation requirements and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. And CON2: • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. Management and Control of Dust: • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan	

Stakeholder	Comment	Response
	• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. As an informative: • Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
Waste management	The planning application has been given a RAG traffic light status of AMBER for waste storage and collection for the following reasons: • It is not clear where the collection point will be and if the Euro Bins will be within the 10	Noted. The recommended

Stakeholder	Comment	Response
	metre distance as outlined above on the day of collection. • If the waste collection vehicle is to access the development then the vehicle must have the height distance required as above and all vehicles must be able to enter and leave using forward motion gears only, therefore the vehicle would need to be tracked to see if this is plausible.	condition relating to a Delivery and Servicing Plan, which will secure private refuse collection arrangements addresses this concern, will be included with any grant of planning permission as appropriate.
Drainage	We have reviewed the Flood Risk Assessment for this proposed development, the site is located in zone 1, meaning a low probability of flooding and there is no increase in the hardstanding surface as a result of the proposed development. There is limited opportunity to have above ground SuDS solutions due to the available space, the surface water will be attenuated in storage crates before being discharged under control at a rate of 2l/s to the Thames Water Surface Water Sewer, subject to Thames Water approval. There is a maintenance plan for the crate system, confirmation of whom will be responsible for the maintenance for the lifetime of the development will be required. We have no objection to the concept surface water attenuation scheme at this stage and would expect to see final detailed drawings for this development as this progresses, this must also show details of overland flows should the system become overwhelmed during extreme rainfall events, and what mitigation measures will be in place to deal with exceedance.	Noted. The recommended condition relating to final details and on-going management will be included with any grant of planning permission as appropriate.
Ecology	The site has very limited ecological value as is predominantly hard standing. However, to the rear of the site is the railway embankment with a wide variety of vegetation and trees. Although this stretch of railway line is not designated, it does provide a very valuable wildlife link between surrounding greenspaces and designated sites e.g. Alexandra Park, Tunnel Gardens, Scout Park. The ecological value of the railway line is recognised within the Phase 1 Habitat survey, with specific reference to the optimal conditions for bat foraging and	Noted. The condition relating to provision of ecological features to be provided on site

Stakeholder	Comment	Response
	commuting. As such, the development should have zero impact on the adjoining railway land, particularly the vegetation and trees (including roots and canopy). Ecological features within the development plans: There are very limited ecology features within the development plans. The main focus is ornamental within the courtyard and some reference to living walls within the elevations scheme but they do not seem to be on the plans. The integration of bat and bird bricks into the development is positive. The Habitat Survey references the roof garden and potential for leading to a net gain in biodiversity for the site. This is inevitable considering that the site is almost completely hard standing. However, the roof garden appears to be a minor addition with, in my opinion, negligible benefits. There is no schedule detailing the planting of the roof garden and it appears to be a couple of planters. Considering the large roof space available then I would want and expect a much more comprehensive green/brown roof scheme. Solar PV panels can be incorporated within this. Lighting: There appears to be a significant number of windows and balconies on the boundary with the railway embankment. This is highly likely to cause light spill into the ecologically valuable area. As such this will be detrimental to species using this area in particular bats. Depending on the intensity of lighting within the buildings, it could be to the extent that bats stop using this route. Conclusion Considering the valuable habitat adjacent to the site, along with the limited ecological features within the plans, I would be concerned with the development proceeding as it is. To really demonstrate that the ecological corridor has been taken into account, I would want to see clear commitment to a much more extensive green roof system, as well as detail as to how any light spill from the properties into the adjacent habitat would be minimised.	which addresses this concern, will be included with any grant of planning permission as appropriate.
EXTERNAL		
Thames Water	Waste Comments The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such	Noted. Appropriate informatives will be

Stakeholder	Comment	Response
	the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-alarge-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 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."	attached to the planning permission should it be granted.

Stakeholder	Comment	Response
	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/Wastewaterservices	
Cadent Gas	Should you be minded to approve this application please can the following notes be included an informative note for the Applicant Considerations in relation to gas pipeline/s identified on site: Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.	Noted. Appropriate informative will be attached to the planning permission should it be granted.
Crossrail 2 Safeguarding	I have no comment on the application.	Noted – no further action required.

Stakeholder	Comment	Response
	For the avoidance of doubt the advice previously issued by TfL in its letter dated 03 May 2019 and request for an informative need no longer apply. The site is in the vicinity of the Crossrail2 proposals however, the land does not form part of a proposed worksite for the future delivery of the railway. The site would therefore not be subject to compulsory purchase in the event powers were granted to deliver the railway.	
Network Rail	With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially with the close proximity to the development of an electrified railway. Asset Protection Given the proximity of the site to the railway boundary and associated high voltage overhead lines, it is imperative that the developer liaise with our Asset Protection Team (details below) prior to any work commencing on site in order to ensure the scheme can be delivered safely and without impact to operational railway safety. Issues to be discussed and agreed will include (but not necessarily be limited to) methodology of demolition and construction, use of plant and machinery, scaffolding, earthworks/excavations and boundary treatments. Drainage All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. All soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed: 1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts. 2. All surface water run-off and sewage effluent should be handled in accordance with Local Council and Water Company regulations. Fail Safe Use of Crane and Plant All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.	Noted. Appropriate conditions and informatives will be attached to the planning permission should it be granted.

Stakeholder	Comment	Response
	Excavations/Earthworks All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land. Security of Mutual Boundary Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager. Fencing Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged. This is particularly relevant for the ground floor amenity spaces facing the operational railway. Method Statements/Fail Safe/Possessions Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe"	

Stakeholder	Comment	Response
	manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. “possession” which must be booked via Network Rail’s Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval. OPE Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway. Demolition Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail’s Asset Protection Project Manager before the development can commence. Vibro-impact Machinery Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement. Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Cranes	

Stakeholder	Comment	Response
	With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation. Two Metre Boundary Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land. Encroachment The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal. Noise/Soundproofing The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the	

Stakeholder	Comment	Response
	soundproofing should take this into account. Trees/Shrubs/Landscaping Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions: Acceptable: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina" Not Acceptable: Acer (Acer pseudoplantanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common line (Tilia x europea) A comprehensive list of permitted tree species is available upon request. Lighting Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of	

Stakeholder	Comment	Response
	any external lighting should be provided as a condition if not already indicated on the application. Network Rail is required to recover all reasonable costs associated with facilitating these works. I would advise that in particular the drainage, boundary fencing, method statements/OPE, soundproofing, lighting and landscaping should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.	
Metropolitan Police - Designing Out Crime	We had a pre app meeting in August of last year, where all of my concerns were taken on board and the submitted document (SBD drawing) was produced. Would ask for SbD accreditation to be conditioned to ensure that they meet the above requirements. My only concerns outside of the recommendations were the following: • Alleyway entrance next to unit 5 – the front elevation has low walls to allow for more open feel in the street. This corner is an ideal spot for ASB and we may need to mitigate with a higher wall treatment. Although this does not appear to be a cut through alleyway, if this is the case how do they expect to give access to the rear gardens for the residents of Dagmar street. • This appears by accounts to be a gated self-contained development therefore, my other main concern is how the current business/residents gain access to their properties (may be that they have never had rear access). Haven't received any SbD application forms but I am sure that will occur once they have received a condition.	Noted. Standard SbD conditions will be attached to the planning permission should it be granted.
London Fire Brigade	The Commissioner is satisfied with the proposals. Other comments: As per Approved Document B B5 for access and facilities for the fire service.	Noted. Whilst a Building Regulations matter, the standard informative relating to

Stakeholder	Comment	Response
		the installation of sprinklers will be attached to the planning permission should it be granted.

Appendix 2: Plans and images

Location plan

Proposed ground floor plan

Proposed first floor plan

Proposed second floor plan

Proposed third floor plan

Proposed roof plan

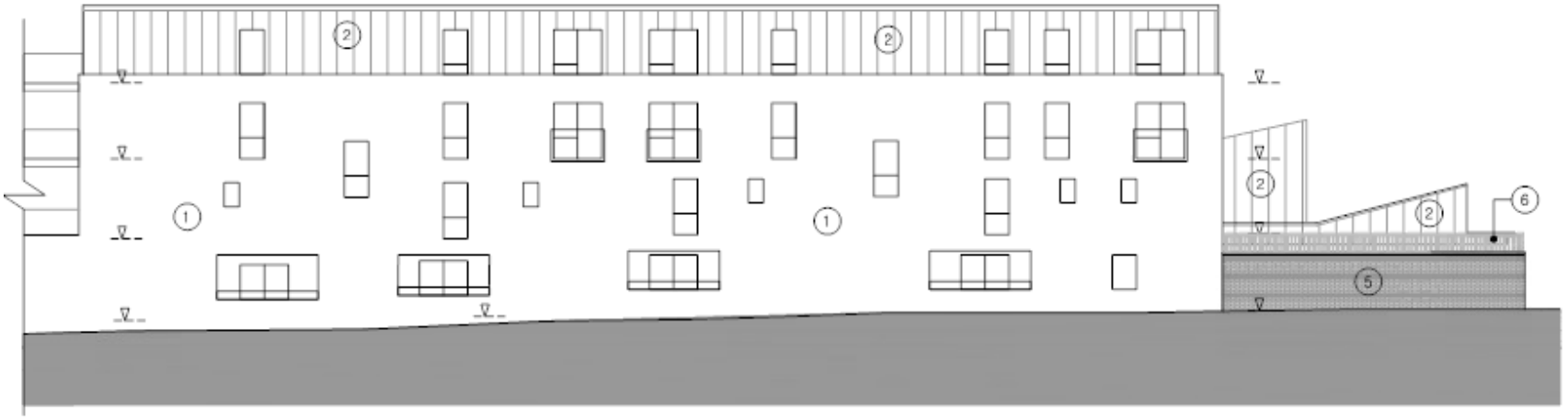
Existing block plan corresponding replacement block has same numbering (omitting Block E)

Proposed elevations

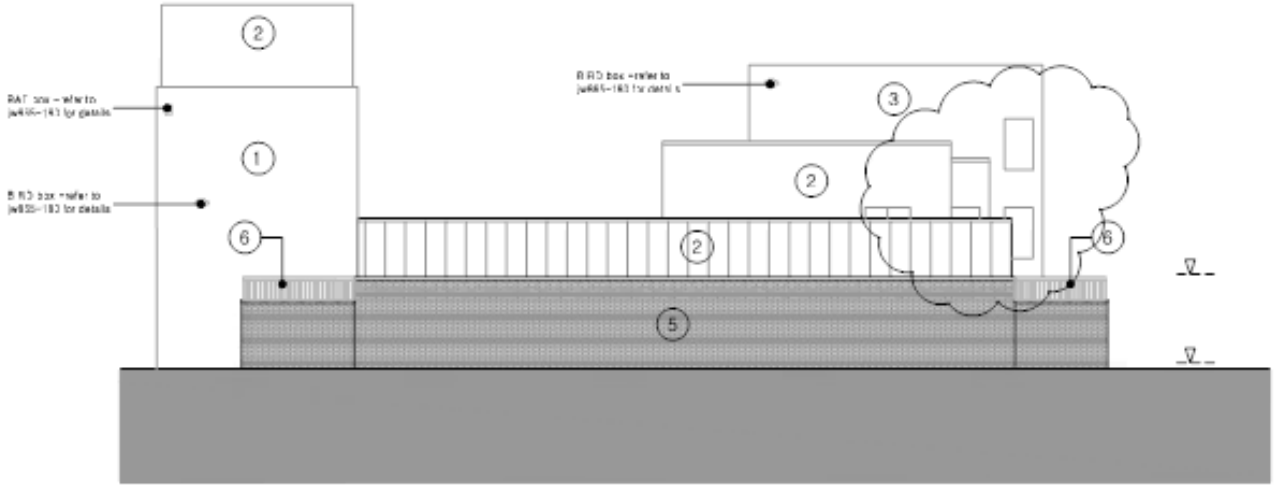
Block C front elevation

Block B front elevation

Block A rear (towards railway land) elevation



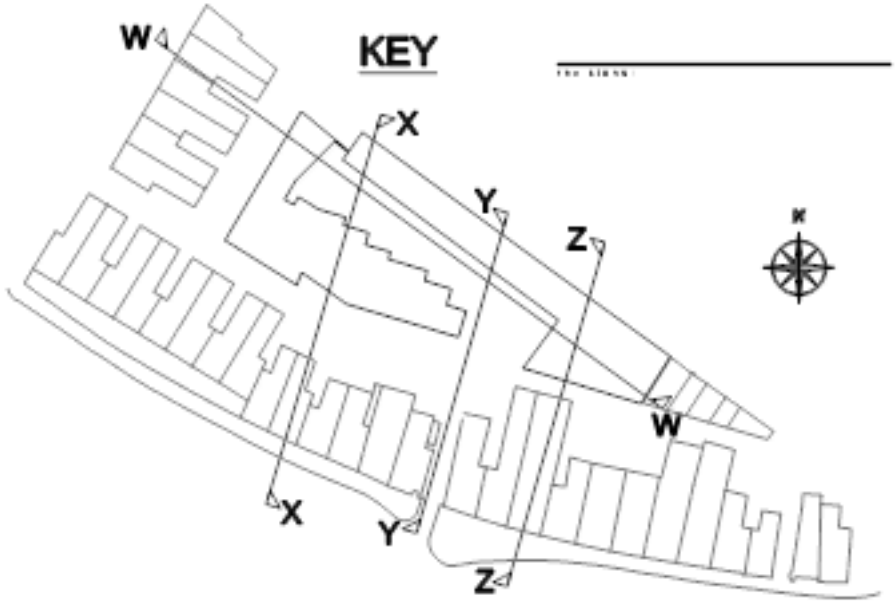
Side (western) elevation



Block C rear (towards internal courtyard) elevation

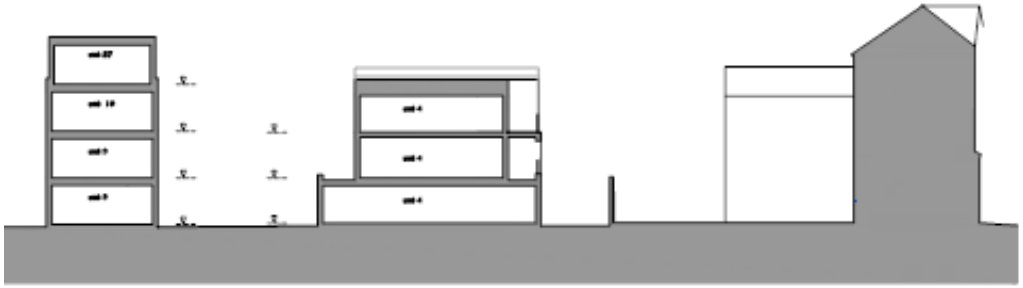
Block A front (towards internal courtyard) elevation

Proposed site sections



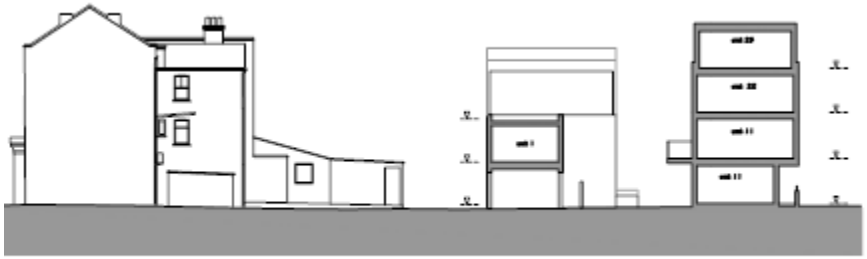
Section through internal courtyard (W-W)

North-south section (through blocks A & C and Crescent Road)



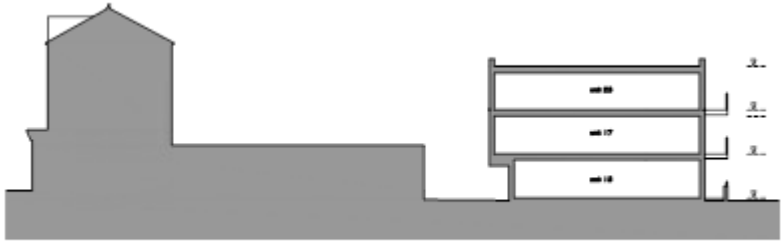
X-X site section

North-south section (through blocks A & C and Crescent Road)



Y-Y site section

North-south section (through block B and Palace Gates Road)



Z-Z site section

CGI of internal courtyard

Appendix 3: Quality Review Panel Report

CONFIDENTIAL

FRAME PROJECTS

Haringey Quality Review Panel

Report of Chair's Review Meeting: Crescent Mews

Wednesday 22 August 2018
River Park House, 225 High Road, London, N22 7GG

Panel

Peter Studdert
Tim Pitman

Attendees

Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Bruna Varante	London Borough of Haringey
Olivia Glenn	London Borough of Haringey
Tessa Kordeczka	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Nora Begolli	London Borough of Haringey
Sarah Carmona	Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Site address

1 - 6 Crescent Mews, London N22 7GG

2. Presenting team

Jason Watkins	JDW Architects
John Ferguson	Collective Planning
Mark Wiseman	Collective Planning

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the meeting. 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 a long triangular piece of land located north of the Crescent Road and Palace Gates Road properties' rear gardens, east of the properties on Dagmar Road and south of the railway lines and an ecological corridor. The site is currently occupied by a two storey office building (Use Class B1) and two single storey storage warehouses (Use Class B8).

The site has no specific land allocations or policy constraints. The terraced properties on the Crescent Road northern frontage, however, fall within Crescent Road local shopping centre, as identified in the Local Plan Proposals Map.

Officers broadly support the principle of redevelopment to change the use to residential, subject to the necessary planning justification for the loss of any existing employment land and floorspace.

Progress has been made since the previous Quality Review Panel meeting – with changes made in response to the panel's comments. Some concerns about the massing and density of the scheme remain, however, including the height proposed for Block C on Crescent Mews.

5. Quality Review Panel's views

Summary

While the Quality Review Panel welcomes the revisions made to the proposal for development of 1 – 6 Crescent Mews, further refinements are needed to reach an acceptable standard for residential development on this challenging site. Critical will be comprehensive improvement, management and maintenance of the environment

along Crescent Mews – to be secured through a Section 106 agreement. The panel broadly supports the proposed scale and massing of the development. It strongly recommends, however, that the vertical circulation for Block A along the northern boundary of the site be contained within the volume of the building, rather than provided by deck access within the internal private courtyard. This would enhance the quality of the courtyard and also remove the problem of overlooking Block C. The panel also recommends rethinking the tightly planned residential units in Block B to improve entrances and private amenity space. It acknowledges that revisions to the designs of Block A and Block B may result in a reduction in the number of residential units across the development. Meticulous detailed design and high quality materials will be critical to the success of the scheme. In addition to radical improvements to the environment along Crescent Mews, a public realm and landscape design strategy should ensure that the internal courtyard provides an attractive and pleasant place for residents. These comments are expanded below.

Response to context

- The site proposed for development poses significant challenges, not least the existing character of Crescent Mews. The panel commends the design team for its creative approach to addressing these challenges and considers that the moves taken go broadly in the right direction.

- The environment and public realm along Crescent Mews are of particularly poor quality – and would be unacceptable for residential development. Backs of commercial units along Crescent Road, refuse, air conditioning and extractor flues and informal parking create an unpleasant and unattractive environment.

- The panel therefore strongly recommends that the proposal for this development include a commitment to substantial improvement of the environment along Crescent Mews, to be secured through a Section 106 agreement.

- There should be a rigorous public realm strategy that would ensure improvements to the site boundary as well as the long term management and maintenance of Crescent Mews.

- While a case could be made for entrances to the town houses in Block C not to open directly onto a less than pleasant mews, but rather to be located in the internal private courtyard, front doors onto the mews would activate the street, both encouraging improvements, such as the public realm and lighting, and also deterring degradation, for example, the dumping of litter.

- In principle, therefore, the panel agrees with locating entrances to the town houses in Block A on the mews, but this will be wholly dependent on successfully upgrading the environment along this street. Failure to do this would be disastrous.

Massing and development density

- The panel broadly supports the revised massing proposed for the development, including the reduced height of Block C.
- It feels strongly, however, that the proposed deck access for Block A needs to be reconsidered. Deck access encumbers what is already a relatively constrained internal courtyard, detracting from its amenity value for residents. It also, not insignificantly, creates problems of overlooking Block C, infringing upon the privacy of residents in that block, where bedrooms open onto the courtyard.
- The panel therefore recommends that the vertical circulation for Block A be contained within its volume, with two stair cores. The panel acknowledges that this may result in a reduction in the number of residential units provided in Block A.
- The panel supports the break in the massing of Block A – which provides some openness to the internal courtyard – and would recommend that this be retained in any revision to the design of Block A. Omitting the deck access will also add to a feeling of generosity and space within the courtyard.
- The panel also expresses some concerns about the arrangement of the residential accommodation – maisonettes and apartments – in Block B. The panel thinks that maximising the number of units in this block is possibly at the expense of the quality of accommodation.
- It therefore recommends reconsideration of the configuration of units within Block B, specifically to improve entrances and private amenity space. It suggests optimising living spaces with open views over the railway to the north, rather than looking on to the backs of commercial units along Crescent Road.

Mix of uses

- The panel notes that consideration by planning officers of issues relating to the re-provision of employment space continues. It suggests that options exist within the site to achieve this, if necessary. Block B could, for example, be deployed as employment space such as studios and workshops.

Architectural expression

- This is a complex scheme where the range of typologies – town houses, maisonettes and apartments – could result in considerable richness. The panel suggests that a calm materials palette would contribute towards the form of the various typologies being read more easily.
- The panel stresses the importance of meticulous detailed design and high quality materials for the success of the scheme.

Public ream and landscape design strategy

- As noted above, radical improvements are required to the environment along Crescent Mews. A public realm and landscape design strategy should also ensure that the internal courtyard benefits from high quality landscape design so that it becomes a pleasant space for residents' use.

Next steps

- The Quality Review Panel recommends that the design team further refine the design of the scheme for 1 – 6 Crescent Mews, as suggested above, in consultation with planning officers, before submission of a planning application.

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)

Appendix 4: Development Management Forum notes

Haringey Development Management Forum was held on 24 October 2018 in committee room 1 and 2 (combined) of the Haringey Civic Centre ,Wood Green. The comments raised were as follows:

- Affordable housing level;
- Concerns the affordable units will be poor/unpleasant;
- What is happening to the trees along the railway embankment - what trees will Network Rail be cutting down?;
- Overcrowding;
- Impact on utilities such as drains;
- Subsidence concerns;
- Good design;
- Structural impact concerns;
- Cast iron pipes under the surface of the vicinity;
- Fly tipping, refuse on the land is currently unpleasant;
- The additional residential units will cause additional refuse problems – access to bins and collection of refuse a concern;
- Poor environment to the rear;
- What are the existing heights in relation to the proposed heights?;
- Where will the existing cars go which serve the people who work on the parade?;
- Poor outlook;
- Have local businesses been notified?;
- Rights to light;
- Traffic access;
- Parking concerns;
- Constant deliver vans, refuse trucks etc accessing the site is a concern?;
- What happens to the tanks underneath the site?;
- What will the local CIL be used for?;
- How will the roof top gardens work?;
- Level of access to the site a concern;
- Entrance to the site is extremely narrow;
- Impact on traffic;
- Noise pollution;
- Distance between houses are very close;
- Very constrained site;
- Concerns with the heights;
- High density;
- Gated entrance will create problems;
- Crescent Road is blocked all the time;
- Concerns with deliveries;
- Concerns some of the units will not sell due to Brexit;

- Concerns with air quality from surrounding AC and flues of the kitchen ancillary to the commercial units along the parade;
- Very little light to the unit in the corner which backs onto Dagmar Road;
- Access and maintenance of the wall is a concern;
- There should be a pleasant communal area;
- Are the houses in the corner necessary?;
- Concerns some unit will have inadequate light;
- Land contamination is a concern which was raised when the prior notification planning application was submitted;
- Block D should be a communal area;
- Concerns the 2 access roads will be dangerous for children;
- Where is the child playspace provision?;
- Where is the private amenity space?;
- Concerns what the development will look like once built;
- Where are the mews examples which have been shown?;
- Impact on amenity of future residents and neighbours;
- What previous work has the architect carried out?;
- Concerns with the future management of the site;
- Green roofs and roof top gardens should be encouraged to help biodiversity.

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2019/0012 **Ward: Tottenham Hale**

Address: Lock Keepers Cottages, Ferry Lane

Proposal: Demolition of existing houses and erection of a three to six storey mixed-use development including a café at ground floor, office space on ground to second floors and ten flats on the floors above.

Applicant: Lee Valley Estates

Agent: Montagu Evans LLP

Ownership: Private

Case Officer Contact: Christopher Smith

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, would be presented to the Planning Sub-Committee in early 2020.

3. SITE AND SURROUNDINGS

3.1. The site is a narrow strip of land west of the tow path on the northern side of Ferry Lane, between the River Lee Navigation to the east and Pymme's Brook to the west. To either side of the site are large-scale mixed-use developments; Hale Village to the west and the emerging Hale Wharf scheme across the river to the east.

3.2. The site is approximately 0.093ha in size and currently occupied by two post war semi-detached dwelling houses, their respective garden areas and an overgrown area front Ferry Lane.

3.3. The site is located within Site Allocation TH9 (Hale Wharf) of the Tottenham Area Action Plan. The site allocation is for mixed-use development with commercial and residential development.

4. PROPOSED DEVELOPMENT

4.1. The proposal is for the demolition of the existing houses and erection of a three to six storey mixed-use development including a café at ground floor, approximately 700sqm of office space on the ground to second floors and ten flats on the floors above.

4.2. The scheme would be a 'car free' development with an accessible parking space provided at the adjacent Hale Village site.

5. PLANNING HISTORY

5.1. The site has no relevant planning history.

6. CONSULTATIONS

6.1. Public Consultation

6.2. This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken. The applicant is expected to carry out local consultation prior to submitting an application.

6.3. Quality Review Panel

6.4. The proposal was assessed by the Quality Review Panel (QRP) on 24th July 2019. The QRP's report is attached as **Appendix 1.**

6.5. The applicant has amended the scheme to address several points raised at the QRP. The detailed design of the building has been amended, has the ground floor layout with the main access to both the residential and commercial is now on Ferry Lane.

6.6. The submission of a full planning application is anticipated in December 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 proposed development would be acceptable in principle as this site is identified for mixed-use commercial and residential development by Site Allocation TH9 (Hale Wharf) of the Tottenham Area Action Plan.

7.4. The applicant must demonstrate, with any full planning application, that the public towpath is enhanced and must also ensure that the requirements of the Environment Agency and the Canal River Trust are taken into account in respect

of the protection and management of the adjacent waterways (River Lee Navigation Channel and Pymme's Brook).

7.5. *Design and Appearance*

7.6. The QRP considered the scale and massing to work well and that the architectural perception shows promise. They were concerned by the layout of the ground floor which has been since revised with entrances from Ferry Lane now proposed. QRP advised that with high quality materials and detailing this proposal could be a 'jewel' within the surrounding context. Some further refinement of the detailed design is expected prior to the submission of a full planning application.

7.7. The QRP noted that the café on the northern side of the building would be partially overshadowed however sunlight studies have shown this to be a sunny location and officers accept that this location is preferable to the southern side given the more sedate and pedestrian focussed environment is on the towpath as opposed to the traffic-dominated Ferry Lane.

7.8. The panel noted the opportunities to enhance biodiversity on the site.

7.9. *Density and Residential Mix*

7.10. The density is calculated as 227 units per hectare which would fall within the limits of the Mayor's density matrix (up to 240 u/ha) for this location and is therefore considered acceptable.

7.11. The proposal is for 10 flats one of which would be a family-sized unit. This may be acceptable as part of the overal mix in the locality to ensure there would not be an overprovision of one- and two-bedroom flats in this area. This would be considered in more detail at application stage.

7.12. *Affordable Housing and Workspace*

7.13. Local Plan Policy requires affordable housing to be provided on site for schemes of ten residential units or more, subject to viability. The applicant has indicated during pre-application discussions that providing affordable housing on site is unlikely to be viable in this case.

7.14. The applicant has also indicated that they may be able to provide some affordable workspace on the site, but the details of this provision are yet to be confirmed.

7.15. *Impacts on Amenity of Surrounding Residents*

7.16. The proposed development would be located at least 30 metres away from any other residential property. As such, no adverse impact on the amenity of neighbouring residents is anticipated.

7.17. *Transportation and Parking*

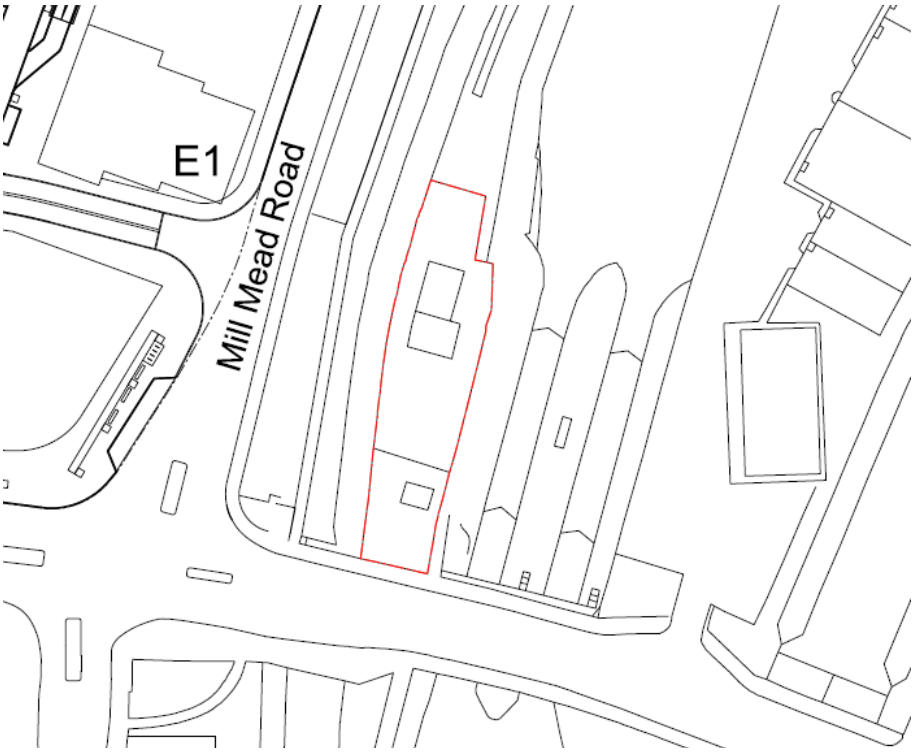
7.18. The development proposal would be car free, which would be acceptable in this location which has excellent public transport connections (PTAL 6A). Space for parking is not available on site, so the single car parking space required for the proposed wheelchair accessible unit would be provided off-site within the existing Hale Village development. Its location in relation to the development would be fully assessed at application stage.

7.19. *Landscaping*

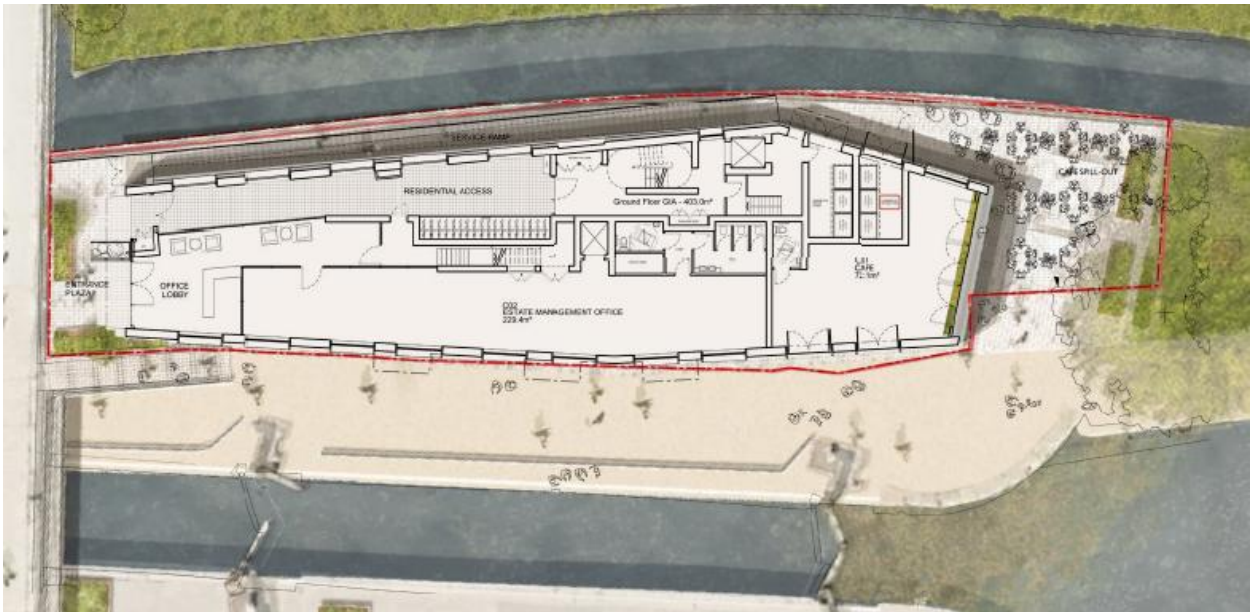
7.20. The proposed building would include large scale planting on the upper levels and would include green walls to the southern and eastern sides, giving it a verdant appearance. Additional soft landscaping would be provided to the outdoor seating area of the café (northern side). Furthermore, a comprehensive planting scheme along the towpath to the north of the site is expected to be provided as part of the full planning application.

PLANS AND IMAGES

Layout Plan:



Ground Floor Plan:



View from Northern Side

View from East on Ferry Lane

APPENDIX 1

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Lock Keepers site

24 July 2019
River Park House, 225 High Road, London N22 8HQ

Panel

Peter Studdert (chair)
Lindsey Whitelaw
Louise Goodison
Paddy Pugh
Phil Armitage

Attendees

Richard Truscott	London Borough of Haringey
Nick Rendle	London Borough of Haringey
Tessa Kordeczka	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
John McRory	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Fred Raphael	London Borough of Haringey
Emily Read	London Borough of Haringey
Sarah Carmona	Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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1. Project name and site address

Lock Keepers site
Ferry Lane, Tottenham Hale, London N17 9NE

2. Presenting team

Chris Shellard	Lee Valley Estates
Simon Marks	Montagu Evans
Chris Tapp	RM_A Architects
Chloé Nicol	RM_A Architects
Lucy Dossett	BDP

3. Planning authority's views

The Lock Keepers site falls within the Hale Wharf Site Allocation within the Tottenham Area Action Plan – which envisages mixed use development. Although the site is challenging, the planning authority considers that the proposal shows considerable promise, including in its architectural expression. Planning officers are keen to ensure an appropriate mix of uses and that the opportunities presented by a waterside location are fully exploited. It will also be important to ensure a satisfactory relationship between development on this site and that at neighbouring Hale Wharf and Hale Village, and also the planned new pedestrian bridge between these two developments. Further consideration of access, including to residential entrances, is required.

4. Quality Review Panel's views

Summary

The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset.

These comments are expanded below.

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Strategic approach

- The proposal for the Lock Keepers site is strongly supported in principle. The mix of uses, while ambitious, is achievable but will require a rigorous and effective management regime.

Site context

- The panel seeks clarification of the status of the damaged and disused lock at the site. It understands that this is the responsibility of the Canal & River Trust.

- The lock currently detracts from the quality of the environment and the panel stresses the importance of its repair and cleaning, making it safe and secure. A more radical approach might be considered: permanent closure of the lock, together with appropriate landscape design, could be envisaged, provided that the perception of a lock is retained. As a double lock, it would be possible to retain one lock, while taking the other out of use.

Plan and layout

- The only access to residential entrances is from the pedestrian tow path. The panel expresses some concern about how practical this might be, including, for example, for removals and furniture deliveries.

- The panel is unaware of precedents of residential entrances directly from a tow path and suggests that this be reconsidered. Reconfiguring the plan and layout of the ground floor could allow location of residential entrances on Ferry Lane.

- The panel supports inclusion of a café in the development – but its success will depend on an optimum location. It is currently proposed at the north of the building, which will be overshadowed, and where the amount of footfall along the tow path is unclear.

- The panel suggests that other options may be possible that better integrate all uses. It encourages exploring the potential for a multi-functional entrance to the building on Ferry Lane. This would include access to the residential units, the Lee Valley Estates offices, and also the café. (The panel acknowledges that, if the café were relocated and integrated into the entrance sequence from Ferry Lane, it would require careful management.)

- If residential entrances are located along the tow path, adequate lighting will be essential to ensure safety and security. (This could, however, compromise initiatives to enhance biodiversity (see below).)

Scale and massing

- The panel agrees that the scale and massing proposed for the building works well for its location.

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Architectural expression

- The architectural expression proposed is considered appropriate for the character of Tottenham and this stretch of the River Lee. It is both modern and interesting.

- The sense of rhythm created by repeated elements in the elevations works well. The proportions of the windows – differentiated for commercial and residential spaces – are also successful. The panel suggests that the gable elevations be treated simply, without extraneous decoration.

- The building could well be conceived of as a 'jewel' within its surrounding context. Materials and detailing should therefore be chosen to effectively convey this quality. This would include, for example, the colour of bricks.

Residential accommodation

- In addition to the comments above on the location of the residential entrances, the panel recommends further interrogation of the plan and layout of individual residential units on the upper storeys of the building, to explore reducing the number of corridors, reconfiguring rooms, and maximising the amenity of terraces.

- As a detailed point, in sections and plans, kitchens and bathrooms do not always appear well aligned – which could pose problems of noise and access. The panel therefore recommends minor amendments to resolve this.

Environmental conditions

- The panel recommends careful thought to the vulnerability of south facing terraces to noise from Ferry Lane. The design of balustrades could, for example, help to mitigate this.

- The panel recommends careful consideration of potential overheating – and suggests that the architectural treatment of the east and west elevations might differ to reflect this.

Public realm and landscape design strategy

- With development, the site will lose something of its more wild, green nature – and Ferry Lane is a rather unforgiving presence. The panel therefore strongly recommends interventions to the soften and 'green' the public realm along the building's Ferry Lane frontage.

- Development of this site presents considerable opportunities to increase biodiversity, including by planting indigenous species. It suggests inclusion of areas of planting – with sole access by those managing the development – that encourage biodiversity.

- The panel would also strongly recommend the 'greening' of Pymme's Brook which runs along the site's western boundary. It would encourage discussion with relevant partners and the inclusion of a restored Pymme's Brook in this proposal.

Next steps

- The Quality Review Panel encourages continuing refinement of the proposal for the Lock Keepers site, taking into account the comments above. It is confident that the design team will be able to effectively respond to these comments, in consultation with planning officers.

Agenda Item 11

Report for:	**Planning Sub Committee Date: 11 November 2019**	**Item Number:**	

Title:	**Update on major proposals**

Report Authorised by:	**Dean Hermitage / Emma Williamson**

Lead Officers:	**John McRory / Robbie McNaugher**

Ward(s) affected: **All**	**Report for Key/Non Key Decisions:**

1. Describe the issue under consideration

1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

2.1 That the report be noted.

3. Background information

3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information

on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Update on progress of proposals for Major Sites **November 2019**

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Iceland, Land at Brook Road, N22 HGY/2017/2886	Redevelopment of site and erection of four independent residential blocks providing 148 residential units.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed but final draft is near completion. S106 sent to GLA for Stage 2. Awaiting confirmation that this is ready to be considered.	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 complete but needs final confirmation from TfL. Stage 2 sent to GLA and awaiting confirmation that it is ready to be considered.	Samuel Uff	John McRory
423-435 West Green Road (former Red House Care Home) HGY/2018/1126	Proposed erection of four buildings of a maximum 6 storeys in height, and conversion of former public house, to provide a relocated Church and nursery, café, flexible use commercial unit (Use Class A1/A2/B1/D1/D2) and 88 residential units, associated car and cycle parking spaces (including within new basement) and improved connections to adjacent park	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations for the legal agreement are ongoing.	Chris Smith	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).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations for the legal agreement are ongoing.	Chris Smith	John McRory
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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations ongoing	Martin Cowie	Robbie McNaugher
APPLICATIONS SUBMITTED TO BE DECIDED				
1-6 Crescent Mews, N22 HGY/2019/1183	Redevelopment of site to create residential development comprising approximately 30 residential units	To be reported To Members of the planning sub-committee 11th November.	Tobias Finlayson	John McRory
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	Application to be determined under delegated authority.	Chris Smith	John McRory
Former Newstead's Nursing Home, Broadlands Road HGY/2018/3205	Demolition of existing building and erection of three buildings between two and three storeys in heights to provide 10 residential dwellings, private and communal amenity space and other associated development.	Discussions ongoing – seeking revisions for the scheme.	Valerie Okeiyi	John McRory
67 Lawrence	Variation of Condition 2 pursuant to planning	Legal agreement being	Valerie Okeiyi	John McRory

Road N15 HGY/2018/3655	permission dated 17 January 2018 (ref: HGY/2016/1212) to substitute drawings involving separation of the live/work units, reduction in width of vehicle access, reconfiguration of the bin store, and provision of additional bicycle storage and basement plant room (amended floorspace figure of 6,643 GIA)	negotiated		
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	Legal agreement being negotiated	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
Ashley Gardens, Tottenham Hale	Section 73 application for amendments to Blocks 1 and 1A including 46 additional units and internal and external changes.	Under consideration	Martin Cowie	Robbie McNaugher
867-869 Road High N17 8EY (Former Sainsbury's	Hybrid planning application - 300 residential units + approximately 120m^2 commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces. Height Range of 3 – 6	Pre-application guidance issued. Application submitted pending validation.	Graham Harrington	Robbie McNaugher

supermarket site)	storeys and there would be a taller building of approximately 26 storeys.			
IN PRE-APPLICATION DISCUSSIONS				
44 Hampstead Lane	Use Class C2 high quality specialist dementia care with 45 en-suite bedrooms and communal facilities	Likely taking to pre-application committee in November.	Samuel Uff	John McRory
(Site Formerly known as 76-84 Mayes Road, N22) **Caxton Road PFS**	Re-development of vacant site to provide a residential led mixed-use development comprising circa 75 C3 units and 1000sqm of commercial floorspace	Further pre-application meeting to be arranged.	Tobias Finlayson	John McRory
139-141 Crouch Hill	Redevelopment of 139 - 131 Crouch Hill to provide 9 residential units (6 x 2bed & 3 x3bed) and 319sqm of retail floorspace across two shops (class A1) in a four-storey building over basement.	9 unit scheme at present but better tenure mix could make over 10 units. Potential for less retail use too.	Samuel Uff	John McRory
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. A further pre-application meeting to be arranged.	Valerie Okeiyi	John McRory
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.	2nd Pre-App Note has been issued. Expected to be presented at Pre-App Committee on 11th November.	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 by officers	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 issued.	Chris Smith	Robbie McNaugher
30- 32 Summerhill Road N17	Redevelop to provide 21 new homes. The scheme provides underground parking for 20 cars with 2 further spaces accessed direct from Summerhill Road. The scheme provides a range of home sizes and types from studio up to 3-bedroom / 5-Person with a mix of private and shared external amenity space.	Pre-application meeting 26th Sept, advised applicants and agent that proposed density was excessive, written response being prepared.	Liz Reynolds	Robbie McNaugher
78-92 Stamford Road	Demolition of existing two storey buildings and erection of part 3 storey and part 7 storey mixed use building consisting of 1997sqm of commercial space (including 5no tethered residential units) and 34 residential flats (17x1bed, 10x2bed, 7x3bed).	QRP Chair's Review completed. Second pre-app letter to be drafted. Discussions on hold.	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,	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over	Pre-application discussions taking place	Valerie Okeiyi	John McRory

Braemar Avenue.	basement) comprising new church hall extensions (204m2) and 16 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.			
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 Green Road N15	Demolition of existing buildings and erection of a part three/ part four / part five storey building comprising 868.4sqm of retail/builder's merchants at ground and basement level, 331.7sqm of B1 office space at first floor level and nine residential flats at second, third and fourth floor levels	Pre-application discussions taking place	Valerie Okeiyi	John McRory
Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Omega Works sites, Haringey Warehouse District	Warehouse Living and other proposals across several sites.	Draft framework presented for Overbury /Eade Road Sites, further pre-application meetings scheduled, PPA signed. Discussions ongoing for Omega Works and Overbury Road.	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 – 70 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 and redevelopment to provide circa 50 residential units with associated open space, disabled car parking and landscaping.	Pre-application meeting held – principle likely acceptable although further design revisions required by officers.	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	Pre-app issued.	Samuel Uff	John McRory
36-38 Turnpike Lane London N8 0PS	Erection of 9 residential flats and commercial space at ground floor. (major as over 1000 square metres) (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.)	Second pre-application meeting arranged following revised scheme	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)	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory
Mansfield Heights Great North Road London	Upwards extension of buildings to create 12no. additional residential apartments	Additional housing acceptable subject to AH provision.	Tania Skelli	John McRory

N2 0NY				
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
Cranwood 100 Woodside Avenue Muswell Hill	Council's own development for residential development of approx 60 units.	Pre-application discussions commenced	Tobias Finlayson	Robbie McNaugher
Former Clarendon Gas Works	Reserved Matters – Block E	Pre-application discussions commenced	Valerie Okeiyi	John McRory
Northumberland Terrace 807, 790-814) High Road, Tottenham, N17	THFC prposal for 2,700sqm (GIA) of A1/A2/A3/B1/D1/D2 floorspace and refurbishment of the Listed Buildings fronting the High Road.	Pre-application discussions commenced	Graham Harrington	Robbie McNaugher
Major Application Appeals				
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. Process underway but no date has been set for Hearing yet.	Chris Smith Manager: John McRory	
Ashley Park	Demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 131.9 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works	Application refused (overturn) at committee in February. To be a Hearing on 11th December.	Robbie McNaugher	

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 22/09/2019 AND 25/10/2019

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

In addition application case files are available to view print and download free of charge via the Haringey Council website: www.haringey.gov.uk

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward:

Application Type codes:

ADV	**Advertisement Consent**
CAC	**Conservation Area Consent**
CLDE	**Certificate of Lawfulness (Existing)**
CLUP	**Certificate of Lawfulness (Proposed)**
COND	**Variation of Condition**
EXTP	**Replace an Extant Planning Permission**
FUL	**Full Planning Permission**
FULM	**Full Planning Permission (Major)**
LBC	**Listed Building Consent**
LCD	**Councils Own Development**
LCDM	**(Major) Councils Own Development**
NON	**Non-Material Amendments**
OBS	**Observations to Other Borough**
OUT	**Outline Planning Permission**
OUTM	**Outline Planning Permission (Major)**
REN	**Renewal of Time Limited Permission**
RES	**Approval of Details**
TEL	**Telecom Development under GDO**
TPO	**Tree Preservation Order application works**

Recomendation Type codes:

GTD	**Grant permission**
REF	**Refuse permission**
NOT DEV	**Permission not required - Not Development**
PERM DEV	**Permission not required - Permitted**
PERM REQ	**Development**
RNO	**Permission required**
ROB	**Raise No Objection**

WARD: **Alexandra**

CLUP Applications Decided: 3

Application No: **HGY/2019/2438** Officer: Gareth Prosser
Decision: PERM DEV Decision Date: 02/10/2019
Location: 374 Alexandra Park Road N22 7BD
Proposal: Certificate of lawfulness: Hip-to-gable roof extension, front rooflights and rear dormer window in materials to match existing.

Application No: **HGY/2019/2448** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 08/10/2019
Location: 14 Elms Avenue N10 2JP
Proposal: Certificate of lawfulness for the reduction of the volume of the front elevation bay window

Application No: **HGY/2019/2667** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 10/10/2019
Location: 17 Crescent Rise N22 7AW
Proposal: Certificate of Lawfulness for proposed single storey rear extension, formation of rear dormer and rooflights to facilitate loft conversion

FUL Applications Decided: 10

Application No: **HGY/2019/1989** Officer: Roland Sheldon
Decision: GTD Decision Date: 07/10/2019
Location: 47 Dukes Avenue N10 2PX
Proposal: Proposed conversion of property into 2 self-contained flats, erection of single storey rear extension.

Application No: **HGY/2019/2081** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 18/10/2019
Location: Flat 2 283 Alexandra Park Road N22 7BP
Proposal: Erection of external metal staircase to provide access to the rear garden from the first floor side/rear elevation and associated insertion of first floor side/rear glazed door; installation of roof-lights.

Application No: **HGY/2019/2144** Officer: Roland Sheldon
Decision: GTD Decision Date: 21/10/2019
Location: Basement Flat 15 Methuen Park N10 2JR
Proposal: Removal of unauthorised suspended stone floor and pergola cover, reinstatement of timber decking. (AMENDEDPLANS)

Application No: **HGY/2019/2192** Officer: Samuel Uff
Decision: GTD Decision Date: 25/09/2019
Location: Ground Floor Flat 10 Goodwyns Vale N10 2HA
Proposal: Installation of 2 x ground floor side elevation windows and an external boiler housing unit on the side elevation.

Application No: **HGY/2019/2204** Officer: Laurence Ackrill
Decision: GTD Decision Date: 24/10/2019
Location: 90 Palace Gates Road N22 7BL
Proposal: Construction of a single storey side/rear extension and second floor addition.

Application No: **HGY/2019/2331** Officer: Samuel Uff
Decision: GTD Decision Date: 04/10/2019
Location: Flat B 251 Alexandra Park Road N22 7BJ
Proposal: Proposed rear dormer roof extension and front rooflight

Application No: **HGY/2019/2418** Officer: Samuel Uff
Decision: GTD Decision Date: 08/10/2019
Location: 50 The Avenue N10 2QL
Proposal: Erection of single storey rear extension (following demolition of existing)

Application No: **HGY/2019/2423** Officer: Samuel Uff
Decision: GTD Decision Date: 22/10/2019
Location: Muswell Hill Golf Club Rhodes Avenue N22 7UT
Proposal: Enlargement of existing practice nets.

Application No: **HGY/2019/2424** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 22/10/2019
Location: 51 Grasmere Road N10 2DH
Proposal: Erection of rear dormer roof extension and insertion of roof lights on front roof slope.

Application No: **HGY/2019/2446** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 15/10/2019
Location: 33 Curzon Road N10 2RB
Proposal: Increase of eaves height of existing single storey rear ground floor of property; replacement of existing tiled and glazed mono-pitched roofing to rear ground floor with sedum roof with skylights; construction of side parapet to support side of sedum roof; associated alterations to rear ground floor windows and doors.

NON Applications Decided: 1

Application No: **HGY/2019/2725** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 14/10/2019
Location: 97 The Avenue N10 2QG
Proposal: Non-material amendments to planning permission reference HGY/2017/2320 to omit the basement works and associated extension at basement level, with associated alterations to the design of the ground floor rear extension.

Total Applications Decided for Ward: 14

WARD: **Bounds Green**

CLDE Applications Decided: 1

Application No: **HGY/2019/2691** Officer: Mercy Oruwari
Decision: GTD Decision Date: 25/10/2019
Location: 28 Bounds Green Road N11 2QH
Proposal: Certificate of lawfulness for the existing use of the property as 2 self-contained flats.

CLUP Applications Decided: 1

Application No: **HGY/2019/2490** Officer: Adam Sultan
Decision: PERM DEV Decision Date: 23/09/2019
Location: 18 Amethyst Close N11 2LW
Proposal: Certificate of lawfulness for a proposed single storey rear extension.

FUL Applications Decided: 3

Application No: **HGY/2019/2375** Officer: Samuel Uff
Decision: GTD Decision Date: 14/10/2019
Location: 2 Natalie Mews 87A Marlborough Road N22 8ND
Proposal: Erection of two storey rear extension

Application No: **HGY/2019/2468** Officer: Laurence Ackrill
Decision: REF Decision Date: 25/10/2019
Location: 73-77 Clarence Road N22 8PG
Proposal: Demolition of the existing buildings and erection of two linked-blocks supporting nine self-contained residential flats (Use Class C3) with associated access, amenity and parking provision

Application No: **HGY/2019/2508** Officer: Roland Sheldon
Decision: GTD Decision Date: 15/10/2019
Location: 20 Myddleton Road N22 8NR
Proposal: Erection of rear dormer, insertion of 2 front rooflights.

RES Applications Decided: 2

Application No: **HGY/2019/2057** Officer: Matthew Gunning
Decision: GTD Decision Date: 07/10/2019
Location: 26 Brownlow Road N11 2DE
Proposal: Approval of details pursuant to condition 8 (Dust Management Plan) attached to planning permission HGY/2016/3130.

Application No: **HGY/2019/2058** Officer: Matthew Gunning
Decision: GTD Decision Date: 22/10/2019
Location: 26 Brownlow Road N11 2DE
Proposal: Approval of details pursuant to condition 9 (Construction Management and Construction Logistics Plan) attached to planning permission HGY/2016/3130.

TEL Applications Decided: 2

Application No: **HGY/2019/2651** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Spencer House 5-11 Green Lanes N13 4TT
Proposal: Notification under the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 2Nos antennas, internal cabin works and ancillary development thereto

Application No: **HGY/2019/2652** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Latham Court Brownlow Road N11 2ES
Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed upgrade consists of the replacement of 3No. antennas with 3No. new antenna and ancillary works thereto.

Total Applications Decided for Ward: 9

WARD: **Bruce Grove**

CLDE Applications Decided: 1

Application No: **HGY/2019/2619** Officer: Gareth Prosser
Decision: GTD Decision Date: 04/10/2019
Location: 54 St Loys Road N17 6UD
Proposal: Certificate of lawfulness: existing use. Use of existing property as self contained two , two bed flats.

CLUP Applications Decided: 4

Application No: **HGY/2019/2230** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 25/09/2019
Location: 23 Lordship Lane N17 6TA
Proposal: Certificate of lawfulness for the formation of a rear dormer and hip to gable extension including the insertion of 2 front rooflights for a small HMO - proposed use

Application No: **HGY/2019/2394** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 10/10/2019
Location: 11 Alton Road N17 6JZ
Proposal: Certificate of lawfulness for the formation of a rear dormer including the insertion of 2 front rooflights and the replacement of front and rear elevation windows - proposed use

Application No: **HGY/2019/2459** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 25/10/2019
Location: 8 Radley Road N17 6RL
Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 2 x front rooflights.

Application No: **HGY/2019/2460** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 25/10/2019
Location: 43 Clonmell Road N17 6JY
Proposal: Certificate of lawfulness for the formation of a rear dormer including the insertion of 2 front windows in the roof and Juliet balcony.

FUL Applications Decided: 5

Application No: **HGY/2019/2077** Officer: Samuel Uff
Decision: GTD Decision Date: 25/09/2019
Location: Flat B 278 Philip Lane N15 4AD
Proposal: Installation of 2 x rooflights to existing flat roof to replace existing rooflight.

Application No: **HGY/2019/2173** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 17/10/2019
Location: 96 The Avenue N17 6TG
Proposal: Retrospective application to retain the rear dormer with modification and creation of 1no x 2bedroom self-contained flat across the whole of the first floor level and the loft space.

Application No: **HGY/2019/2320** Officer: Gareth Prosser
Decision: GTD Decision Date: 01/10/2019
Location: 178 The Avenue N17 6JL
Proposal: Roof extension to single dwelling house.

Application No: **HGY/2019/2371** Officer: Gareth Prosser
Decision: REF Decision Date: 04/10/2019
Location: 9-23 Wimborne Road N17 6EU
Proposal: Second floor conversion with 2 rear dormers creating 2 additional apartments.

Application No: **HGY/2019/2440** Officer: Gareth Prosser
Decision: GTD Decision Date: 10/10/2019
Location: Ground Floor Flat 14 The Avenue N17 6TD
Proposal: Single storey rear extension to the ground floor flat.

LCD Applications Decided: 1

Application No: **HGY/2019/2362** Officer: Gareth Prosser
Decision: GTD Decision Date: 27/09/2019
Location: Brookside House 195 Lordship Lane N17 6LZ
Proposal: Replacement of windows in communal areas to introduce automated smoke control system.

RES Applications Decided: 2

Application No: **HGY/2019/2750** Officer: Laurence Ackrill
Decision: GTD Decision Date: 21/10/2019
Location: 1 Mount Pleasant Road N17 6TR
Proposal: Approval of details pursuant to condition 4 (refuse and waste storage and recycling facilities) attached to planning permission HGY/2019/0062.

Application No: **HGY/2019/2751** Officer: Laurence Ackrill
Decision: GTD Decision Date: 21/10/2019
Location: 1 Mount Pleasant Road N17 6TR
Proposal: Approval of details pursuant to condition 5 (secure and covered cycle parking facilities) attached to planning permission HGY/2019/0062.

Total Applications Decided for Ward: 13

WARD: **Crouch End**

ADV Applications Decided: 1

Application No: **HGY/2019/2492** Officer: Tobias Finlayson
Decision: GTD Decision Date: 15/10/2019
Location: Hornsey Town Hall The Broadway N8 9JJ
Proposal: Hornsey Town Hall development promotional advertising along a hoarding line.

CLUP Applications Decided: 1

Application No: **HGY/2019/2383** Officer: Adam Sultan
Decision: PERM DEV Decision Date: 25/09/2019
Location: 7 Dashwood Road N8 9AD
Proposal: Certificate of lawfulness for the proposed loft conversion including dormer extensions to the main rear roof slope and the rear outrigger roof, a hip to gable extension and the installation of roof lights to the front.

COND Applications Decided: 1

Application No: **HGY/2019/2053** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/09/2019
Location: 62 Shepherds Hill N6 5RN
Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2017/2307 involving the inclusion of PV Panels.

FUL Applications Decided: 11

Application No: **HGY/2019/1757** Officer: Tania Skelli
Decision: GTD Decision Date: 23/09/2019
Location: 20 Coolhurst Road N8 8EL
Proposal: Erection of single storey rear extension with balcony above.

Application No: **HGY/2019/1971** Officer: Tania Skelli
Decision: GTD Decision Date: 02/10/2019
Location: Shop B 59 Park Road N8 8DP
Proposal: Installation of 1 No. air condenser and 1 No. Cold Room conditioning units within 2 No. Acoustic Enclosures in rear courtyard, alterations to existing shopfront (Use Class A1)

Application No: **HGY/2019/2142** Officer: Roland Sheldon
Decision: GTD Decision Date: 02/10/2019
Location: 9 Shanklin Road N8 8TJ
Proposal: Erection of single storey ground floor infill side to rear and single storey rear extension.

Application No: **HGY/2019/2201** Officer: Laurence Ackrill
Decision: GTD Decision Date: 24/09/2019
Location: 24 Landrock Road N8 9HL
Proposal: Lowering of existing basement with creation of front lightwell.

Application No: **HGY/2019/2286** Officer: Laurence Ackrill
Decision: GTD Decision Date: 04/10/2019
Location: 20 Cecile Park N8 9AS
Proposal: Construction of single storey mono-pitched rear-side extension with skylight and extended patio area. Existing mono-pitched rear extension replaced with new flat roof extension with roof terrace, privacy screen and alterations to rear elevation fenestration.

Application No: **HGY/2019/2290** Officer: Laurence Ackrill
Decision: GTD Decision Date: 30/09/2019
Location: 5 Glasslyn Road N8 8RJ
Proposal: Construction of rear dormer roof extension following removal of existing rear dormer.

Application No: **HGY/2019/2335** Officer: Roland Sheldon
Decision: REF Decision Date: 22/10/2019
Location: 3 Shakespeare Terrace Cecile Park N8 9AX
Proposal: Retention with alterations to outbuilding in rear garden.

Application No: **HGY/2019/2421** Officer: Roland Sheldon
Decision: GTD Decision Date: 21/10/2019
Location: Ground Floor Left Flat 2A 19 Haringey Park N8 9HY
Proposal: Erection of a 2-storey lower ground and ground floor rear extension.

Application No: **HGY/2019/2482** Officer: Matthew Gunning
Decision: GTD Decision Date: 15/10/2019
Location: 16 Felix Avenue N8 9TL
Proposal: Alterations and extensions to all three flats (including a loft conversion) to enhance the quality of the existing accommodation and amenity space (Renewal of application reference no. HGY/2016/1468)

Application No: **HGY/2019/2529** Officer: Laurence Ackrill
Decision: GTD Decision Date: 15/10/2019
Location: Ground Floor Flat 185 Ferme Park Road N8 9BP
Proposal: Construction of a single storey rear extension and single storey rear/side extension with glazed roof.

Application No: **HGY/2019/2570** Officer: Samuel Uff
Decision: GTD Decision Date: 24/10/2019
Location: 71 Priory Gardens N6 5QU
Proposal: Erection of single storey rear extension (following demolition of existing)

NON Applications Decided: 1

Application No: **HGY/2019/2289** Officer: Roland Sheldon
Decision: GTD Decision Date: 25/09/2019
Location: 11 Tregaron Avenue N8 9HA
Proposal: Non Material amendment to planning permission HGY/2018/0730 including re-location of the bathroom, changing the roofing material of the living room to a green roof and minor changes to windows and layout.

RES Applications Decided: 8

Application No: **HGY/2019/1921** Officer: Tobias Finlayson
Decision: GTD Decision Date: 27/09/2019
Location: Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 29 (piling method statement) attached to planning permission HGY/2017/2220.

Application No: **HGY/2019/2251** Officer: Tobias Finlayson
Decision: GTD Decision Date: 11/10/2019
Location: Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 23 (noise assessment) attached to planning permission HGY/2017/2220

Application No: **HGY/2019/2336** Officer: Roland Sheldon
Decision: GTD Decision Date: 22/10/2019
Location: 11 Tregaron Avenue N8 9HA
Proposal: Discharge of conditions 3 (details of materials), and 6 (boundary treatment details) of planning permission HGY/2018/0730.

Application No: **HGY/2019/2496** Officer: Tobias Finlayson
Decision: GTD Decision Date: 15/10/2019
Location: Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 13 (program to secure interior features against loss or damage during building works) attached to listed building consent HGY/2017/2222

Application No: **HGY/2019/2497** Officer: Tobias Finlayson
Decision: GTD Decision Date: 15/10/2019
Location: Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 14 (masonry cleaning program and methodology) attached to listed building consent HGY/2017/2222

Application No: **HGY/2019/2498** Officer: Tobias Finlayson
Decision: GTD Decision Date: 15/10/2019
Location: Broadway Annexe Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 13 (program to secure interior features against loss or damage during building works) attached to listed building consent HGY/2017/2223

Application No: **HGY/2019/2499** Officer: Tobias Finlayson
Decision: GTD Decision Date: 15/10/2019
Location: Broadway Annexe Hornsey Town Hall The Broadway N8 9JJ
Proposal: Approval of details pursuant to condition 14 (masonry cleaning program and methodology) attached to listed building consent HGY/2017/2223.

Application No: **HGY/2019/2740** Officer: Laurence Ackrill
Decision: GTD Decision Date: 18/10/2019
Location: Alford House Stanhope Road N6 5AL
Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2016/1742.

Total Applications Decided for Ward: 23

WARD: **Fortis Green**

FUL Applications Decided: 4

Application No: **HGY/2019/2269** Officer: Laurence Ackrill
Decision: GTD Decision Date: 02/10/2019
Location: 22 Colney Hatch Lane N10 1DU
Proposal: Construction of a ground floor extension to garage; creation of first floor rear terrace with bi-fold doors; removal of rear conservatory and infilling with bi-fold doors and infilling of side porch with window.

Application No: **HGY/2019/2326** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 10/10/2019
Location: 486 Archway Road N6 4NA
Proposal: Erection of external wooden staircase and raised terrace/landing with associated screening to enable access from lower rear garden to upper ground floor (part-retrospective)

Application No: **HGY/2019/2346** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 23/09/2019
Location: 71 Fordington Road N6 4TH
Proposal: Demolition of existing single storey side and rear extension and erection of replacement single storey side extension and part single / part double storey rear extension; change of material in rear dormer subject to a separate lawful development certificate application (reference HGY/2019/2345) which also includes front and rear roof lights, and hip-to-gable roof extensions.

Application No: **HGY/2019/2447** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 22/10/2019
Location: 53 Steeds Road N10 1JB
Proposal: Erection of single storey rear extension.

NON Applications Decided: 2

Application No: **HGY/2019/2417** Officer: Laurence Ackrill
Decision: GTD Decision Date: 25/09/2019
Location: 6 Fortismere Avenue N10 3BL
Proposal: Non-material amendment following grant of planning permission HGY/2017/2313 involving a reduction in the width of the single storey rear extension.

Application No: **HGY/2019/2676** Officer: Laurence Ackrill
Decision: GTD Decision Date: 14/10/2019
Location: 77 Creighton Avenue N10 1NR
Proposal: Non-material amendment following a grant of planning permission HGY/2019/1698 involving the increase in ridge height, addition of a private entrance; alterations to windows sizes/proportions and addition of rainwater pipes.

PNE Applications Decided: 1

Application No: **HGY/2019/2339** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 25/09/2019
Location: 53 Steeds Road N10 1JB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m.

RES Applications Decided: 4

Application No: **HGY/2019/1858** Officer: Christopher Smith
Decision: GTD Decision Date: 27/09/2019
Location: Coppetts Wood Hospital Coppetts Road N10 1JN
Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2018/1643.

Application No: **HGY/2019/1991** Officer: Laurence Ackrill
Decision: GTD Decision Date: 24/09/2019
Location: 488 Muswell Hill Broadway N10 1BT
Proposal: Approval of details pursuant to condition 4 (Sound Insulation) & 8 (Refuse storage) attached to planning permission HGY/2018/1630.

Application No: **HGY/2019/2213** Officer: Christopher Smith
Decision: GTD Decision Date: 08/10/2019
Location: Coppetts Wood Hospital Coppetts Road N10 1JN
Proposal: Approval of details pursuant to condition 13 (site levels) attached to planning permission HGY/2018/1643.

Application No: **HGY/2019/2353** Officer: Laurence Ackrill
Decision: GTD Decision Date: 11/10/2019
Location: 1 Greenfield Drive N2 9AF
Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permisison HGY/2016/3152

TEL Applications Decided: 1

Application No: **HGY/2019/2650** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Barrington Court Colney Hatch Lane N10 1QG
Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended).
The proposed upgrade consists of the removal of 6No. existing antennas to be replaced with 6No. new antennas, the installation of 1no. cabinet and ancillary works thereto.

TPO Applications Decided: 3

Application No: **HGY/2019/2281** Officer: Matthew Gunning
Decision: GTD Decision Date: 01/10/2019
Location: 20 Birchwood Avenue N10 3BE
Proposal: Works to tree protected by a TPO: T1: Ash: Fell to ground level due to decay and fungal brackets on the main trunk

Application No: **HGY/2019/2282** Officer: Matthew Gunning
Decision: GTD Decision Date: 10/10/2019
Location: The Chestnuts Great North Road N2 0PA
Proposal: Works to tree protected by a TPO.
Rear garden T1 - Chestnut - reduce back to previous points (approx 4m) tree has grown too large for area and is encroaching on neighbouring properties

Application No: **HGY/2019/2477** Officer: Matthew Gunning
Decision: REF Decision Date: 14/10/2019
Location: 35 Fordington Road N6 4TD
Proposal: Works to tree protected by a TPO. Oak in front garden. Lift by 10% to clear street lamp and to statutory height over pavements and road. Thin out all internal epicormic growth to include ends of branches to reduce by up to 10% and shape for appearance.

Total Applications Decided for Ward: 15

WARD: **Harringay**

CLUP Applications Decided: 1

Application No: **HGY/2019/2581** Officer: Gareth Prosser
Decision: PERM DEV Decision Date: 27/09/2019
Location: 335 Wightman Road N8 0NA
Proposal: Certificate of lawfulness: proposed roof extension

FUL Applications Decided: 11

Application No: **HGY/2019/1158** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 18/10/2019
Location: 52 Allison Road N8 0AT
Proposal: Proposed Conversion of loft space into habitable accommodation and change of use of existing small HMO of 5 persons (Use Class C4) to a large HMO of 7 persons (Sui Generis).

Application No: **HGY/2019/2063** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/09/2019
Location: Public House 263 Seven Sisters Road N4 2DE
Proposal: Change of use of part of first floor from ancillary public house accommodation (A4) to provide 5 rooms for short term lets (Sui Generis)

Application No: **HGY/2019/2199** Officer: Samuel Uff
Decision: GTD Decision Date: 24/09/2019
Location: 14 Willoughby Road N8 0HR
Proposal: Conversion of existing house into 2 flats (1 x two bed and 1 x three bed) flats and alterations to boundary treatment, rear garden subdivision and installation of bicycle and refuse storage.

Application No: **HGY/2019/2266** Officer: Roland Sheldon
Decision: GTD Decision Date: 26/09/2019
Location: 17 Woollaston Road N4 1SD
Proposal: Removal of rear single storey projection at ground floor. Replacement with new ground floor single storey extension.

Application No: **HGY/2019/2304** Officer: Roland Sheldon
Decision: GTD Decision Date: 08/10/2019
Location: 361 Green Lanes N4 1DY
Proposal: Alterations to existing single storey rear extension to replace and install new non-opening rooflight, installation of non-opening clerestory glazing on the rear and side elevations.

Application No: **HGY/2019/2317** Officer: Roland Sheldon
Decision: GTD Decision Date: 09/10/2019
Location: 365-367 Green Lanes N4 1DY
Proposal: Erection of a single storey rear extension to ground floor unit.

Application No: **HGY/2019/2321** Officer: Samuel Uff
Decision: GTD Decision Date: 17/10/2019
Location: 17 Turnpike Lane N8 0EP
Proposal: Erection of single storey dwelling at rear of site.

Application No: **HGY/2019/2322** Officer: Neil McClellan
Decision: GTD Decision Date: 27/09/2019
Location: 5 Wightman Road N4 1RQ
Proposal: Change of Use of vacant former café (Use Class A3) to a 2-bedroom flat (Use Class C3) with rear garden.

Application No: **HGY/2019/2325** Officer: Neil McClellan
Decision: GTD Decision Date: 01/10/2019
Location: Upper Flat 5 Wightman Road N4 1RQ
Proposal: Erection of a rear 2nd floor extension and the conversion of the existing 3-bedroom maisonette into one 2-bedroom flat at first floor level and one 1-bedroom flat at second floor level.

Application No: **HGY/2019/2410** Officer: Roland Sheldon
Decision: GTD Decision Date: 17/10/2019
Location: 13 Lausanne Road N8 0HJ
Proposal: Erection of single storey side to rear and linked rear extension.

Application No: **HGY/2019/2557** Officer: Samuel Uff
Decision: GTD Decision Date: 14/10/2019
Location: 116 Seymour Road N8 0BG
Proposal: Erection of a single storey side and rear extension to a terraced house.

TEL Applications Decided: 1

Application No: **HGY/2019/2647** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Wilmott Dixon Building Hampden Road N8 0HG
Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed works comprise the installation of 3no. antennas and ancillary development thereto

Total Applications Decided for Ward: 13

WARD: **Highgate**

CLUP Applications Decided: 1

Application No: **HGY/2019/2489** Officer: Adam Sultan
Decision: PERM DEV Decision Date: 23/09/2019
Location: 17 Holmesdale Road N6 5TH
Proposal: Certificate of lawfulness: proposed use - proposal to remove existing uPVC window at rear of property whereby the existing wall underneath the window will be knocked through replaced by a full floor-to-ceiling steel window with double doors.

COND Applications Decided: 1

Application No: **HGY/2019/2453** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 23/10/2019
Location: 31 Sheldon Avenue N6 4JP
Proposal: Variation of condition 2 (approved plans) of planning permission reference HGY/2019/0036 & HGY/2017/2776 to rebuild the approved front elevation following unauthorised demolition

FUL Applications Decided: 11

Application No: **HGY/2019/0014** Officer: Laurence Ackrill
Decision: GTD Decision Date: 30/09/2019
Location: 27 Sheldon Avenue N6 4JP
Proposal: Demolition of existing dwellinghouse and the erection of a new dwellinghouse.

Application No: **HGY/2019/1767** Officer: Laurence Ackrill
Decision: GTD Decision Date: 02/10/2019
Location: 29 North Road N6 4BE
Proposal: Roof addition to provide a shower room to second floor.

Application No: **HGY/2019/2267** Officer: Laurence Ackrill
Decision: GTD Decision Date: 14/10/2019
Location: 11A Wood Lane N6 5UE
Proposal: Replacement of all windows and rear French doors with double glazed aluminium units to match the existing.

Application No: **HGY/2019/2278** Officer: Laurence Ackrill
Decision: GTD Decision Date: 10/10/2019
Location: 6 Hornsey Lane Gardens N6 5PB
Proposal: Erection of rear dormer roof extension and front elevation rooflights

Application No: **HGY/2019/2288** Officer: Laurence Ackrill
Decision: GTD Decision Date: 10/10/2019
Location: Flat 1 74 Langdon Park Road N6 5PY
Proposal: Constrcution of a rear conservatory

Application No: **HGY/2019/2297** Officer: Laurence Ackrill
Decision: GTD Decision Date: 10/10/2019
Location: Workshop 1-3 Bakers Lane N6 4JA
Proposal: Change of use from B1 to mixed office and fitness studio (B1/D2) use and associated off-street parking

Application No: **HGY/2019/2344** Officer: Tania Skelli
Decision: REF Decision Date: 08/10/2019
Location: 4 North Grove N6 4SL
Proposal: Erection of a rooftop extension to existing single-dwelling-house (Class use C3).

Application No: **HGY/2019/2422** Officer: Laurence Ackrill
Decision: GTD Decision Date: 14/10/2019
Location: Ground Floor Flat 100 Highgate Hill N6 5HE
Proposal: Demolition of rear conservatory, erection of single storey rear extension, installation of rooflights in mono pitched roof.

Application No: **HGY/2019/2426** Officer: Samuel Uff
Decision: GTD Decision Date: 17/10/2019
Location: 5 Southwood Lawn Road N6 5SD
Proposal: Erection of single storey rear extension (following demolition of existing conservatory)

Application No: **HGY/2019/2462** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/10/2019
Location: Penthouse High Point 2 North Hill N6 4AZ
Proposal: Replacement of 2 rooflights to the vaulted living room and installation of safety railing to the terrace and planter to the west terrace

Application No: **HGY/2019/2467** Officer: Laurence Ackrill
Decision: GTD Decision Date: 24/10/2019
Location: 44 Cholmeley Crescent N6 5HA
Proposal: Construction of a single storey rear extension including alterations to an existing ground floor window on the flank elevation.

LBC Applications Decided: 2

Application No: **HGY/2019/1768** Officer: Laurence Ackrill
Decision: GTD Decision Date: 02/10/2019
Location: 29 North Road N6 4BE
Proposal: Listed building consent for roof addition to provide a showeroom to second floor

Application No: **HGY/2019/2465** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/10/2019
Location: Penthouse High Point 2 North Hill N6 4AZ
Proposal: Listed building consent for the replacement of 2 rooflights to the vaulted living room and installation of safety railing to the terrace and planter to the west terrace

NON Applications Decided: 2

Application No: **HGY/2019/0223** Officer: Samuel Uff
Decision: GTD Decision Date: 07/10/2019
Location: 77 Cholmeley Crescent N6 5EX
Proposal: Non-material amendment to planning permission granted under reference HGY2017/3181 to install black framed leaded windows throughout the house instead of the white framed windows granted.

Application No: **HGY/2019/2505** Officer: Laurence Ackrill
Decision: GTD Decision Date: 25/09/2019
Location: 191-201 Archway Road N6 5BN
Proposal: Application for a non-material amendment following a grant of planning permission HGY/2015/2517 for removal of brick section of freestanding wall facing Causton Road

RES Applications Decided: 1

Application No: **HGY/2018/1445** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 24/10/2019
Location: 6A Grange Road N6 4AP
Proposal: Approval of details pursuant to conditions 3 (details of the external materials), condition 4 (hard and soft landscaping scheme) and condition 6 (ground slab level of the proposed building and that of the side passage way) attached to planning permission HGY/2016/3135

Total Applications Decided for Ward: 18

WARD: **Hornsey**

CLDE Applications Decided: 2

Application No: **HGY/2019/2531** Officer: Adam Sultan
Decision: GTD Decision Date: 26/09/2019
Location: 104 High Street N8 7NT
Proposal: Certificate of lawfulness for the existing use of the upper floors of the property as 6 self-contained studio flats (Use Class C3).

Application No: **HGY/2019/2723** Officer: Laurence Ackrill
Decision: PERM DEV Decision Date: 15/10/2019
Location: 18 Clovelly Road N8 7RH
Proposal: Certificate of lawfulness for the erection of a rear dormer roof extension and front elevation rooflights (retrospective application).

FUL Applications Decided: 8

Application No: **HGY/2019/2023** Officer: Samuel Uff
Decision: GTD Decision Date: 25/10/2019
Location: Second Floor Flat B 6 Priory Road N8 7RD
Proposal: Roof terrace and associated screening.

Application No: **HGY/2019/2070** Officer: Tania Skelli
Decision: GTD Decision Date: 25/09/2019
Location: 7 Rokesly Avenue N8 8NS
Proposal: Demolition of an existing conservatory and replacement with a full-width single-storey extension. Retention of outbuilding (Class use C3)

Application No: **HGY/2019/2114** Officer: Samuel Uff
Decision: GTD Decision Date: 26/09/2019
Location: 66 South View Road N8 7LS
Proposal: Proposed erection of ground floor infill extension, rear dormer roof extension and front rooflights.

Application No: **HGY/2019/2165** Officer: Conor Guilfoyle
Decision: REF Decision Date: 24/09/2019
Location: 20 South View Road N8 7LT
Proposal: Erection of first floor rear extension above existing ground floor rear extension.

Application No: **HGY/2019/2225** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 10/10/2019
Location: 20 Rathcoole Avenue N8 9NA
Proposal: Conversion of two flats within a converted house back into a single dwelling house

Application No: **HGY/2019/2379** Officer: Tania Skelli
Decision: GTD Decision Date: 08/10/2019
Location: 250 Ferme Park Road N8 9BN
Proposal: Erection of single storey infill/rear extension (Class use C3)

Application No: **HGY/2019/2407** Officer: Tania Skelli
Decision: REF Decision Date: 24/10/2019
Location: Hornsey Tavern 26 High Street N8 7PB
Proposal: Retention of the existing public house (Class use A4), relocation of part pub floorspace to basement to provide additional residential accommodation at ground floor and erection of an extension to create 9 flats (comprising 1 x 3 bedroom flats; 4 x 2 bedroom flats and 4 x 1 bedroom flats) with private amenity and cycle parking spaces (Class use C3); an amendment to namely add a 2-bed/4-person flat to the previously approved under ref. HGY/2018/1441 on 1/8/18.

Application No: **HGY/2019/2409** Officer: Tania Skelli
Decision: REF Decision Date: 11/10/2019
Location: First Floor Flat 63 Nightingale Lane N8 7RA
Proposal: Erection of extension and formation of roof terrace at rear second floor level (Class use C3)

RES Applications Decided: 1

Application No: **HGY/2019/2623** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 23/10/2019
Location: Land to the East of Cross Lane N8
Proposal: Approval of details reserved by condition 19 (Electric Vehicle Charging Points) attached to Appeal reference APP/Y5420/W/16/3165389 (Haringey planning reference HGY/2016/0086)

Total Applications Decided for Ward: 11

WARD: **Muswell Hill**

CLUP Applications Decided: 4

Application No: **HGY/2019/2342** Officer: Adam Sultan
Decision: PERM DEV Decision Date: 24/09/2019
Location: 1A Carysfort Road N8 8RA
Proposal: Certificate of lawfulness: A proposed loft conversion with erection of a rear dormer to existing roof space and outrigger dormer.

Application No: **HGY/2019/2368** Officer: Adam Sultan
Decision: PERM DEV Decision Date: 01/10/2019
Location: 7 Linden Road N10 3DH
Proposal: Certificate of lawfulness: conversion of existing glass conservatory to masonry construction rear extension.

Application No: **HGY/2019/2392** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 09/10/2019
Location: 5 Topsfield Cottages Back Lane N8 8TB
Proposal: Certificate of lawfulness proposed use for rear conservatory

Application No: **HGY/2019/2458** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 15/10/2019
Location: 33 Warner Road N8 7HB
Proposal: Certificate of lawfulness for the proposed formation of a rear dormer and hip to gable extension including the insertion of 2 front rooflights

FUL Applications Decided: 8

Application No: **HGY/2019/1814** Officer: Roland Sheldon
Decision: GTD Decision Date: 23/09/2019
Location: 76 Woodland Gardens N10 3UB
Proposal: Construction of a new family dwelling (with retention of existing front façade).

Application No: **HGY/2019/2271** Officer: Laurence Ackrill
Decision: GTD Decision Date: 07/10/2019
Location: 78 Wood Vale N10 3DN
Proposal: Construction of a two-storey side extension, roof extension involving side and rear dormers, single-storey rear extension and alterations to fenestration.

Application No: **HGY/2019/2308** Officer: Samuel Uff
Decision: GTD Decision Date: 27/09/2019
Location: Garden Flat 103 Muswell Hill Road N10 3HS
Proposal: Basement extension and extension of and alterations to ground floor terrace, with associated screening.

Application No: **HGY/2019/2332** Officer: Roland Sheldon
Decision: GTD Decision Date: 11/10/2019
Location: 48 Woodland Rise N10 3UJ
Proposal: Conversion of dwelling into two self-contained flats, erection of enlarged rear dormer, alterations to fenestration of rear elevation, replacement front windows and addition of glazed roof to existing ground floor rear projection. Creation of Juliette balcony on first floor rear elevation.

Application No: **HGY/2019/2357** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 08/10/2019
Location: Ground Floor Flat 120 Muswell Hill Road N10 3JD
Proposal: Erection of rear garden outbuilding, replacing existing, and associated works to replace existing decking with terrace.

Application No: **HGY/2019/2360** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 11/10/2019
Location: 183 Priory Road N8 8NB
Proposal: Change of use from Class D1 (Community art room for children and adults) to D2 Pilates Studio

Application No: **HGY/2019/2445** Officer: Conor Guilfoyle
Decision: GTD Decision Date: 24/10/2019
Location: 34 Springfield Avenue N10 3SY
Proposal: Erection of single storey rear extension, replacing existing rear outbuilding; associated change in levels to rear of extension with provision of rear garden access steps.

Application No: **HGY/2019/2474** Officer: Matthew Gunning
Decision: GTD Decision Date: 14/10/2019
Location: 250 Muswell Hill Broadway N10 3SH
Proposal: Replacement and enlargement of the existing rear windows to a single window.

PNE Applications Decided: 1

Application No: **HGY/2019/2341** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 25/09/2019
Location: 33 Warner Road N8 7HB
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3.2m

RES Applications Decided: 1

Application No: **HGY/2019/1154** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 08/10/2019
Location: 61 Farrer Road N8 8LD
Proposal: Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2016/2342.

Total Applications Decided for Ward: 14

WARD: **Noel Park**

ADV Applications Decided: 2

Application No: **HGY/2019/1964** Officer: Neil McClellan
Decision: GTD Decision Date: 09/10/2019
Location: Unit A, Eclipse House 35 Station Road N22 6UX
Proposal: Advertisement consent is sought for the following:

- Vinyl graphics applied to the inside of the glazed shopfront, including store information and company logo;
- Vinyl graphics of the company name applied to the exterior of three structural columns within the shopfront;
- Installation of two internally illuminated projecting box signs.

Application No: **HGY/2019/2226** Officer: Gareth Prosser
Decision: GTD Decision Date: 24/09/2019
Location: 88 High Road N22 6HE
Proposal: 1 x projecting sign to replacement shopfront.

CLUP Applications Decided: 1

Application No: **HGY/2019/2314** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 03/10/2019
Location: 29 Whymark Avenue N22 6DJ
Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 2 front windows in the roof.

FUL Applications Decided: 3

Application No: **HGY/2019/2150** Officer: Sarah Madondo
Decision: GTD Decision Date: 02/10/2019
Location: 29 Whymark Avenue N22 6DJ
Proposal: Erection of a single storey rear extension with a depth of 3m and a height of 3m.

Application No: **HGY/2019/2324** Officer: Gareth Prosser
Decision: REF Decision Date: 09/10/2019
Location: Flat A 38 Alexandra Road N8 0PP
Proposal: Retrospective application for the erection of an outbuilding in the rear garden.

Application No: **HGY/2019/2352** Officer: Gareth Prosser
Decision: REF Decision Date: 30/09/2019
Location: 5 Coombe Road N22 5LB
Proposal: Removal of front boundary wall to enable vehicle crossover.

RES Applications Decided: 2

Application No: **HGY/2019/1829** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 03/10/2019
Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, N22
Proposal: Approval of details pursuant to condition 48 (Sustainable Urban Drainage) attached to planning permission HGY/2017/3117 (Partial discharge in relation to Blocks A1-A4 and B1-B4).

Application No: **HGY/2019/2579** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 23/10/2019
Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, N22
Proposal: Approval of details pursuant to condition 57 (materials in relation to metalwork and GRC only) attached to planning permission HGY/2017/3117 (Partial discharge in relation to Blocks A1-A4 and B1-B4 only)

Total Applications Decided for Ward: 8

WARD: **Northumberland Park**

ADV Applications Decided: 1

Application No: **HGY/2019/2109** Officer: Sarah Madondo
Decision: GTD Decision Date: 25/09/2019
Location: 785 High Road N17 8AH
Proposal: Proposed non-illuminated fascia sign.

CLDE Applications Decided: 1

Application No: **HGY/2019/2388** Officer: Mercy Oruwari
Decision: GTD Decision Date: 03/10/2019
Location: 4 Baronet Road N17 0LU
Proposal: Certificate of lawfulness: existing use of 7 self-contained flats.

CLUP Applications Decided: 2

Application No: **HGY/2019/2390** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 24/09/2019
Location: 1 Nursery Street N17 8AP
Proposal: Certificate of lawfulness for the formation of a rear dormer including the insertion of 2 front rooflights - proposed use

Application No: **HGY/2019/2395** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 11/10/2019
Location: 20 Commonwealth Road N17 0PN
Proposal: Certificate of lawfulness for the erection of a single storey rear extension - proposed use

FUL Applications Decided: 3

Application No: **HGY/2019/2209** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 24/09/2019
Location: 813-817 High Road N17 8ER
Proposal: Retrospective application for change of use of pre-existing 3-bedroom flat into 2 self-contained studio flat.

Application No: **HGY/2019/2306** Officer: Laurence Ackrill
Decision: GTD Decision Date: 21/10/2019
Location: Mowlem Trading Estate Leeside Road N17 0QJ
Proposal: The installation of a mezzanine, construction of 2 x flour silos and the addition of louvres, vents and air conditioning condensers to the existing Units K2 - K5, to accommodate the operation of a bakery (B1c/B2/B8).

Application No: **HGY/2019/2455** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 22/10/2019
Location: Shop 15 Northumberland Park N17 0TA
Proposal: Change of use of the Ground floor shop from a clothing retail shop (A1) to Nails Salon (Sui Generis Use) (Retrospective Application).

LBC Applications Decided: 1

Application No: **HGY/2019/2210** Officer: Martin Cowie
Decision: GTD Decision Date: 09/10/2019
Location: 819-821 High Road N17 8ER

Proposal: Listed Building Consent for: like-for-like replacement of single glazed, timber, sash windows, removal of paint from cills to allow for condition survey and allow for like-for-like repairs / replacement as required, like-for-like replacement of broken cills, allowance for slim-line secondary glazing internally, subject to the thermal/ acoustic requirements. Storm windows secondary glazing system to be used, as previously installed at Percy House (796 High Road), associated making good, with like-for-like materials, as required following repairs, redecoration of affected areas following repairs.

RES Applications Decided: 3

Application No: **HGY/2019/2316** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 17/10/2019

Location: 1-36 Taylor Close N17 0UB

Proposal: Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2018/2263.

Application No: **HGY/2019/2431** Officer: Sarah Madondo

Decision: GTD Decision Date: 17/10/2019

Location: 22 Willoughby Park Road N17 0RA

Proposal: Approval of details pursuant to conditions 3 (provision of refuse and waste storage and recycling facilities) attached to planning permission HGY/2018/2375.

Application No: **HGY/2019/2432** Officer: Sarah Madondo

Decision: GTD Decision Date: 17/10/2019

Location: 22 Willoughby Park Road N17 0RA

Proposal: Approval of details pursuant to conditions 4 (cycle store) attached to planning permission HGY/2018/2375.

Total Applications Decided for Ward: 11

WARD: **St Anns**

CLDE Applications Decided: 1

Application No: **HGY/2019/2546** Officer: Adam Sultan

Decision: GTD Decision Date: 04/10/2019

Location: 26 Rowley Road N15 3AX

Proposal: Application for a Lawful Development Certificate for an existing use as a C3 dwellinghouse

CLUP Applications Decided: 3

Application No: **HGY/2019/2380** Officer: Adam Sultan

Decision: PERM DEV Decision Date: 24/09/2019

Location: 66 Clinton Road N15 5BH

Proposal: Certificate of lawfulness for the proposed loft conversion including dormer extensions to the main rear roof slope and the rear outrigger roof and the installation of roof lights to the front.

Application No: **HGY/2019/2536** Officer: Adam Sultan

Decision: PERM DEV Decision Date: 24/09/2019

Location: 115 Roseberry Gardens N4 1JH

Proposal: Certificate of lawfulness: proposed loft conversion with rear dormer.

Application No: **HGY/2019/2538** Officer: Adam Sultan

Decision: PERM DEV Decision Date: 26/09/2019

Location: 25 Glenwood Road N15 3JS

Proposal: Certificate of lawfulness for a rear dormer extension.

COND Applications Decided: 1

Application No: **HGY/2019/1764** Officer: Gareth Prosser
Decision: REF Decision Date: 27/09/2019
Location: 48 Grand Parade N4 1AG
Proposal: Variation of condition 6 applied to application HGY/2007/2507 (hours of operation) to 24 hours, 7 days a week.

FUL Applications Decided: 5

Application No: **HGY/2019/1209** Officer: Gareth Prosser
Decision: GTD Decision Date: 24/09/2019
Location: 5 South Grove N15 5QG
Proposal: Second floor extensions to provide additional bedrooms to the existing first floor flat.

Application No: **HGY/2019/1754** Officer: Sarah Madondo
Decision: GTD Decision Date: 23/09/2019
Location: 1B Terront Road N15 3AA
Proposal: Loft conversion with a rear dormer and velux windows to the front including single storey ground floor rear extension.

Application No: **HGY/2019/2385** Officer: Sarah Madondo
Decision: GTD Decision Date: 01/10/2019
Location: 51 Avondale Road N15 3SR
Proposal: Single storey rear extension

Application No: **HGY/2019/2400** Officer: Sarah Madondo
Decision: GTD Decision Date: 15/10/2019
Location: 160 Harringay Road N15 3HL
Proposal: Erection of a ground floor rear extension including side return infill.

Application No: **HGY/2019/2412** Officer: Adam Sultan
Decision: GTD Decision Date: 14/10/2019
Location: 3 Clinton Road N15 5BH
Proposal: Erection of a ground floor rear wrap-around extension which will add to the existing 2 storey rear extension.

TEL Applications Decided: 1

Application No: **HGY/2019/2480** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 23/10/2019
Location: 67-109 Warwick Gardens N4 1JD
Proposal: The installation of 6no. antenna apertures, 4no. 600mm dishes, 10no. equipment cabinets and the relocation of the existing satellite dish at rooftop level, the installation of 1no. meter cabinet at ground level along with development ancillary thereto.

Total Applications Decided for Ward: 11

WARD: **Seven Sisters**

FUL Applications Decided: 9

Application No: **HGY/2019/1231** Officer: Sarah Madondo
Decision: GTD Decision Date: 24/09/2019
Location: 39 Clifton Gardens N15 6AP
Proposal: Excavation of basement under existing dwelling, including lightwell to front garden.

Application No: **HGY/2019/2046** Officer: Sarah Madondo
Decision: GTD Decision Date: 25/09/2019
Location: 98 Fairview Road N15 6TP
Proposal: Ground floor rear and infill extension

Application No: **HGY/2019/2141** Officer: Gareth Prosser
Decision: GTD Decision Date: 11/10/2019
Location: 3 Eade Road N4 1DJ
Proposal: New glass balustrade and decking to rear roof terrace (Second floor).

Application No: **HGY/2019/2189** Officer: Sarah Madondo
Decision: GTD Decision Date: 24/09/2019
Location: 100 Wargrave Avenue N15 6UA
Proposal: Erection of additional storey 'Type 3' and a single storey 3m rear extension.

Application No: **HGY/2019/2386** Officer: Sarah Madondo
Decision: GTD Decision Date: 07/10/2019
Location: 69 Wargrave Avenue N15 6TU
Proposal: Demolition of existing loft and erection of a new floor and pitch roof to the application property.

Application No: **HGY/2019/2387** Officer: Sarah Madondo
Decision: GTD Decision Date: 22/10/2019
Location: 18 Vartry Road N15 6PT
Proposal: Replacement of all front elevations windows with new UPVC double-glazed sliding sash style windows to match existing styles and opening sizes, and replacement of all rear elevation windows with new UPVC double-glazed sliding sash and casement style windows.

Application No: **HGY/2019/2397** Officer: Sarah Madondo
Decision: GTD Decision Date: 25/10/2019
Location: 17 Beechfield Road N4 1PD
Proposal: Ground floor wrap-around extension.

Application No: **HGY/2019/2442** Officer: Sarah Madondo
Decision: GTD Decision Date: 07/10/2019
Location: 140 Craven Park Road N15 6AB
Proposal: Erection of single storey rear extension and erection of a type 2 loft conversion to form habitable rooms.

Application No: **HGY/2019/2521** Officer: Gareth Prosser
Decision: GTD Decision Date: 22/10/2019
Location: 27 Hermitage Road N4 1DF
Proposal: Conversion of semi-detached, five bedroom dwelling into two sepertate self-contained flats.

PNE Applications Decided: 3

Application No: **HGY/2019/2429** Officer: Sarah Madondo

Decision: PNR Decision Date: 02/10/2019

Location: 60 Rostrevor Avenue N15 6LP

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Application No: **HGY/2019/2493** Officer: Laina Levassor

Decision: PN GRANT Decision Date: 24/10/2019

Location: 66 Gladesmore Road N15 6TB

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.694m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Application No: **HGY/2019/2502** Officer: Laina Levassor

Decision: PN REFUSED Decision Date: 24/10/2019

Location: 35 Clifton Gardens N15 6AP

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.75m, fo which the maximum height would be 3m and for which the height of the eaves would be 3m.

Total Applications Decided for Ward: 12

WARD: **Stroud Green**

CLUP Applications Decided: 1

Application No: **HGY/2019/2233** Officer: Mercy Oruwari

Decision: PERM DEV Decision Date: 23/09/2019

Location: 115 Mayfield Road N8 9LN

Proposal: Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 3 x front and 3 x rear rooflights.

FUL Applications Decided: 9

Application No: **HGY/2019/1597** Officer: Tania Skelli

Decision: REF Decision Date: 11/10/2019

Location: 38 Stapleton Hall Road N4 3QD

Proposal: Erection of a two storey (plus basement) dwelling house following planning permission ref. HGY/2015/2972 granted on 28/01/2016 and amendments (refs. HGY/2016/1363 and HGY/2016/3344) [currently under construction]

Application No: **HGY/2019/1705** Officer: Matthew Gunning

Decision: GTD Decision Date: 17/10/2019

Location: 4 Ferme Park Road N4 4ED

Proposal: Change of use from A1 retail shop into A3 restaurant including extract flue to rear elevation.

Application No: **HGY/2019/2262** Officer: Mercy Oruwari

Decision: GTD Decision Date: 23/09/2019

Location: 115 Mayfield Road N8 9LN

Proposal: Erection of single storey side/rear extension.

Application No: **HGY/2019/2279** Officer: Matthew Gunning

Decision: GTD Decision Date: 10/10/2019

Location: 68 Mount View Road N4 4JR

Proposal: Proposed alterations to existing building and extension as follows: Removal of existing lower ground, upper ground and first floor projection to be replaced with new full-width extension to lower ground floor level with a lowered floor level with masonry facade, full height architectural glazing and sliding doors, sedum roof and 2no. rooflights. Existing rear projection to upper ground floor to be remodelled and extended with new glazing and sliding doors. First floor rear projection to be remodelled to smaller footprint and clad in dark metal cladding panels. New loft extension with rear dormer window. Three new rooflights to front roof pitch and one new rooflight to rear pitch. Replacement of existing sash windows throughout with new double-glazed sash windows to match existing. General internal alterations. Existing front garden wall to be demolished and replaced with new lowered wall to match original. Amendment to front and rear landscaping.

Application No: **HGY/2019/2280** Officer: Matthew Gunning

Decision: GTD Decision Date: 03/10/2019

Location: Ground Floor Flat A 5 Mount Pleasant Villas N4 4HH

Proposal: Garden studio

Application No: **HGY/2019/2449** Officer: Roland Sheldon

Decision: GTD Decision Date: 24/10/2019

Location: Flat D 20 Mount View Road N4 4HX

Proposal: Removal of existing 2 rear dormers, and erection of 2 replacement rear dormers, insertion of one rooflight on mansard roof.

Application No: **HGY/2019/2478** Officer: Matthew Gunning

Decision: GTD Decision Date: 17/10/2019

Location: 170 Weston Park N8 9PN

Proposal: Single storey rear / side extension and internal alterations to a single family dwelling.

Application No: **HGY/2019/2491** Officer: Roland Sheldon

Decision: GTD Decision Date: 25/10/2019

Location: Flat 3 99 Florence Road N4 4DL

Proposal: Erection of rear dormer, insertion of 3 front and 1 rear rooflights, replacement and increased size of second floor front window with timber sash unit.

Application No: **HGY/2019/2548** Officer: Tania Skelli

Decision: GTD Decision Date: 17/10/2019

Location: Flat C 42 Inderwick Road N8 9LD

Proposal: Formation of dormer window to rear roofslope and two new rooflights to existing top flat (Class use C3)

NON Applications Decided: 1

Application No: **HGY/2019/2415** Officer: Roland Sheldon

Decision: GTD Decision Date: 23/09/2019

Location: 101 Florence Road N4 4DL

Proposal: Non-material amendment to planning application HGY/2018/0229 to set side wall of extension adjacent to side boundary.

TEL Applications Decided: 1

Application No: **HGY/2019/2653** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Chettle Court Ridge Road N8 9NU
Proposal: Notification under the Electronic Communications Code Regulations 2003 to utilise permitted development rights for
the replacement of 6no antennas with 6no new antennas, the replacement of 1no cabinet and ancillary works thereto

Total Applications Decided for Ward: 12

WARD: **Tottenham Green**

FUL Applications Decided: 8

Application No: **HGY/2019/1657** Officer: Neil McClellan
Decision: GTD Decision Date: 03/10/2019
Location: Turner Avenue Estate Turner Avenue N15
Proposal: The installation of new UPVC double glazed windows and external doors.

Application No: **HGY/2019/2089** Officer: Gareth Prosser
Decision: GTD Decision Date: 10/10/2019
Location: 115 Clyde Road N15 4JZ
Proposal: Construction of single storey side extension with a total height of 2.85m

Application No: **HGY/2019/2184** Officer: Sarah Madondo
Decision: GTD Decision Date: 23/09/2019
Location: 75 Braemar Road N15 5HA
Proposal: Erection of ground floor rear extension, loft conversion complete with dormer.

Application No: **HGY/2019/2187** Officer: Sarah Madondo
Decision: GTD Decision Date: 23/09/2019
Location: 13 Dorset Road N15 5AJ
Proposal: Erection of ground floor and first floor extension including alterations to the front elevation involving replacement of existing windows new timber-framed windows and painted timber panels.

Application No: **HGY/2019/2298** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 30/09/2019
Location: 143-145 Philip Lane N15 4HQ
Proposal: Proposed single storey shop front extension.

Application No: **HGY/2019/2299** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 30/09/2019
Location: 143-145 Philip Lane N15 4HQ
Proposal: Proposed single storey shop front extension.

Application No: **HGY/2019/2310** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 07/10/2019
Location: 165 West Green Road N15 5EA
Proposal: Retrospective change of use from residential dwelling house (C3) to House in Multiple Occupation (Sui Generis)

Application No: **HGY/2019/2411** Officer: Adam Sultan
Decision: GTD Decision Date: 25/10/2019
Location: Flat A 210 Page Green Terrace N15 4NP
Proposal: Replacement of existing timber windows with hardwood timber casement windows (Ebony finish) on the lower ground floor of the dwellinghouse.

LCD Applications Decided: 1

Application No: **HGY/2019/2404** Officer: Adam Sultan
Decision: GTD Decision Date: 03/10/2019
Location: Sophia House 19 Antill Road N15 4AQ
Proposal: Replacement of windows in communal areas to introduce automated smoke control system.

RES Applications Decided: 1

Application No: **HGY/2019/1878** Officer: Samuel Uff
Decision: GTD Decision Date: 17/10/2019
Location: 14-16 Bedford Road N15 4HA
Proposal: Approval of details pursuant to condition 4 (replacement trees) attached to planning permission HGY/2016/0646 to provide 2 x Hornbeam and 1 x Silver Birch.

TEL Applications Decided: 1

Application No: **HGY/2019/2648** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: Warren Court High Cross Road N17 9PE
Proposal: Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for the replacement of 3No. existing antennas with 3No. new antennas on existing support poles, together with the installation of additional ancillary equipment

Total Applications Decided for Ward: 11

WARD: **Tottenham Hale**

ADV Applications Decided: 1

Application No: **HGY/2019/2049** Officer: Martin Cowie
Decision: GTD Decision Date: 16/10/2019
Location: Land adjacent to Watermead Way, The Hale and Ashley Road N17
Proposal: Advertisement consent for temporary display of hoarding.

CLDE Applications Decided: 4

Application No: **HGY/2019/2575** Officer: Adam Sultan
Decision: GTD Decision Date: 24/10/2019
Location: 41 Burlington Road N17 9UH
Proposal: Certificate of lawfulness for the existing ground floor side infill extension and rear dormer extension and for the established use of the property as 6 separate self-contained flats (Use Class C3).

Application No: **HGY/2019/2688** Officer: Mercy Oruwari
Decision: GTD Decision Date: 18/10/2019
Location: 10 Dorking Court Hampden Lane N17 0AT
Proposal: Certificate of lawfulness for use of first floor property as 1x3 bedroom flat

Application No: **HGY/2019/2689** Officer: Mercy Oruwari
Decision: GTD Decision Date: 18/10/2019
Location: Flat 13 Horsham Court Lansdowne Road N17 0LP
Proposal: Certificate of lawfulness for use of ground floor property as 1x3 bedroom flat.

Application No: **HGY/2019/2690** Officer: Mercy Oruwari
Decision: GTD Decision Date: 25/10/2019
Location: First and Second Floor 448-454 High Road N17 9JD
Proposal: Certificate of lawfulness for the existing use of the first and second floors as D1 use class (Place of Worship).

FUL Applications Decided: 2

Application No: **HGY/2019/2208** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 24/09/2019
Location: Flat B 25 Mitchley Road N17 9HG
Proposal: Erection of rear addition extension to an existing loft conversion.

Application No: **HGY/2019/2303** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 04/10/2019
Location: 6 Lansdowne Road N17 9XE
Proposal: Formation of a loft conversion with rear rear and side dormers.

LCD Applications Decided: 1

Application No: **HGY/2019/1259** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 25/10/2019
Location: Down Lane Recreation Ground Park View Road N17
Proposal: Planning permission is sought to create an Artificial Grass Pitch (AGP) with associated features including a 4.5m high ball stop fencing and gates with roof netting, a 1.20m high pitch barrier and gates located internally within the fenced enclosure to segregate the playing area (the field of play) from adjoining hard-standing areas, new hard-standing areas complete with associated porous asphalt surfacing providing for pedestrian circulation, vehicular maintenance and emergency access, storage area for portable goals, associated drainage works, tree removal works, 12m high floodlight system and maintenance equipment store.

PNE Applications Decided: 3

Application No: **HGY/2019/2245** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 23/09/2019
Location: 49 Park View Road N17 9AU
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.95m.

Application No: **HGY/2019/2305** Officer: Laina Levassor
Decision: PN GRANT Decision Date: 03/10/2019
Location: 65 Holcombe Road N17 9AR
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m (additional depth of 2689mm), for which the maximum height would be 2.85m and for which the height of the eaves would be 2.3m.

Application No: **HGY/2019/2340** Officer: Laina Levassor
Decision: PN GRANT Decision Date: 30/09/2019
Location: 17 Shelbourne Road N17 0JX
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m.

RES Applications Decided: 9

Application No: **HGY/2018/3469** Officer: Martin Cowie
Decision: GTD Decision Date: 16/10/2019
Location: Hale Wharf Ferry Lane N17 9NF
Proposal: Application for the Approval of Details Pursuant to Condition B26 (Air Quality and Dust Management Plan) attached to the Hybrid Planning Permission Reference: HGY/2016/1719.

Application No: **HGY/2019/1864** Officer: Gareth Prosser
Decision: GTD Decision Date: 10/10/2019
Location: Land rear of 678-682 High Road N17 0AE
Proposal: Approval of details persuant to conditions 3 (sample materials), 5 (Cycle Parking), 6 (external Lighting), 9 (Landscaping) attached to planning permission HGY/2019/0092.

Application No: **HGY/2019/2247** Officer: Christopher Smith
Decision: GTD Decision Date: 26/09/2019
Location: SW Plot Hale Village Ferry Lane N17
Proposal: Approval of details pursuant to condition 9r (sky garden planting) attached to planning permission HGY/2017/2005.

Application No: **HGY/2019/2270** Officer: Martin Cowie
Decision: GTD Decision Date: 02/10/2019
Location: Harris Academy Tottenham Ashley Road N17 9DP
Proposal: Approval of details pursuant to Condition 13 (development shall be carried out in accordance with the BREEAM details approved under HGY/2018/2956, and a final certificate detailing that the development achieves a BREEAM level 'Very good' presented to the Local Planning Authority within 6 months of the occupation of the development) attached to planning permission HGY/2019/0111.

Application No: **HGY/2019/2539** Officer: Martin Cowie
Decision: GTD Decision Date: 25/10/2019
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 C19 (Monitoring and Maintenance Plan - Contamination) relating to the Welbourne Site - Plot C of the Tottenham Hale Centre development Planning Permission (LPA ref: HGY/2018/2223) dated 27th March 2019.

Application No: **HGY/2019/2540** Officer: Martin Cowie
Decision: GTD Decision Date: 25/10/2019
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 C21 (Written Consent for Piling or Other Intrusive Ground Works) relating to the Welbourne Site - Plot C of the Tottenham Hale Centre development Planning Permission (LPA ref: HGY/2018/2223) dated 27th March 2019

Application No: **HGY/2019/2541** Officer: Martin Cowie
Decision: GTD Decision Date: 25/10/2019
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 C22 (Method of Piling) relating to the Welbourne Site - Plot C of the Tottenham Hale Centre development Planning Permission (LPA ref: HGY/2018/2223) dated 27th March 2019

Application No: **HGY/2019/2542** Officer: Martin Cowie

Decision: GTD Decision Date: 25/10/2019

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 C24 (Contaminated Land - Part 1) relating to the Welbourne Site - Plot C of the Tottenham Hale Centre development Planning Permission (LPA ref: HGY/2018/2223) dated 27th March 2019.

Application No: **HGY/2019/2634** Officer: Martin Cowie

Decision: GTD Decision Date: 25/10/2019

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 A16 (Site Levels) relating to the North Island Site - Plot A of the Tottenham Hale Centre development Planning Permission (LPA ref: HGY/2018/2223) dated 27th March 2019.

Total Applications Decided for Ward: 20

WARD: **West Green**

ADV Applications Decided: 1

Application No: **HGY/2019/2211** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 25/09/2019

Location: 113 Belmont Road N17 6AT

Proposal: Application for consent to display an advertisement: upgrade of existing 48 sheet advert to support digital poster

CLUP Applications Decided: 2

Application No: **HGY/2019/2367** Officer: Adam Sultan

Decision: PERM DEV Decision Date: 24/09/2019

Location: 159 Higham Road N17 6NX

Proposal: Certificate of lawfulness for the proposed conversion of the roof including a hip to gable extension to the side, a dormer extension to the rear and the installation of roof lights to the front.

Application No: **HGY/2019/2393** Officer: Mercy Oruwari

Decision: PERM DEV Decision Date: 10/10/2019

Location: 193 Boundary Road N22 6AL

Proposal: Certificate of lawfulness for the erection of a single storey rear extension and the formation of a rear dormer including the insertion of 3 front rooflights and Juliet balcony - proposed use

FUL Applications Decided: 8

Application No: **HGY/2019/1869** Officer: Gareth Prosser

Decision: GTD Decision Date: 26/09/2019

Location: 1B Keston Road N17 6PJ

Proposal: Demolition of existing single storey brick shed to replace with 1 x 2 storey, two bed house with basement

Application No: **HGY/2019/1926** Officer: Kwaku Bossman-Gyamera

Decision: REF Decision Date: 18/10/2019

Location: 183 Downhills Way N17 6AH

Proposal: Conversion of existing dwelling into 2 self-contained flats (Retrospective)

Application No: **HGY/2019/2176** Officer: Samuel Uff
Decision: GTD Decision Date: 26/09/2019
Location: 3 Pendennis Road N17 6LJ
Proposal: Erection of single storey rear extension and associated decking.

Application No: **HGY/2019/2179** Officer: Samuel Uff
Decision: GTD Decision Date: 03/10/2019
Location: 196A Langham Road N15 3NB
Proposal: Proposed ground floor side and rear extension.

Application No: **HGY/2019/2300** Officer: Kwaku Bossman-Gyamera
Decision: REF Decision Date: 01/10/2019
Location: Downhills Park Road Telecommunications Site Downhills Park Road N17 6NY
Proposal: The installation of a 20m monopole, 12 no. apertures 6 no. equipment cabinets, alongside associated ancillary equipment. The removal of the existing 10m monopole, 3 no. antennas, 4 equipment cabinets, alongside any redundant ancillary equipment.

Application No: **HGY/2019/2311** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 07/10/2019
Location: 181 Carlingford Road N15 3ET
Proposal: Replacement of existing front and rear elevations windows with new UPVC double-glazed sliding sash style windows to match existing styles and opening sizes.

Application No: **HGY/2019/2399** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 10/10/2019
Location: 14A Vincent Road N15 3QH
Proposal: Erection of detached dwellinghouse and change of use from builder's yard.

Application No: **HGY/2019/2402** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 14/10/2019
Location: 19A Mannock Road N22 6AB
Proposal: Single storey rear extension.

LCD Applications Decided: 1

Application No: **HGY/2019/2206** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 24/09/2019
Location: 10 Linden Road N15 3QB
Proposal: Replacement of perimeter fence to rear garden with new 2.4m high timber fence.

PNE Applications Decided: 1

Application No: **HGY/2019/2452** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 21/10/2019
Location: 94 Boundary Road N22 6AD
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.5m

Total Applications Decided for Ward: 13

WARD: **White Hart Lane**

CLDE Applications Decided: 1

Application No: **HGY/2019/2457** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 16/10/2019
Location: 316 White Hart Lane N17 8LA
Proposal: Certificate of lawfulness: existing use of 2 self-contained flats.

CLUP Applications Decided: 1

Application No: **HGY/2019/2391** Officer: Mercy Oruwari
Decision: PERM DEV Decision Date: 27/09/2019
Location: 71 Henningham Road N17 7BB
Proposal: Certificate of lawfulness for the erection of a single storey rear extension.

FUL Applications Decided: 3

Application No: **HGY/2019/2130** Officer: Samuel Uff
Decision: GTD Decision Date: 10/10/2019
Location: 16 Carrick Gardens N17 7AX
Proposal: Erection of single storey rear extension in association with extended raised terrace and associated screening and steps.

Application No: **HGY/2019/2212** Officer: Kwaku Bossman-Gyamera
Decision: GTD Decision Date: 26/09/2019
Location: 42-53 Daubeney Gardens N17 7DQ
Proposal: Replacement of existing single glazed timber rosewood casement windows to rosewood PVCu casement windows with the fenestration remaining the same.

Application No: **HGY/2019/2569** Officer: Sarah Madondo
Decision: GTD Decision Date: 21/10/2019
Location: 222 Risley Avenue N17 7EN
Proposal: Convert roof space with 2 no. conservation style roof lights on the rear roof slope.

Total Applications Decided for Ward: 5

WARD: **Woodside**

CLDE Applications Decided: 1

Application No: **HGY/2019/2389** Officer: Mercy Oruwari
Decision: GTD Decision Date: 04/10/2019
Location: 6 Maurice Court Newnham Road N22 5ST
Proposal: Certificate of lawfulness: existing use of 1x2 bedroom flat

CLUP Applications Decided: 1

Application No: **HGY/2019/2661** Officer: Laina Levassor
Decision: PERM DEV Decision Date: 09/10/2019
Location: 36 Woodside Road N22 5HT
Proposal: Certificate of Lawfulness for proposed single storey rear extension

FUL Applications Decided: 3

Application No: **HGY/2019/2413** Officer: Adam Sultan
Decision: GTD Decision Date: 22/10/2019
Location: 91A The Roundway N17 7HB
Proposal: Erection of a single storey rear extension.

Application No: **HGY/2019/2443** Officer: Gareth Prosser
Decision: REF Decision Date: 14/10/2019
Location: 8 Newnham Green Highfield Close N22 5TN
Proposal: Erection of porch to front elevation.

Application No: **HGY/2019/2484** Officer: Neil McClellan
Decision: REF Decision Date: 11/10/2019
Location: 25 Perth Road N22 5PY
Proposal: Conversion of the property into 2no. self-contained flats.

PNE Applications Decided: 2

Application No: **HGY/2019/2263** Officer: Laina Levassor
Decision: PN NOT REQ Decision Date: 23/09/2019
Location: 117 Arcadian Gardens N22 5AE
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Application No: **HGY/2019/2451** Officer: Laina Levassor
Decision: PN REFUSED Decision Date: 22/10/2019
Location: 78 Stirling Road N22 5BP
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

TEL Applications Decided: 1

Application No: **HGY/2019/2649** Officer: Kwaku Bossman-Gyamera
Decision: PERM DEV Decision Date: 15/10/2019
Location: 606 Lordship Lane N22 5JH
Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed development comprises the replacement of 6No. antennas, the replacement of 4No. cabinets with 3No cabinets and development ancillary thereto.

Total Applications Decided for Ward: 8

WARD: **Not Applicable - Outside Borough**

OBS Applications Decided: 3

Application No: **HGY/2019/2617** Officer: Roland Sheldon
Decision: RNO Decision Date: 04/10/2019
Location: 304 Seven Sisters Road N4 2AQ

Proposal: Change of use of the upper floors from Use Class A2 (Financial and Professional Services) to Use Class C3 (Dwellinghouses) to provide 4 self-contained residential units; change of use ground and basement from Use
Class A2 to Use Class B1(Office); erection of front roof extension at third floor level, four storey rear extension
and a new terrace at first floor level and internal alterations (Observations to L.B. Hackney - their reference 2019/2997)

Application No: **HGY/2019/2666** Officer: Robbie McNaugher

Decision: RNO Decision Date: 17/10/2019

Location: Cockfosters Underground Station Cockfosters Road EN4 0DZ

Proposal: Environmental Impact Assessment Screening Opinion Request under Part 2, Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to the development of approximately 400 residential units, 600sqm commercial use, re-provision of train drivers accommodation (782 sqm); parking and associated works, including provision of local open space including replacement of existing area of designated open space. (Observations to L.B. Enfield - their reference 19/03416/SO)

Application No: **HGY/2019/2672** Officer: Robbie McNaugher

Decision: RNO Decision Date: 16/10/2019

Location: Arnos Grove Underground Station Bowes Road N11 1AN

Proposal: Environmental Impact Assessment Screening Opinion Request under Part 2, Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to the development of approximately 150 residential units, 1 x commercial unit and badge and staff car park (Observations to L.B. Enfield - their reference 19/03312/SO)

Total Applications Decided for Ward: 3

Total Number of Applications Decided: 244