

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 9th March, 2020, 7.00 pm - Civic Centre, High Road, Wood Green, London N22 8LE

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

Quorum: 3

1. **FILMING AT MEETINGS**

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

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

2. **PLANNING PROTOCOL**

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

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

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

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

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

3. APOLOGIES

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 14 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 6)

To confirm and sign the minutes of the Planning Sub Committee held on 10 February 2020.

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/2019/2929 & 2930 - NOS. 867-879 HIGH ROAD AND LAND TO THE REAR, N17 8EY (PAGES 7 - 244)

Proposal - Planning Permission: Hybrid planning application (part Full/Part Outline) for the demolition of existing buildings & structures and redevelopment of the site for a residential led mixed-use scheme with up to 330 residential units (class C3), retail/café use (Use Class A1/A3), area of new public open space, landscaping and other associated works. Full details/permission is sought in respect of Block D, 867 and 869 High Road (Grade II listed) and proposed Block G to its rear. Outline permission is sought for the remainder of the site, with details of “scale”, “layout”, “appearance” and “landscaping” reserved in relation to proposed Blocks A, B and C and details of “appearance”, “landscaping” and “layout” only reserved in relation to Block E.

Proposal - Listed Building Consent: Listed Building Consent for Internal alterations and associated works to provide 6 x 2- bed flats at 867 and 869 High Road.

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/2019/0015 - CRANWOOD HOUSE, 100 WOODSIDE AVENUE, MUSWELL HILL, LONDON, N10 3JA (PAGES 245 - 260)

Proposal: Demolition of former Cranwood residential care home; and erection of 2 buildings, 1 of 4 storeys and 1 of 8 storeys, to deliver 42 homes. 36 homes (86%) would be affordable Council homes let at council social rent levels.

The drawings also identify indicative proposals for a potential further development to the south of the site. This satisfies the requirement to masterplan the entire site set out in the site allocation (SA51).

11. PPA/2020/0006 - FORMER CAXTON ROAD PFS AT 76-84 MAYES ROAD, WOOD GREEN, N22 6TE (PAGES 261 - 274)

Proposal: Redevelopment of the vacant site for a mixed use development comprising 75 residential units (Use Class C3) and 1015sqm of commercial floor space.

12. UPDATE ON MAJOR PROPOSALS (PAGES 275 - 286)

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

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 287 - 312)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 26 January – 21 February 2020.

14. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

15. DATE OF NEXT MEETING

Dates for the 2020-21 Municipal Year will be approved at the 16 March 2020 Full Council meeting.

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

Friday, 28 February 2020

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MINUTES OF MEETING PLANNING SUB COMMITTEE HELD ON MONDAY, 10TH FEBRUARY, 2020, 19:00 – 21:15

PRESENT: Councillors Vincent Carroll (Chair), Gina Adamou (Vice-Chair), John Bevan, Luke Cawley-Harrison, Peter Mitchell, Viv Ross, Yvonne Say and Sarah Williams

384. FILMING AT MEETINGS

Noted.

385. PLANNING PROTOCOL

Noted.

386. APOLOGIES

Apologies for absence were received from Councillor Tabois, Councillor Basu and Councillor Hinchcliffe.

387. URGENT BUSINESS

None.

388. DECLARATIONS OF INTEREST

Councillor Ross declared he was a member of the Canal and River Trust.

Councillor Bevan declared he attended a monthly meeting with Tottenham Hotspur which discussed any issues that arose from the operations of the stadium.

389. MINUTES

RESOLVED that the minutes of the Planning Committee held on 11th November 2019 be approved.

390. PRE/2019/0212 - (A) NORTHUMBERLAND TERRACE (NOS. 790 TO 794 AND NOS. 798 TO 808 HIGH ROAD, N17) AND LAND TO THE REAR AND (B) NO. 807 HIGH ROAD N17

Clerk's note - Prior to considering the application, the Chair granted a Member request to allow the Committee 10 minutes to read and consider Appendix 2(b) which was circulated to Members in a supplementary pack on 10th February 2020.

The Committee considered a pre-application proposal regarding (a) Northumberland Terrace (Nos. 790 to 794 and Nos. 798 to 808 High Road, N17) and land to the rear

and (b) No. 807 High Road, N17. The majority of the proposed development would be on the east side of the High Road. However, the redevelopment of No. 807 on the west side of the road would facilitate the relocation of the Co-operative Funeral Care business and potentially the existing dentist surgery, which are currently at No. 806 and 802 High Road respectively.

East side of the High Road (Northern Terrace and land to rear)

- (a) Erection of a new four storey building to the west of Lilywhite House for flexible A1/A2/A3/B1/D1/D2 use, including the demolition of the locally listed rear extension to No. 814 High Road, and new hard/soft landscaping works; (b) Internal and external repairs, enhancements and minor alterations to the statutory and locally listed buildings along the High Road to facilitate their meaningful future reuse for a flexible range of uses within the A1/A2/A3/B1/D1/D2 use classes; and (c) the demolition of rear extensions to Nos. 798, 800/802, 804/806 and 808 High Road and the erection of new rear extensions to Nos. 800/802 and 804/806 and 808 High Road.

West side of the High Road (No. 807)

- (b) Redevelopment of No. 807 High Road to provide a four-storey building comprising retail (A1) on the ground floor, a business/dentist surgery on the first floor (B1/D1) and two dwellings (C3) on the upper floors. There would be a second four-storey building at the rear, joined by a covered parking area with a landscaped courtyard on top, to provide seven dwellings (C3). There would be nine dwellings in total.

The Planning Officer and representatives for the applicant delivered a presentation on plans for the scheme. The representatives provided the Committee with a detailed handout on the proposals.

The Chair thanked the representatives for their presentation and invited Committee Members to raise any comments or questions. The following was discussed:

- The representatives noted the linear building was there to mediate the scale of Lilywhite House.
- Regarding access, the intent was to create much cleaner access, with a one direction through-route at the side of the site.
- The developers wanted to create a vibrant space that people wanted to visit.
- The cycle parking was to be completely replaced with a new and secure gated facility. Access was to be provided to those residents who owned cycle parking but there would also be cycle parking available to the public.
- It was suggested the proposals for 807 could be bolder.
- The proposed buildings would be a mixture of brick and steel structure, with the steel structure not being visible. The linear building would be a steel structure but the extensions to the existing building would be load bearing masonry.
- Quality materials would be used which were appropriate for the environment.
- The Northumberland Terrace proposals were criticised for being plain and the wrong side of traditional and modern. The gating on the east was called oppressive and at stark contrast with the surrounding buildings.
- It was suggested where brick lintels were used, these should be detailed and in line with surrounding properties.

- The proposals were still a work in progress and work on the boundary treatment was ongoing.
- With regard to 807, the representatives noted they were trying to strike a balance between a modern building with details from the existing building being maintained.
- Regarding the vision for the space, the applicants were trying to create an ecosystem with the public able to have access to the buildings. Access to the public would be restricted on match days, however, emergency services would have access at all times.
- Concern was raised over the potential for traffic issues as a result of the scheme. In response, the representatives noted that there were no traffic implications as a result of any work to 807.
- It was not possible to attain the adjoining properties to 807 as they were not within Tottenham Hotspurs ownership.
- Concern was raised over the absence of affordable workspace. In response, it was noted that whilst there was none proposed in the scheme, the Club had been exploring what the Council's policy was on the matter. If it was requested that a mixture of workspace was necessary in order for the scheme to be policy compliant, that would be addressed.
- It was requested that the applicant's response to each of the recommendations by the QRP be set out clearly so that the Committee could see what action had been taken to date.
- The Committee praised the detailed tabled papers provided by the representatives.

391. PPA/2019/0012 - LOCK KEEPERS COTTAGES, FERRY LANE

The Committee considered an application for the demolition of the existing houses and erection of a 3-6 storey mixed-use development including a café at ground floor, approximately 690 sq.m. of office space on the ground to first floors and 13 flats on the floors above. The scheme would be a 'car free' development with 1 accessible parking space provided approximately 100 metres from the main residential entrance on Hale Village. The proposal would provide an Estate Management Office for Hale Village to replace the existing temporary office on Millmead Road.

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

The Chair thanked the representatives for their presentation and requested more detailed and tailored visuals for the scheme be made available before any future applications. The Chair then invited Committee Members to raise any comments or questions. The following was discussed:

- The Committee had serious concerns over the wheelchair accessible car parking space for the site. The Committee was not convinced by the proposal for the single car parking space that was required for the wheelchair accessible unit being provided off-site within the existing Hale village development. This was considered too unreasonable and too far from the development. It was noted that it was a policy requirement for a development of this size to provide a wheelchair accessible unit.

- There was concern the area was already over developed.
- The representatives noted that the primary purpose of the scheme was to provide Lee Valley Estates with a head office so that they could continue employing people in the area. The secondary purpose was to provide estate management. However, the scheme was only viable with the residential element.
- There was concern surrounding entrances to the towpath and also the balconies over the towpath. The representatives noted there was some overlap onto the towpath on the eastern elevation, but this would only be by around 800millimetres, with none of the balconies hanging over the canal.
- The representatives noted they had worked closely with the Canal and River Trust over this development, who they claimed were supportive of the scheme. It was suggested that the developers contribute to the refurbishment of the lock. The representatives responded that they had held discussions with the Canal and River Trust and would provide written confirmation of any agreements made between the two before any future application. They claimed there had been an assurance from the Trust that, were the development to go ahead, then the locks would become a priority to be fixed.
- The representatives accepted the plans were close to the set boundaries, but this was done to utilise all the available space.
- There was concern over the usage of green walls in the scheme.
- The Committee sought to see the Applicant's individual responses provided to each recommendation raised by the QRP. The representatives agreed and informed they had already adopted some of the proposed changes by the QPR, such as moving access from the tow path to Ferry Lane for the residential properties.
- The representatives advised that the scheme was not able to support affordable housing as it was not viable.
- Regarding the shared lift for the café and residential properties, the representatives informed this would be fob operated and only residents with a fob could access the properties.
- There was concern over the design and how the development fitted into the surrounding area, with the absence of any rationale for the colour scheme criticised. The representatives claimed the development had been designed with the surrounding area considered.
- The yellow window frames would be aluminium, with the yellow cladding also likely to be aluminium.
- The absence of any parking close to the development was criticised as not being practical.

392. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

393. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

394. NEW ITEMS OF URGENT BUSINESS

N/A.

395. DATE OF NEXT MEETING

9th March 2020.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2019/2929 & 2930

Ward: Northumberland Park

Address: Nos. 867-879 High Road and land to the rear, N17 8EY.

Proposal - Planning Permission: Hybrid planning application (part Full/Part Outline) for the demolition of existing buildings & structures and redevelopment of the site for a residential led mixed-use scheme with up to 330 residential units (class C3), retail/café use (Use Class A1/A3), area of new public open space, landscaping and other associated works. Full details/permission is sought in respect of Block D, 867 and 869 High Road (Grade II listed) and proposed Block G to its rear. Outline permission is sought for the remainder of the site, with details of “scale”, “layout”, “appearance” and “landscaping” reserved in relation to proposed Blocks A, B and C and details of “appearance”, “landscaping” and “layout” only reserved in relation to Block E.

Proposal - Listed Building Consent: Listed Building Consent for Internal alterations and associated works to provide 6 x 2- bed flats at 867 and 869 High Road.

Applicant: Tottenham Hotspur Football Club (THFC).

Ownership: Private

Case Officer Contact: Graham Harrington

Site Visit Date: 21/11/2019.

Date received: 08/11/2019 **Last amended:** 28/02/2020.

Plans and Document: See **Appendix 1** to this report.

- 1.1 The applications have been referred to the Planning Sub-committee for decision as the planning application is a major application that is also subject to a s106 agreement and it is considered appropriate to determine the associated Listed Building Consent application at the same time.
- 1.2 The planning application has been referred to the Mayor of London as it meets Categories 1A, 1B(c) and 1C(c) as set out in the Town and Country Planning (Mayor of London) Order 2008.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation and a small commercial unit.
- The proposed development is compatible with the approved Goods Yard scheme and allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework.
- The scheme would deliver family and smaller sized residential units including 40 Low Cost Rented homes (Social Rented and 20 London Affordable Rent) and 65 Shared Ownership homes, representing a 32% provision of affordable housing by unit number and 35% provision by habitable room.
- The layout and design of the development optimise the potential of the site, provides appropriate levels of publicly accessible open space and respects the scale and character of the surrounding area and the amenity of neighbours.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to referral to the Mayor of London for his consideration at Stage 2 and signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than **1 May 2020** or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management or the Assistant Director Planning is authorised to issue the Listed Building Consent and impose conditions and informatives.
- 2.5 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission and/or Listed Building Consent) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Conditions Summary – Planning Application HGY/2019/2929 (the full text of recommended conditions is contained in Appendix 11 of this report).

Detailed Element (Blocks D, F & G)

- 1) 5-year time limit
- 2) Development to be in accordance with approved plans.
- 3) Block G - Noise attenuation between A1/A3 unit and housing
- 4) Block G BREEAM accreditation ('Excellent') for A1/A3 unit.
- 5) Block G - Wind mitigation measures for outdoor seating area.
- 6) Block G - Ventilation/extraction details – A3 use
- 7) Block G - Hours of Use for any café/restaurant use (A3) - 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).
- 8) Block F - Noise attenuation – details of glazing specification and mechanical ventilation.
- 9) Accessible housing - Identified dwellings (10%) to be built as wheelchair user dwellings, all other dwellings to be built as accessible and adaptable dwellings.
- 10) Detailed Fire Statement
- 11) Details of landscaping, public realm, play space, amenity space, biodiversity enhancement measures, boundary treatments & wind mitigation measures for Block G etc.
- 12) Details of external materials (Blocks D and G only)
- 13) Details of living roofs & PVs (Blocks D)
- 14) Details of ground floor rear boundary details (Block D)
- 15) Cycle parking provision.
- 16) Overheating

Outline Element (Blocks A, B, C & E & Open Space)

- 17) Reserved Matters to be submitted within 5 years, development must start within 3 years from date of permission or 2 years from approval of last Reserved Matter
- 18) Reserved Matters details
- 19) Reserved Matters details must accord with the approved Parameter Plans
- 20) Reserved Matters details must be in substantial accordance with the approved Revised Development Specification Framework and Revised Design Code.
- 21) Proposed detailed design to be subject to review by QRP before prior to submission of Reserved Matters applications
- 22) At least 10% of dwellings to be to be built to Building Regs Approved Document standard M4(3) (wheelchair user dwellings) standard.
- 23) All other dwellings to meet standard M4(2) (accessible and adaptable dwellings).

- 24) Blocks A & B - Reserved Matters application to be accompanied by a detailed Basement Impact Assessment
- 25) Blocks A, B and C – Reserved Matters application to be accompanied by a full Fire Statement
- 26) Block B - Reserved Matters application to be accompanied by a detailed Wind & Microclimate Assessment based on wind tunnel testing
- 27) Block B - Energy Centre - combustion & pipework
- 28) Block B – Reserved Matters application to be accompanied by fully rendered Accurate Visual Representations
- 29) Blocks B, C & E - Reserved Matters applications to be accompanied by details of glazing specification and mechanical ventilation.
- 30) Blocks B, C & E – Reserved Matters applications to include details of Living Roofs.
- 31) Brook House Yard Management & Maintenance Plan
- 32) All Blocks - Reserved Matters applications to be accompanied by detailed Operational Waste Management Plans.
- 33) All Blocks - Reserved Matters applications to be accompanied by detailed Overheating Assessments.
- 34) Open Space – Reserved Matters applications for Landscaping to include details of public realm, play space, amenity space, biodiversity enhancement measures, boundary treatments, wind mitigation measures and SuDs features etc.)
- 35) Temporary Landscaping Use
- 36) Protection measures for trees to be retained (Pre-commencement)

Both Detail and Outline Elements

- 37) Phases (Pre-commencement)
- 38) Archaeology – Stage 1 Written Scheme of Investigation (Pre-commencement)
- 39) Archaeology – Stage 2 Written Scheme of Investigation
- 40) Water supply Infrastructure Study (Pre-commencement)
- 41) Land contamination – Part 1 assessment & verification report (Pre-commencement)
- 42) Land contamination – Part 2
- 43) Unexpected contamination
- 44) Updated Energy Strategy
- 45) Railway Infrastructure Protection Plan
- 46) Secured by Design
- 47) Domestic boilers – Dry NOx emissions not exceeding 32 mg/kWh (0%)
- 48) Trees & Planting – 5-year replacement
- 49) Demolition/Construction Environmental Management Plans (Pre-commencement)
- 50) Construction Logistics Plan (Pre-commencement)
- 51) Management and Control of Dust (pre-commencement)
- 52) Non-Road Mobile Machinery (Pre-commencement)

- 53) Impact Piling Method Statement (pre-commencement)
- 54) Business and Community Liaison Construction Group (Pre-commencement)
- 55) Telecommunications
- 56) Energy monitoring

Informatives Summary – Planning Application HGY/2019/2929 (the full text of Informatives is contained in Appendix 11 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Discharge Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Disposal of Commercial Waste
- 12) Piling Method Statement Contact Details
- 13) Minimum Water Pressure
- 14) Paid Garden Waste Collection Service
- 15) Sprinkler Installation
- 16) Designing out Crime Officer Services
- 17) Land Ownership
- 18) Network Rail Asset Protection
- 19) Site Preparation Works

Conditions Summary – Listed Building Consent Application HGY/2019/230 (the full text of recommended conditions is contained in Appendix 11 of this report).

- 1) 3-year time limit.
- 2) Development to be in accordance with approved plans and documents.
- 3) Contract to complete works to be in place prior to demolition.
- 4) Matching materials
- 5) Hidden historic features
- 6) Redundant plumbing, mechanical & electrical services
- 7) Making good redundant plumbing, mechanical & electrical services
- 8) Approval of details, including method statements (various)
- 9) Masonry cleaning
- 10) No new plumbing
- 11) No new grilles

Informatives Summary – Listed Building Consent HGT/2019/2930 (the full text of Informatives is contained in Appendix 11 to this report).

- 1) Working with the applicant
- 2) External materials to be approved pursuant to Planning Permission (HGY/2019/2929)

Section 106 Heads of Terms:

Dwelling mix

- 1) Minimum dwelling mix requirement of minimum 11% family-sized homes overall and at least 35% family-sized homes for Low Cost Rented Housing, with a mechanism for review

Affordable Housing

- 2) **Affordable Housing** – Affordable Housing Scheme to be submitted for approval prior to commencement of development or with first Reserved Matters application (whichever is the sooner):
 - a. Minimum of 35% by habitable room (798 habitable rooms)
 - b. Tenure mix – 60.5% Intermediate (Shared Ownership) Housing and 39.5% Low Cost Rented Housing (with this being split 50:50 Social Rent and London Affordable Rent)
 - c. London Affordable Rent levels and Shared Ownership income bands as set out in this report
 - d. LB Haringey to be offered first rights to purchase all of the Low Cost Rented homes
 - e. Quality standards and triggers for provision (no more than 25% of Market Units occupied until 50% of Affordable Units delivered, no more than 50% of Market until 100% of Affordable Units delivered).
 - f. Location of different tenures (by Block)

3) Viability Review Mechanism

- a. Early Stage Review if not implemented within 2 years.
- b. Break review – review if construction is suspended for 2 years or more

4) Infrastructure Provision – Financial contributions:

- a) Community Space - £443,190
- b) Library - £483,450
- c) The above being subject to review if an approved scheme is liable to pay an increased Borough CIL levy above £15 pre square metre, so that if CIL liability increases, the infrastructure contribution shall decrease by a corresponding amount.

Open Space Management

- 5) **Public Open Space Access and Management Plan** for the approved public realm and publicly accessible open spaces, ensuring public access and future management and maintenance.
- 6) **Future Use of Embankment Gardens and Pickford Yard Gardens** amenity space by residents of approved and proposed buildings immediately to the south in the wider masterplan area (subject to reasonable endeavours).
- 7) **SuDS Management Plan** to secure details of on-going management and maintenance of SuDS features.

Transportation

- 8) **Future Connectivity & Access Plan** – setting out how the development shall be constructed to allow for potential future pedestrian, cycling and vehicular access across the development to and from adjacent land.
- 9) **Car Capping** – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.
- 10) **Enfield CPZ Contribution** - Baseline car parking survey, monitoring and if monitoring shows overspill car parking to be a significant problem, a financial contribution of up to £20,000 towards consultation/implementation of a CPZ.
- 11) **Residential Travel Plan & Car Club** comprising:
 - a) Appointment of a Travel Plan Coordinator
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables, to every new resident.
 - c) Establishment or operation of a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all units and £50.00 per year credit for the first 2 years.
 - d) £3,000 for monitoring of the travel plan initiatives.

12) **Car Parking Design & Management Plan** for each Phase - To cover:

- a) Location and design of any temporary car parking spaces
- b) Location and design of car parking spaces
- c) Provision of Electric Vehicle Charging Points (direct provision for 20% of spaces, with passive provision for a further 20%)
- d) Allocation and management of car parking spaces (prioritising disabled people, then families with children then others)
- e) Provision and management of disabled car parking spaces to allow for the required number of such spaces (up to 33 overall)

f) All car parking spaces to be leased, not sold outright.

13) **Delivery Servicing Plan** - To be monitored by the Travel Plan Coordinator.

14) **Highways Agreement** – See Section 278 Agreement Heads of Terms.

Employment and Training

15) **Employment & Skills Plan** - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD).

16) Commitment to being part of the borough's **Construction Partnership**.

Carbon Management and Sustainability

17) **Temporary heating solutions** - Any temporary boilers installed in buildings before the site-wide energy centre in Block B is provided shall be high efficiency condensing gas boilers.

18) **Future connection to District Energy Network**

- Submission of Energy Plan
- Use all reasonable endeavours to connect Nos. 867-869 High Road (Block F) to a site-wide energy centre. If this does not prove feasible, these buildings to be served by high efficiency condensing gas boilers.
- Design of secondary and (on-site) primary DHN in accordance with LBH Generic Specification and approval of details at design, construction and commissioning stages.
- Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window.

19) **Carbon offsetting**

- Developer to pay an agreed initial carbon offset amount upon commencement;
- Developer to pay an agreed deferred carbon offset amount if no connection to a DEN is forthcoming after 10-years of completion.

Telecommunications

20) **Ultrafast broadband infrastructure** and connections to be provided.

Construction

21) Commitment to **Considerate Contractors Scheme**.

Monitoring

22) Borough monitoring costs in accordance with Paragraph 5.42 of the Planning Obligations SPD (approx. £26,000).

Section 278 Highways Legal Agreement Heads of Terms

23) Works to link in with High Road public highway

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

2.7 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application and Listed Building Consent applications be refused for the following reasons:

Planning Application

- i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13, and Policy TH12.
- ii. In the absence of a legal agreement securing financial contributions towards infrastructure provision (community space, library and public realm), the scheme would fail to make a proportionate contribution towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation NT5. As such, the proposals are contrary to London Plan Policy 3.16, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM48.
- iii. In the absence of the legal agreement securing an Open Space Management and Access Plan and obligations relating to the future use of and access to Embankment Gardens and Pickford Yard Gardens, the proposal would fail to secure publicly accessible and well-maintained open space and fail to safeguard the comprehensive development of Site Allocation NT5. As such, the proposals would be contrary to London Plan Policies 7.5, 7.9, Policy SP12, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM20.
- iii. In the absence of legal agreement securing 1) a residential Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic

Management Order (TMO) amendments to change car parking control measures, 3), car club provision and 4) the implementation of a Delivery Servicing Plan the proposals would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

- iv. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy 4.12 and DM DPF Policy DM40.
- v. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
- vi. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies 5.3, 7.15, Policy SP11 and Policy DM1.

Listed Building Consent

- i. In the absence of a planning permission for the proposed conversion of the Listed Buildings to 6 apartments the proposed removal of historic fabric and internal and external alterations would be unnecessary and unacceptable. As such, the proposal is contrary to London Plan Policies 7.8 and 7.9, Strategic Policy SP12 and DM DPD Policy DM9.

2.8 In the event that the Planning Application and Listed Building Consent Applications are refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission and associated Listed Building Consent which duplicates the Planning Application and Listed Building Consent provided that:

- i. There has not been any material change in circumstances in the relevant planning considerations, and

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

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

APPENDICES:

- Appendix 1: Plans and Documents List
- Appendix 2: Quality Review Panel Report 13 March 2019
- Appendix 3: Quality Review Panel Report 19 June 2019
- Appendix 4: Quality Review Panel Chair's Briefing Report 11 December 2019
- Appendix 5: Development Management Forum Notes 14 March 2019
- Appendix 6: Planning Sub-Committee Minutes 8 July 2019
- Appendix 7: Internal and External Consultee representations
- Appendix 8: Mayor of London Stage 1 Report 27 January 2020
- Appendix 9: Neighbour representations
- Appendix 10: Images of the site and proposed scheme
- Appendix 11: Conditions

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed Development

3.2. This is a “hybrid” planning application (part full, part outline) for the retention and conversion of the two Listed Buildings on the High Road and the redevelopment of the rest of the site. A separate Listed Building Consent application seeks approval for internal and external works to Nos. 867 and 869 High Road. The elements where full and outline permission is sought is summarised in the table below.

Full planning permission	<ul style="list-style-type: none"> Nos. 867 and 869 High Road Blocks D, F and G 	
Outline planning permission	Demolition of all other existing buildings and structures on the site (including northern boundary wall).	
	Access (across the site) and Scale (Block E only) are for determination at this stage.	
	Matters to be reserved for subsequent determination are as follows:	
	<ul style="list-style-type: none"> Blocks A, B and C 	<ul style="list-style-type: none"> Scale Layout Appearance Landscaping
<ul style="list-style-type: none"> Block E 	<ul style="list-style-type: none"> Layout Appearance Landscaping 	

3.3. A Development Specification and Framework, Parameter Plans and a Design Code are submitted for approval in relation to the outline element of the application and the applicant has also submitted an Illustrative Scheme to show how outline proposals could be built out. The applicant has made a number of revisions to the application in response to discussions with officers. A full list of the up-to-date submitted plans and documents is set out in **Appendix 1**.

3.4. The overall proposals are summarised in the table below.

Use (Use Class)	Proposed Floorspace/site area
Residential (C3)	Up to 35,000 sqm GEA (330 units) (including

	conversion of Nos. 867 and 869 High Road)
Non-residential (A1/A3)	Up to 270 sqm GEA
Open Space	Minimum 6,380sqm, of which <ul style="list-style-type: none"> • Minimum 4,010 sqm will be provided as publicly accessible space (including at least 1,695sqm as a Public Square) • Up to 2,370 sqm will be provided as private communal gardens/roof terraces
Play space	Minimum of 1,250sqm
Car parking	Residential ratio of 0.16 spaces per unit, including 2,897 sqm covered parking floorspace (up to 52 spaces, 10 disabled persons spaces & 11 EVCPs)
Cycle parking	608 spaces
Back of house facilities	2,897 sqm GEA

3.5. Detailed elements

Block D

- 3.6. This building would be located on the northern edge of the site, fronting the proposed shared-surface road (Pickford Lane). It would comprise a part 5/part 6-storey building incorporating a podium car parking area and a communal roof garden on top. The building would accommodate 38 new homes, including 3-bed maisonettes fronting Pickford Lane and on two northern wings, with a mixture of 1, 3 and 3-bed flats, including 4 wheelchair accessible homes. A podium car parking area would include 21 spaces and the building would incorporate a new electricity sub-station.

Block F (Nos. 867-879 High Road)

- 3.7. These two Listed Buildings (Grade II) would be converted in to six x 2-bed flats, involving internal alterations and extensive external repairs.

Block G

- 3.8. This building is located directly to the west of Nos. 867-869 High Road. It is set around a proposed communal landscaped garden (Pickford Yard Gardens) which would be accessed from Pickford Lane and would be shared with Nos.

867-869. The building would step up from three, to four, to five and six-storeys fronting on to the proposed Peacock Park. The stepped building would incorporate a series of roof-level communal terraces. The building would accommodate 25 new homes, including 2-bed maisonettes fronting Pickford Lane and mainly 1 and 2-bed flats (with one 3-bed flat) above and two wheelchair accessible homes. A commercial unit for retail/café/restaurant uses (A1/A3) would be located on the ground floor, fronting on to Peacock Park.

3.9. **Outline elements**

Access, streets and footpaths

- 3.10. Means of access from a reconfigured signalised junction access point on the High Road, is in detail and for determination at this stage. The proposal is to 'tightened up' the junction, with narrower carriageway and wider footways and to retain one large London Plane tree on the eastern part of the site and two large London Plane trees in the High Road footway. In addition, there would also be a secondary vehicular access connecting the site with Cannon Road to the north.
- 3.11. On site access and circulation routes are in outline. The proposed two-way east to west access route (Pickford Lane) is proposed to be a residential street (with a carriageway of between 4.1 and 5.5m and footway space either side) which prioritises people over traffic, removes clutter from the pavement and encourages slower vehicle speeds through narrowing of vehicle areas. Two new routes would punch through from the two cul-de-sacs on the Cannon Road housing area to the north. The western one would be an extension of Pickford Lane and would be a vehicular route. The eastern one (Cannon Yard) would be pedestrian and cycle only. North-south emergency accesses/footpaths would run to the southern boundary, allowing for future connection to a further phase of the masterplan to the south. These include routes to the Rear of Blocks A and B (Goods Yard Walk) and either side of the proposed Peacock Park, between the park and Blocks A and G.

Public Realm and Open Spaces

- 3.12. The streets and footpaths referred to above (Pickford Lane, Cannon Yard and Goods Yard Walk) are all intended to be landscaped spaces that integrate generous soft landscaping and play opportunities. Peacock Park (at least 4,010sqm) would be a publicly accessible space for both the existing and new community located in the middle of the site. It is also proposed to provide three other spaces of varying character. Pickford Yard Gardens (760 sqm) would be a communal garden/growing space for residents of Blocks F and G only. Brook House Yard (350 sqm) would be a hard-surfaced play space, shared with Brook House Primary School. Embankment Gardens (580 sqm) would be a communal open space/paly space for residents of Blocks A and B only.

Blocks A and B

- 3.13. These two interlinked buildings would be at the western end of the site and provide an edge to the proposed Pickford Lane and Peacock Park and form the proposed Embankment Gardens. Block A along the edge of the Park would be between 3 and 9-storeys (+22m AOD to =43m AOD) and would include a range of 1-3-bed homes. Block B would be a residential tower and rise up to a maximum 29-storeys (+106m AOD). The illustrative scheme contains 200 mainly 1 and 2-bed homes in these buildings, but with some family-sized homes on the lower floors.

Block C

- 3.14. This building would be located at the western end of the site and front the north side of Pickford Lane. It would comprise a part 1/part 7/part 9-storey building (+19/37/43m AOD) and incorporate a podium car parking area and a communal roof garden on top (similar to that proposed for Block D. The illustrative scheme contains 39 homes in a range of 1 to 3-bed flats.

Block E

- 3.15. This building would be located at the eastern (High Road) end of the site next to Brook House School on the Cannon Road housing site to the north and front the north side of Pickford Lane. It would comprise a part 1/part 4/part 6-storey building (+19/28/34m AOD). The illustrative scheme contains 22 mainly 2-bed flats.

3.16. **Site and Surroundings**

- 3.17. The application site is rectangular in shape stretching between the High Road in the east and the Overground railway line embankment to the west. It measures 1.2 hectares, is about 153m wide and 69 to 75m deep and is relatively flat (although levels fall from west to east from approx.13.7m AOD to approx.12.6m AOD (1.1m).

- 3.18. The site accommodates Nos 867 and 869 High Road (Grade II Listed Buildings), a large retail store, currently occupied by B&M Home Store, five small retail units and a surface level car park. There are two large London Plane trees on the eastern part of the site, near the High Road (one on the northern boundary and one close to No. 869) and two other large London plane trees in the High Road footway. There are a number of other smaller less noteworthy trees on the site and immediately to the west in the railway embankment.

- 3.19. The site is fairly close to Cycle Superhighway 1, which runs from Old Street to the Stadium, well served by bus services (Routes 149, 259, 279, 349 and N279) on the High Road) and is about 300m away from White Hart Lane Overground

Station and the W3 bus route on White Hart Lane. It is within the Tottenham North Controlled Parking Zone (CPZ) and the Stadium Event Day CPZ. The eastern part of the site has a PTAL of 4 ('Good') and the western part has a PTAL of 3 ('Moderate'). The site's vehicular access forms one arm of a four-arm signal-controlled staggered junction with the High Road. Existing uses on the site are set out below.

Use (Use Class)	Existing Floorspace (GEA)
B&M Home Store (A1)	4,760 sqm
5 x small retail units (two vacant) (A1/A3/A5)	319 sqm
Nos. 867-879 High Road - adult education	806 sqm
Car parking	195 spaces
Cycle parking	0 spaces

- 3.20. The existing northern boundary comprises a brick wall of varying height from between approx. 21.m to 5.4m in height. Immediately to the north of the site is the Cannon Road housing scheme, which was built on the site of the former Cannon Rubber Factory in 2014/15. It comprises four residential buildings, which from west to east are: River Apartments (part 22/part 23-storeys – 86.2m AOD), Mallory Court (6-storeys) which backs on the application site, Ambrose Court (9-storeys) and Beachcroft Court (part 4/part 5-storeys), which includes the Brook House 2FE Primary School on the ground and first floors. Cannon Road itself splits in to two north-south cul-de-sacs that come up to the boundary and anticipate future connection on to the application site. The eastern arm of Cannon Road includes a games/outdoor learning space that is connected with the school. Further to the north, in the London Borough of Enfield, is the Langhedge Lane Industrial Estate and surrounding residential streets.
- 3.21. Immediately to the south east is No. 865 High Road, a poor-quality pastiche three-storey residential building, with residential rooms in its rear return looking north over the site. To the east is the High Road which comprises a range of three to four-storey mixed use buildings, including housing on some upper floors. Further to the east are the residential streets based around Bryantwood Road.
- 3.22. To the south are the Peacock Industrial Estate and the Goods Yard site. The Industrial Estate comprises part one/part 2-storey industrial, warehouse and office buildings which turn their back on the application site and are accessed from White Hart Lane and the High Road. The Goodsyard site comprises to the south west comprises a mainly cleared site that is owned by the Applicant and

for which planning permission was granted on appeal for a major residential-led development (see Planning and Enforcement History below). Further to the south (on the other side of White Hart Lane) is the Love Lane Estate.

- 3.23. To the west of the site (and the railway lines) is Pretoria Road, with mainly housing fronting the street and Durban Road which joins it from the west, and, in the London Borough of Enfield, the Commercial Road Industrial Estate.
- 3.24. **Relevant Planning and Enforcement History**
- 3.25. The existing retail warehouse, shop units and car parking were originally granted planning permission in 1982 (OLD/1982/0595). This also permitted the use of Nos. 867 and 869 High Road for office use. Since then, a number of permissions have been granted for minor changes to the store and units.
- 3.26. Planning permission was granted in 2011 (HGY/2010/2318) for the continued use of Nos. 867 and 869 High Road as a D1 (adult education centre).
- 3.27. In March 2019 (HGY/2019/0383), the Council has issued an Environmental Impact Assessment (EIA) Screening Opinion confirming that the emerging scheme did not comprise EIA Development.
- 3.28. Former Cannon Road Rubber Factory (HGY/2012/2128). Permission granted in February 2013 for 222 residential units, a 2-form entry primary school and three commercial units (including a 22-storey tower) and subsequent approval of details. The development was completed in 2015.
- 3.29. Goods Yard (ref: HGY/2018/0187). Permission granted on appeal, against non-determination, in June 2019 for a residential-led mixed use redevelopment comprising up to 316 residential units, employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses.
- 3.30. **Consultation and Community Involvement**
- 3.31. The applicant has submitted a Statement of Community Involvement (SCI) with the application. The SCI notes that the applicant undertook two days of public exhibitions and consulted with a range of stakeholders in March 2019.
- 3.32. Emerging proposals were considered by Haringey's Quality Review Panel (QRP) on 13 March and on 19 June 2019. The QRP Reports following these reviews are attached as **Appendices 2 and 3**. In response to a request by the QRP, the submitted detailed elevations for Blocks D and G were considered at a QRP Chair's Briefing on 11 December 2019 and comments made following this briefing are attached as **Appendix 4**.

- 3.33. Emerging proposals were presented at a Development Management (DM) Forum on 14 March 2019. A summary of responses from the Forum are attached as **Appendix 5**.
- 3.34. Emerging proposals were presented to the Planning Sub-Committee at pre-application stage on 8 July 2019. The minutes of this item are attached as **Appendix 6**.

4. **CONSULTATION RESPONSE**

4.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Drainage
- LBH Economic Regeneration
- LBH Education (School Places Planning)
- LBH Emergency Planning and Business Continuity
- LBH Health in all Policies
- LBH Housing
- LBH NHS Haringey
- LBH Planning Policy
- LBH Pollution
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

External Consultees

- Affinity Water
- Arriva London
- Brook House Primary School (Head Teacher)
- Environment Agency
- Georgian Group
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Overground
- London Fire Brigade
- Mayor's Office for Policing
- Metropolitan Police - Designing Out Crime Officer
- National Grid
- Natural England
- Network Rail
- Newlon Housing Association
- NHS Clinical Commissioning Group

- Residents Associations (Cannon Road RA, Headcorn, Tenterden, Beaufoy & Gretton RA, Northumberland Park RA, Love Lane Residents Association, Love Lane RA (TAG))
- Thames Water
- Tottenham Civic Society
- Transport for London
- Tree Trust for Haringey
- UK Power Networks

4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in **Appendix 7**.

Internal:

Building Control – The applicant has submitted a Fire Statement by a third party suitably qualified assessor (Buro Happold). The statement provides high level detail of how the proposal would function in terms of fire safety. However, the detail regarding the building's construction, the means of escape, access for fire service personnel and equipment and the ongoing maintenance and monitoring of these and how provision would be made within the site to enable fire appliances to gain access to the buildings should be submitted to and approved by the Council prior to commencement of works.

Carbon Management – Detailed queries over the submitted Energy Statement and Overheating Assessment and recommendations for using s106 planning obligations to secure connections to a District Energy Network and carbon offsetting financial contributions. The Revised Energy Statement and Overheating Design Note address some, but not all of these queries and it is recommended that conditions require an updated Energy Strategy to be submitted for approval and for carbon offsetting contributions to be calculated based on that.

Conservation Officer –. Planning application (HGY/2019/2929) – Comments can be summarised as follows:

- The proposed scale, height and bulk of the proposed taller Blocks A and B would be dominant in the townscape within and around the North Tottenham Conservation Area. This would adversely affect the character and appearance of the Conservation Area and its heritage assets and views of these.
- Whilst failing to preserve the settings of the Conservation Area and the setting of its heritage assets, the proposals would lead to less than substantial harm to their heritage significance.
- The adverse impacts of the taller blocks on the settings of the heritage assets would be considerably mitigated by the proposed enhancement of these settings through landscape design, laying out of public areas, sensitively

designed buildings D, E and G and acceptably scaled block E and by the proposed repairs and enhancements of the listed block F.

- Testing of the visual impact of detailed design of blocks A and B by means of Accurate Visual Representations (AVR views) from key viewpoints within and surrounding the Conservation Area is recommended.

Listed Building Consent application (HGY/2019/2930) – No objections. The proposed conversion would bring the listed buildings back in to residential use and would be supported on conservation grounds, subject to the approval of surveys, details and method statements

Design Officer - These proposals are a well thought through and elegantly designed response to a significant site. The masterplan and layout represent an improvement on the existing adopted masterplan, with a clear, legible street network and an enlarged park. The propose mix of heights include a tall building at 29 storeys; this is successfully justified in accordance with Haringey policy. In particular, views of the development show it would generally not be any more detrimental than the existing and previously approved tall buildings, and by completing the intended row of tall buildings along the railway edge, be in accordance with the previously approved masterplan.

The detailed designs for the one existing renovated and two proposed blocks are elegantly composed and promise high quality residential living requirements. All the Quality Review Panel (QRP) concerns raised with the proposals have been successfully resolved, save one very minor one, that in Block G having to wheel the commercial waste in front of the residential entrance door. The illustrative scheme, parameter plans and particularly the design code for the outline parts of the proposals show they too could be of similarly high quality. In particular, communal entrance doors are all now designed to be clear, legible and inviting, all flats have good aspects, outlooks and private amenity spaces, with balconies or terraces always available off living rooms and designed to provide privacy and hide residents' clutter.

The proposals have also been successfully shown to not have any significant detrimental effect on existing neighbours, considering that this has long been planned for major change, with the high Road West Masterplan Framework developed in 2014. Daylight, sunlight and wind assessments show only minor effects compared to the expectation of development previously agreed.

Education (School Places Planning) – The site is within Planning Area 4. There is currently spare capacity across our primary schools in this planning area and it is not projected to see a deficit of places until 2024/25. No immediate comments.

Planning Policy – The site is the subject of a number of policy designations – including Tottenham Area Action Plan Site Allocation NT5, which is supported by the adopted High Road West Masterplan Framework. Observations on the

following issues: master planning, quantum of development, mix of housing, transport and access, the proposed tall building and heritage.

Pollution – No objections subject to securing the mitigation referred to in Section 8 of the applicant's Air Quality Assessment and specific conditions (land contamination, management and control of dust, combustion and energy plant, gas boilers, Non-Road Mobile Machinery, impact piling method statement, Demolition/ Construction Management Plans, Electric Vehicle Charging Points) and specific informatives (asbestos and dust).

Public Health – Raise a number of queries – most of which are addressed in the supporting documentation and/or this report (including the recommended conditions and s106 obligations).

Regeneration - In September 2017, the Council agreed the selection of Lendlease to enter into a development agreement to deliver the High Road West scheme. The successful bid progresses the proposals provided in the 2014 Arup masterplan, towards a site wide comprehensive scheme, which optimises the opportunities provided by the site so that it can deliver an extent of affordable homes, jobs, business opportunities and community spaces in a high-quality sustainable neighbourhood that responds to a recognised local need in the area. The Council are currently seeking ways to increase the number of Council-owned social rent homes as part of the scheme. A conclusion to this matter would permit the Council to undertake a ballot, currently scheduled for 2020, and progress towards a planning consent for the scheme.

The outcome of delivering High Road West will be a community neighbourhood including over 2,000 new homes, a new library and learning centre, a new square and park for markets and community events, a reinvigorated North Tottenham town centre, new space for existing and new businesses and more than £10million social and economic support for businesses and residents, including thousands of construction jobs and hundreds of new jobs following development.

Transportation – Queries raised in relation to the justification for the proposed level of car parking, swept path analysis for main access, provision for non-standard bicycles and distance between wheelchair accessible homes and parking spaces. No objections, subject to responses to these queries and conditions/obligations to secure s278 agreement for highway works, financial contributions towards public realm works, Car Club spaces and Club membership, electric vehicle charging points, Car Park Management Plan, restrictions on obtaining parking permits, Travel Plan and monitoring and Construction Management Plan.

Waste Management – (i) There has been no provision made for food waste storage within the residential proposal. (ii) The inclusion of a bulky waste storage

area is recommended and (iii) Any second collection of waste per week is subject to applicant paying a second collection charge.

External:

Cadet Gas – There is gas apparatus within the site and advice is given to the developer over the necessary liaison with and consents from the company.

Environment Agency - The EA has assessed the proposals as having a low environmental risk and have no comments to make.

Historic England – No comment – the Council should seek the views of your specialist conservation advisers, as relevant.

Historic England – Archaeological Service (GLAAS) – Recommend that field evaluation is undertaken at this stage, to inform a decision.

London Borough Enfield – Whilst generally supporting the proposals, the council raises the following concerns:

- Social infrastructure – possible impact on social infrastructure in Enfield, particularly two nearby primary schools
- Parking – possible overspill parking in streets to north of site and the need for a financial contribution should be paid to help the Council establish a CPZ.
- Traffic and transport – the Transport Assessment does not assess impacts in Enfield or take account of committed developments in the borough.
- Conservation and design – views from Fore Street Conservation Area should be taken into account to establish harm to this designated heritage asset.

These concerns are addressed in the relevant sections of the report.

Metropolitan Police (Designing Out Crime Officer) – The DOCO has met with the applicant's architects and identified a number of site-specific issues that need to be addressed. No objections in principle, subject to the imposition of suitably worded condition and informative.

Mayor of London – The principle of a high-density residential-led development is supported. However, the proposals do not comply with the London Plan or the 'Intend to Publish', for the reasons set out below:

- Affordable housing: The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable.
- Urban design and historic environment: Concerns are raised over the omission of the tower from the detailed application given its prominence and the need to secure exemplary design quality. Less than substantial harm would be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised. The outline

- form of the tower element of the application raises concerns about the quality of the proposals Ground floor layout and indicative design for the top).
- Transport: Active Travel, disabled persons parking provision and parking management and cycle parking provision need to be addressed. Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition or planning obligation.
 - Climate change: Further information needed on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

The Mayor's Stage 1 Report also raises the following issues:

- Calls for the applicant's full Financial Viability Appraisal to be made public
- Recommends securing a minimum amount of family-sized Social Rent homes
- Calls for the submission of a Fire Statement before determination
- Financial contribution towards bus services of £450,000 (£90,000 for five years).

The full Stage 1 Report is attached as **Appendix 8**. These issues are addressed in the relevant section of the report.

Natural England – No objections.

Network Rail – No objections.

Thames Water – Waste - no network infrastructure capacity objections in relation to foul water and surface water but recommend that petrol/oil receptors are fitted to car parking/washing/repair facilities to void oil polluted discharges entering local watercourses. Water – Request for conditions to safeguard water mains and other underground water assets. Unable to determine the infrastructure needs of this application. Should the Council look to approve the application ahead of further information being provided, a 'Grampian Style' condition should be applied

LOCAL REPRESENTATIONS

5.1. On 22 November 2019, notification was sent to the following:

- 2,249 Letters to neighbouring properties
- 7 Letters to Residents' Associations (as noted above)
- 2 Letters to Haringey-based organisations (as noted above)
- 10 site notices erected in the vicinity of the site, publicising:
 - an application for Hybrid Planning Permission (Major Development) and a Listed Building Consent application for Nos. 867-869 High Road
 - development affecting the setting of the North Tottenham Conservation Area and Listed Buildings
- Press Advertisement (placed in Enfield Independent on 20 November 2019) advertising:
 - an application for Hybrid Planning Permission (Major Development) and a Listed Building Consent application for Nos. 867-869 High Road
 - development affecting the setting of the North Tottenham Conservation Area and Listed Buildings

5.2. Following the receipt of revisions, on the 11 February 2020, the occupiers of Mallory Court and the Cannon Road Residents' Group (CRRG) were re-consulted.

5.3. The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:

No of individual responses: 9

Objecting: 4 individuals

Supporting: Newlon Housing Trust, Brook House School and 2 individuals

Others: CRRG

5.4. The full text of neighbour representations and the officer response are set out in **Appendix 9**.

5.5. The main issues raised in representations from adjoining occupiers and the CRRG on the scheme as originally submitted are summarised below.

Objections:

- Loss of daylight/sunlight and consequential need to have lights on and use more energy.
- Block D would be uncomfortably close to Mallory Court – need to ensure that closest points would retain privacy (e.g. stairwells without windows).

- Proposed external materials for Blocks C and D should be lighter than proposed to help reflect light and aid natural brightness – especially for residents in Mallory Court and on lower floors of River Apartments.
- Proposed heights are significantly different from the tapering of height implied in the original masterplan.
- Proposed positioning of Block B feels ‘messy’ and is not fully aligned with other tall buildings in the area, as indicated in the masterplan. Bringing in an area of Network Rail-owned land to the west of Block B would allow for a better location of the tower and inclusion of additional facilities (e.g. cycle parking, outdoor café seating and car club parking).
- Electric Car Club parking spaces that were due to be provided on the Cannon Road site have not been provided – they must be provided here.
- Pre-school facilities should be included.
- Security concerns for proposed park and route through to White Hart Lane Station – lighting and would be CCTV essential.
- Existing boundary wall is important for security of Cannon Road car parking and gardens – the CRRA requests involvement in decisions over the future of this.
- Request collaboration with CRRA in order to share services/reduce service charges for both existing and proposed (e.g. concierge storage space to take in on-line delivery of parcels)
- Tenure segregation – tenure distribution in the indicative scheme is such that no Market and Social Rented homes would share access cores/internal circulation space. Concern that internal finishes in communal areas in Block E (social Rented homes) would be less.
- Addressing Local housing needs – Proposed amount is below policy requirement of 40%, the proposed tenure split (60:40 Intermediate: Social Rent does not meet local need/equalities issues. The GLA SHMA suggests a need for at least 65% affordable housing with a tenure split of 47:18 Social Rent: Intermediate. Social housing should be provided by the Council. The scheme should be paused to await results of a Full Scrutiny Review of the High Road West project.

Support:

- Much-needed facelift to a neglected area.
- Proposed homes, retail/café and new public open space would have far reaching benefits for existing and future residents.
- The Cannon Road Residents Association offers general support, despite detailed objections above.
- Brook House Primary School Head of School – proposed development would further THFC’s capacity to help regenerate the area and build community links. It would provide a new public square, new café, multi-use games area. It would also provide new employment opportunities, promote community aspirations, sense of pride, community spirit and community cohesion.

- Newlon Housing Trust (as neighbouring owner/housing provider – the scheme is well designed and would integrate the Cannon Road area in to a completely rejuvenated neighbourhood.

5.6. The following issues raised are not material planning considerations:

- Safety of construction works.
- Loss of views – including request for further information on distance between River Apartments and Block B to better understand loss.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Policy Assessment
3. Affordable Housing
4. Development Design
5. Residential Quality
6. Social and Community Infrastructure
7. Child Play Space
8. Heritage Conservation (including Listed Building Consent matters)
9. Impact on Amenity of Adjoining Occupiers
10. Transportation and Parking
11. Energy, Climate Change and Sustainability
12. Flood Risk, Drainage and Water Infrastructure
13. Air Quality
14. Wind and Microclimate
15. Trees
16. Ecology
17. Waste and Recycling
18. Land Contamination
19. Basement Development
20. Archaeology
21. Fire Safety and Security
22. Equalities
23. Conclusion

6.2 Principle of the development

6.2.1 *Policy Background*

6.2.2 The National Planning Policy Framework NPPF was updated in July 2018 and minor clarifications to the revised version were published in February 2019. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

6.2.3 *The Development Plan*

6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2016).

- 6.2.5 A number of plans and strategies set the context for Tottenham's regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site - NT5 (High Road West). A key policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved masterplan. This is the High Road West Masterplan Framework (HRWMF), which is discussed in detail below.

The London Plan

- 6.2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.2.7 The current London Plan is the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but the draft plan gains more weight as it moves through the process to adoption.
- 6.2.8 Public consultation on the Draft London Plan took place from 1st December 2017 to 2nd March 2018. On 13 August 2018, the Mayor published a version of the draft Plan that includes minor suggested changes. The plan was subject to an Examination in Public (EiP) between 15 January and 22 May 2019. On 9 December 2019, the Mayor published an 'Intend to Publish London Plan'. The Mayor hopes to publish a final version of the London Plan before May 2020.

Upper Lea Valley Opportunity Area Planning Framework

- 6.2.9 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.10 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development.

The Local Plan

- 6.2.11 The Strategic Policies DPD sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial

strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

6.2.12 The site is located within the Northumberland Park Area of Change as per Haringey's Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.2.13 SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan

6.2.14 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers and visitors. The plan sets area wide, neighbourhood and site-specific allocations.

6.2.15 The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises the Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

NT5 Site: High Road West

6.2.16 The site allocation for the wider area (NT5 – High Road West) covers approx. 11.69ha and calls for a master planned, comprehensive development creating a new residential neighbourhood (with a net increase of 1,200 dwellings) and a new leisure destination for London. The residential-led mixed-use development is expected include a new high-quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.2.17 The NT5 site allocation contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area and includes listed and locally listed buildings. Development should follow the principles under the 'Management of Heritage Assets' section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high-quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:
 - A new Learning Centre including library and community centre;
 - Provision of a range of leisure uses that support 7 day a week activity and visitation; and
 - Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.

- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.

6.2.18 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build and cement the area's reputation as a premier leisure destination within North London.

High Road West Master Plan Framework (HRWMF)

6.2.19 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP.

6.2.20 The current approved High Road West Master Plan Framework (HRWMF) is that prepared by Arup in September 2014. This highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMP also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.2.21 The Council has entered into partnership with Lendlease who is preparing alternative proposals for a more intensive development in the same Site Allocation (including the application site). Nevertheless, little weight can be accorded to those draft proposals until there is a new Council-approved masterplan and/or a planning permission for a development different from that envisaged in Policy NT5 and the HRWMF.

6.3 Policy Assessment

Loss of Existing Retail and Education Uses and proposed flexible Retail/Restaurant/Café Use

6.3.1 Policy SP10 seeks to protect and enhance Haringey's town centres, according to the borough's town centre hierarchy and Policy DM41 promotes new retail spaces in town centres. AAP Site Allocation NT5 does not seek to retain large-format retail on the site, but rather seeks to either enlarge the existing North Tottenham Local Centre or create a new local centre. Draft London Plan Policy SD7 seeks to realise the full potential of existing out of centre low-density retail and leisure parks and commercial sites to deliver housing intensification.

6.3.2 The existing out-of-centre retail store (4,760sqm) and five small retail units (319sqm) date from the early 1980s and the main store was originally occupied by Sainsbury's. Following planning permission in March 2012 for a larger retail store (12,170sqm) on Northumberland Park on the edge of the Tottenham High Road North Local Centre as part of THFC's stadium project, Sainsbury's re-located to that new larger store. The existing store on the site is currently occupied by B&M, a grocery and general merchandise store. Three of the small units are occupied by a grocer, hair dressers and pharmacy and two are vacant.

- 6.3.3 The proposed loss of the existing out-of-centre large retail store and five small retail units is consistent with the development plan's 'town centres first' approach to retail provision and is acceptable in principle. The proposal to include a small (270sqm) flexible retail (A1) and café/restaurant (A3) unit on the ground floor of detailed Block G, fronting the proposed park, which would offset some of the loss of retail, would help enliven this space and is considered acceptable in principle.
- 6.3.4 The proposals would also result in the loss of the existing education (D1) use in Nos. 867-869 High Road (approx. 806sqm). The continued use of these properties for this purpose was permitted in 2011 and the buildings are currently partly used for adult education/office purposes. Whilst London Plan Policy 3.18 seeks to safeguard education uses, the proposals would facilitate the conversion of the Listed Buildings back to their original use (which is considered to be the best use of heritage assets) and officers consider that an exception to policy would be acceptable.

Principle of Provision of Housing

- 6.3.5 London Plan Policy 3.3 sets a target for the Council to deliver a minimum of 15,019 homes per year in the period 2015-2025. The Draft London Plan Policy H1 and Table 4.1 of the draft London Plan sets Haringey a 10-year housing target of 19,580 homes between 2019/20 and 2028/29. Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.6 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the AAP (NT5) as an appropriate place for residential development alongside a mix of other uses and call for a minimum of 1,400 homes and a net increase of 1,200 homes). Of the 1,400 dwellings anticipated, 222 homes have already been developed in the form of the Cannon Road housing area (HGY/2012/2128) and planning permission has been granted on appeal for 316 homes on the Goods Yard site (HGY/2018/0187). This leaves 862 dwellings still to be provided and this application proposes up to 330 of this number.
- 6.3.7 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. An assessment of the specific quantum of proposed housing and the indicative dwelling mix is set out in the sections below.

Principle of Comprehensive Development

- 6.3.8 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans

will be required to accompany development proposals which form part of a Site Allocation included in the AAP and that applicants will be required to demonstrate how any proposal:

- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
- b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
- c) Optimises development outcomes on the site

6.3.9 Policy DM55 states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.

6.3.10 Policy NT5 makes clear that ‘development should accord with the principles set out in the most up-to-date Council approved masterplan’, which as discussed above, is the approved HRWMF prepared by Arup in September 2014. This is therefore an important material consideration when determining planning applications.

6.3.11 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

6.3.12 Paragraph 4.9 of the AAP states that a comprehensive approach to development will often be in the public interest within the Tottenham AAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.

6.3.13 Although the HRMF seeks to ensure that the site is brought forward in a comprehensive manner, the phasing provisions of the HRWMF explicitly recognise existing land ownership. Indeed, Phase 1A (Cannon Road area) was delivered independently and the application site broadly corresponds with Phase 3. This acknowledgement that component parts of site allocations may be progressed separately (subject to them not prejudicing the delivery of the Site Allocation and HRWMF) was confirmed by the Goods Yard Appeal Decision in June 2019).

Length of planning permission/Listed Building Consent

6.3.14 The applicant has requested that the planning and Listed Building Consents be subject to a five-year deadline for implementation, rather than the standard 3, given that the current lease for B&M of the main retail store building means that they will not be vacating the site until the end of September 2023. Officers consider that the requested for longer than normal to implement a planning permission/Listed Building Consent is reasonable. However, some of the five small retail units are already vacant and could blight the site and the area during a five year period before implementation. The applicant is known to be considering demolishing these units to prevent anti-social behaviour and it is recommended that a planning condition ensure that it this is done, temporary landscaping/use of the resultant land is approved by the Council.

Principle of the Development – Summary

6.3.15 The provision of a mixed-use scheme comprising housing and commercial uses is acceptable in principle. The incremental development of Site Allocation NT5 is acceptable in principle, providing that the proposed development does not prejudice the future development of other parts of the Site, adjoining land, or frustrate the delivery of Site Allocation NT5 or wider area outcomes sought by the site allocation. Planning obligations around the future use of and access to Embankment Gardens and Pickford Yard Gardens are required to ensure that the proposals do not prejudice the comprehensive development of Site Allocation NT5. Standard planning conditions around outline permission implementation timelines and content of Reserved Matters are also required to make the scheme acceptable.

Development Density

6.3.16 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. This approach to density is reflected in the Tottenham AAP. While the draft London Plan proposes to remove the London Plan's density matrix, the current adopted London Plan retains the matrix. The local approach to density mirrors the adopted London Plan.

6.3.17 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels.

6.3.18 The applicant proposes up to 330 residential units in both detail and outline, the site is 1.2 hectares (Ha) in size and has a PTAL rating of 4/5. Based on detailed proposals for Blocks D, F and G and the applicants indicative dwelling mix for the outline element, the proposal would contain up to 958 habitable rooms. This would amount to a density of 275 units per hectare (u/ha) and 798 habitable room/hectare (hr/ha).

6.3.19 The adopted London Plan sets a target range of 70-260 u/ha and 200–700 hr/ha for schemes with an average hr/unit of 2.7-3.0, a PTAL of 4-6 and an ‘Urban’ character. The outline proposal therefore exceeds the density range in the adopted London Plan for both units and habitable rooms per hectare. However, Policy 3.4 makes clear that the matrix should not be applied mechanistically and that the indicative density ranges should be considered a starting point and not an absolute rule when determining the optimum housing potential. Schemes which exceed the ranges in the matrix must be of a high design quality and tested against a range of considerations (local context and character, public transport connectivity, design quality, contribution to place making, potential to define own setting, residential mix, design/management of facilities and location). Officers consider that the proposals would be acceptable when considered against these considerations, as demonstrated below, and that, subject to detailed assessment at reserved matters stage for the outline element, they would not represent an overdevelopment of the site. It should be noted that Intend to Publish London Plan Policy D3 omits the density matrix and promotes optimising site capacity through the design-led approach.

6.3.20 Given the site location within a growth area, and the AAP policy objectives to maximise development potential of land, the outline density is acceptable subject to a detailed assessment at reserved matters stage.

Dwelling Unit Mix

6.3.21 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Strategic Policy SP2 and Policy DM11 of the Council’s Development Management DPD continue this approach.

6.3.22 Policy DM11 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes. A key principle around homes set out in the HRWMF is provision for a mix of housing sizes, types and tenures.

6.3.23 The overall indicative dwelling mix for the illustrative scheme (detailed and outline elements) is set out below. The Revised Development Specification and Framework document states that family housing (3+bedroom units) will be provided at 14% (+/- 5%) of the number of units.

Bedroom Size	No. of Units	% by unit	Hab. rooms	% by Hab. rooms
1 bed 2 person	94	28%	188	19.5%

2 bed 4 person	200	61%	606	63%
3 bed 5 person	30	9%	134	14.5%
4 bed 6 person	6	2%	30	3%
Total	330	100%	958	100%

6.3.24 The proposed indicative dwelling mix is 89% 1 and 2 bed units and 11% family sized housing. However, the proposed indicative mix is not considered to represent an unacceptable over-concentration of 1- and 2-bedroom units given the site location and is generally consistent with the AAP approach to deliver smaller units in close proximity to public transportation. Subject to a detailed consideration at Reserved Matters stage, the indicative dwelling mix is acceptable and considered to meet with HRWMF principles. An assessment of the suitability of the dwelling mix as it relates to affordable housing is contained in the section below.

6.4 Affordable Housing

Policy Background

- 6.4.1 Paragraph 62 of the revised NPPF states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. London Plan Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing having regard to affordable housing targets, and the need to encourage rather than restrain residential development.
- 6.4.2 Intend to Publish London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H6 identifies a minimum threshold of 35% (by habitable room) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, and meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, can follow the 'fast track route' set out in the SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review.
- 6.4.3 Policy H7 of the Intend to Publish London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and share ownership being the default tenures), and the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.
- 6.4.4 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%. Haringey's Planning Obligations SPD notes that if the

proposed development is achieving 35% affordable housing on the site without grant funding, then the Council will not require a full viability appraisal and independent review.

- 6.4.5 Policy AAP3 sets out the affordable tenure split (DM13 A[b]) in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation.
- 6.4.6 Site Allocation NT5 includes the requirement to create a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- 6.4.7 Haringey's Housing Strategy 2017-22 (and Haringey's Intermediate Housing Policy statement 2018) provide guidance on the preferred tenure mix for affordable housing across the borough in order to deliver the overall aims of the Local Plan and meet housing need.
- 6.4.8 Revisions to the Housing Strategy agreed by Cabinet in February 2019 set out that the Council's preference for General Needs affordable housing is Social Rent or London Affordable Rent and the preference for intermediate rented housing is London Living Rent or Discount Market Rent, at rent levels equivalent to London Living Rent.

Amount, type, location and phasing of Affordable Housing

- 6.4.9 The applicant originally proposed 25% affordable housing by habitable room (23% by dwelling), with the tenure split as follows: 39% Social Rent by habitable room and 61% Shared Ownership by habitable room. This was based on no grant funding being available.
- 6.4.10 Since submission and based on up to 330 dwellings (798 habitable rooms), the applicant has revised its affordable housing offer. The revised offer is 35% affordable housing by habitable room (32% by dwelling) with the tenure split as follows: 39.5% Low Cost Rented (split 50:50, Social Rent and London Affordable Rent) (LAR) and 60.5% Shared Ownership by habitable room (again based on no grant funding).
- 6.4.11 Whilst it is not broken down in terms of number of homes, assuming that the proposed 50:50 split in terms of habitable rooms translates in to a 50:50 split in terms of the number of homes, the applicant's revised offer would comprise 20 Social Rent homes and 20 London Affordable Rent homes. This means that there would be nine fewer Social Rented homes than previously proposed (20 as opposed to 29), but 11 additional Low Cost Rented homes (40 as opposed to

29). This would still make a significant contribution to providing alternative accommodation for secure tenants from the Love Lane Estate as social rents, in accordance with the requirements of Site Allocation NT5.

6.4.12 A s106 planning obligation will ensure that the Council has the first right of refusal to purchase all of the Low Cost Rent housing (Social Rented and London Affordable Rent).

6.4.13 The applicant notes that the proposed design of buildings is 'tenure blind' and that the final dwelling mix and location of affordable housing within the scheme would be agreed following the grant of planning permission. Officers recommend that this is agreed before any development is commenced or as part of determining the first Reserved Matters application for an outline Block, whichever is the sooner. The illustrative scheme assumes the following distribution:

Block	Tenure	Units	Hab rooms	
A	Market	33	96	
B	Market	167	445	
C	Low-Cost Rent	39	128	
D	Market	16	49	
	Intermediate	22	75	
E	Market	3	9	
	Intermediate	18	53	
	Low-Cost Rent	1	4	
F	Market	6	22	
G	Intermediate	25	76	
Total		330	958	
Overall				
Overall	Market	225	623	
	Low-Cost Rent	40	132 (39.5%) (66 Social Rent & 66 LAR)	335 (35%)
	Intermediate	65	203 (60.5%)	
	Total	330	958	

6.4.14 . Registered Providers generally want Low Cost Rented housing to be served by separate lift and stair cores for management and maintenance reasons and the indicative distribution of Affordable housing around the proposed Blocks is considered reasonable.

6.4.15 It is recommended that s106 planning obligations ensure that the provision of Affordable housing keeps pace with the provision of Market housing, such that no more than 25% of approved Market homes can be occupied until 50% of

Affordable homes are delivered and that no more than 50% of Market homes can be provided until all the Affordable homes are provided.

Affordable Housing Dwelling Mix

6.4.16 Haringey's Housing Strategy 2017-2022 (updated February 2019) identifies a targeted housing mix for affordable housing. The table below sets out the proposed indicative dwelling mix by tenure and how this relates to the target mix for affordable housing.

	1-bed	2-bed	3-bed	4-bed	Total
Market	71 (31.5%)	146 (65%)	8 (3.5%)	0	225
Low-Cost Rent	8 (20%)	18 (45%)	8 (20%)	6 (15%)	40
	Target 11%	Target 45%	Target 35%	Target 10%	
Intermediate	15 (23%)	36 (55.5%)	14 (21.5%)	0 0	65
	Target 30%	Target 60%	Target 10%		

6.4.17 The proposed dwelling mix for Low Cost Rent is not in accordance with the Council's target, however, given the circumstances of the site and the fact that this is an increased percentage over the original submission, this is considered to be acceptable in this instance. It is recommended that a s106 planning obligation requires that at least 35% of the Low Cost Rented housing is 3-bed or more. Whilst there are more family-sized Intermediate homes than the Housing Strategy calls for, this is considered acceptable.

Affordability

6.4.18 50% of the proposed Low Cost Rented homes would be at social rent levels and 50% at London Affordable rent levels with the Council having the first right of refusal to these units.

6.4.19 London Affordable Rent is a form of Affordable Rent, for legal and regulatory purposes, but whereas nationally the cap on Affordable Rent is no more than 80% of market rent, the Mayor does not consider 80 per cent of market rent to be genuinely affordable in most parts of London.

6.4.20 The starting point for London Affordable Rent are benchmarks which reflect the national formula rent cap for social rents, updated by CPI for September 2016 plus one per cent. These benchmarks are updated each April by the increase in CPI (for the previous September) plus one per cent and updated benchmarks will be published by the GLA on an annual basis. Providers have the flexibility to

charge less than the benchmark. This means that London Affordable Rents tend to be slightly more expensive across London than Social Rents with the difference being smaller for larger bedroom units. In the case of Haringey our social rents tend to be lower than other boroughs and in this case the weekly rent for a London Affordable Rent 3 bed unit would be £167.67 compared to £112.75 at Social Rent, £324.57 LHA and £230.77 at Haringey affordable rent cap (50%) using 2019/20 benchmarks.

6.4.21 Once let, London Affordable Rent homes will be subject to rent-setting guidance issued by the Social Housing Regulator and will be subject to the annual one per cent rent reductions up to 2020. Providers will be able to re-let at up to the applicable benchmark level, uprated annually, or at an otherwise agreed level, as appropriate and in line with legislation and Regulator guidance. The benchmark rents do not include service charges, which may be charged in addition. Rents for London Affordable Rent homes have to be set in accordance with the Social Housing Regulator's Affordable Rent guidance. The landlord of these homes must be registered with the Social Housing Regulator.

6.4.22 The Intermediate Housing is proposed to be Shared Ownership with a minimum of 25% share on equity and rental on the unsold equity of up to 2.75% with the marketing for the units to be as follows: pre-completion and 3 months post completion to households living or working in Haringey with maximum annual incomes of £40,000 for 1 and 2 bed properties and £60,000 for 3 bed properties; 3-6 months post completion to households living or working in London with maximum annual incomes of £60,000; from 6 months post completion to households living or working in London with maximum annual incomes of £90,000. Whilst Shared Ownership isn't the Council's preferred intermediate tenure revised Appendix C of the Housing Strategy

6.4.23 The applicant's affordable housing offer is in line with the amended Housing Strategy and Intermediate Housing Policy (June 2018), which prioritises social, affordable and London Living Rents, and is in accordance with the Tottenham Hale Area Action Plan. However, while the proposed marketing of the London Living Rent units conforms to the Mayor of London's Plan and Housing Strategy, it is not strictly in accordance with the Haringey Intermediate Housing Policy marketing targets.

Viability Assessment

6.4.24 As originally submitted, the applicant's affordable housing offer fell short of the 35% (by habitable room) threshold to benefit from the 'Fast Track Route'. As such, it was supported by a Financial Viability Assessment (FVA). The Council instructed BNP Paribas to undertake a review of the applicant's FVA. BNPPs assessment of the applicant's FVA and the findings of this review helped secure the applicant's improved revised offer.

6.4.25 The applicant's revised offer of 35% affordable housing, alongside the necessary financial contributions for social infrastructure, means that the application now

benefits from adopted and emerging London Plan Policy for 'fast track' consideration and no longer needs to be justified by an FVA. Notwithstanding this BNPP has confirmed that the current affordable housing offer represents the maximum reasonable amount of affordable housing.

Viability Reviews

- 6.4.26 In order to ensure that the maximum reasonable amount of affordable housing is delivered, it is recommended that s106 planning obligations secure an Early Stage and Break Viability Review.. These obligations would re-consider viability in the event that any planning permission is not implemented within two years and if a planning permission is implemented, but then stopped.
- 6.4.27 As outlined in Section 7 below, the Council is proposing to increase the current Haringey CIL charge rate for the Eastern Zone of the borough from £15 to £50 per square metre and recently consulted on a Draft Charing Schedule. An approved development would be liable to pay the Haringey CIL rate that is in effect at the time that permission is granted in outline or when the first subsequent Reserved Matters application is approved. If a new higher CIL rate were to be introduced for the Eastern Zone before either of the above, this could have a significant effect on overall CIL liability for the scheme, increasing it from approximately £1.3m to £1.9m, which would affect viability and the ability of the scheme to deliver 35% affordable housing. Balancing the objectives of maximising affordable housing and securing financial contributions towards social infrastructure for the High Road West Masterplan area, it is proposed that the section 106 agreement includes a clause such that if the CIL increases the infrastructure contribution will decrease by a corresponding amount. This is likely to be a reduction from £927,000 to approx. £327,000 to absorb the additional CIL amount and maintain 35% affordable housing.

Contribution towards regeneration

- 6.4.28 London Plan Policy 3.4 resists the loss of affordable housing unless this is replaced at existing or higher densities with at least the equivalent amount of floorspace re-provided. London Plan paragraph 3.82 confirms that the redevelopment of affordable housing should not be permitted unless it is replaced by better quality accommodation and at least the equivalent amount of affordable housing floorspace. This approach is continued in the draft London Plan.
- 6.4.29 A key NT5 site requirement is the re-provision of existing Social Rented Council homes arising from the demolition of the Love Lane Estate. The Love Lane Estate contains 297 homes and lies to the south of White Hart Lane, within the NT5 site allocation. The Estate was built in the 1960's and includes three 10-storey 'Y' shaped blocks and several four storey slab blocks. The HRWMPF

calls for the demolition of the Love Lane Estate as part of the delivery of the wider NT5 site and the approved masterplan.

6.4.30 The requirements of NT5 in respect of the form of affordable housing are therefore different from those in other parts of the Borough. In order to facilitate the comprehensive redevelopment of the NT5 site and facilitate estate renewal, and taking account of the phasing proposed in the HRWMF which identifies the application site as forming the vast majority of Phase 3, the application site will need to provide a proportionate quantum of Social Rented housing to address the loss on the Love Lane Estate. Based on the indicative mix that informs the illustrative design for the scheme, the revised affordable housing offer would provide 20 new Social Rented homes (assuming 50% of Low Cost Rent habitable rooms equates to 50% Social Rented homes) as a contribution towards providing alternative appropriate housing for council tenants living on the Love Lane Estate.

Affordable Housing - Summary

6.4.31 The applicant's affordable housing offer has increased from 25% to 35% (by habitable room), which has been confirmed by the Council's advisors as the maximum reasonable amount. Officers consider that both the amount and type of proposed affordable accommodation is now acceptable, subject to approval of details and Early and Break viability review mechanisms.

6.5 Development Design

Policy Background

6.5.1 The revised NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

6.5.2 London Plan Policy 7.7 requires that tall buildings generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport. Draft London Plan D8 continues this plan-led approach and states that the visual, functional and environmental elements of tall buildings should be considered in planning decisions.

6.5.3 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth

centres. Strategic Policy SP11 requires all new development to ‘enhance and enrich Haringey’s built environment and create places and buildings of high quality’. Policy AAP6 states that, in line with DM6, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.

- 6.5.4 The HRWMF sets out the principle that tall buildings will only be considered in parts of the masterplan area where existing character would not be affected adversely by the scale, mass or bulk of a tall building. The HRWMF envisages a “legible tall building spine” that descends from Brook House to create an appropriate heritage setting for statutorily listed and locally listed assets.
- 6.5.5 The HRWMF also sets the principles that tall buildings should be located to minimise overshadowing of adjacent development and used as part of a way finding and movement strategy (for example located towards the end of east-west routes). Key views of the stadium should be considered and maintained in the profile of buildings.

Quality Review Panel Comments

- 6.5.6 Haringey’s Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 13 March 2019 and 19 June 2019). At the request of the Panel, a Chair’s Review of detailed new-build elements of the submitted application (Blocks D and G) took place on 11 December 2019.
- 6.5.7 The Panel is broadly supportive of the planning application, subject to a number of detailed amendments to Blocks D and G, set out below. It welcomes the amendments that have been made to the scheme following the review in June 2019 and feels that these have been successful in improving the relationship with the Listed Buildings on site (Block F) and improving the townscape qualities of the development. The Panel welcomes the reduction in height of parts of Blocks G and E.
- 6.5.8 While the scope of the Chair’s Review on 11 December 2019 was limited to the detailed elements of Blocks D and G, the Panel reiterated that the submitted parameter plans and design code will need to be very carefully considered to protect elements critical to the scheme’s quality. The Panel also highlighted that the design and detail of the tower (Blocks A / B), the other buildings in outline, and the landscape design across the whole site will require careful consideration at reserved matters application stage.

QRP Comment	Officer Response
Block D	
The Panel remains supportive of Block D and understands that it has remained largely unchanged since the previous review.	Noted.

<p>As at the previous review, the Panel supports the approach to the primary elevation, with deep reveals, inset balconies, chamfered brickwork and a dynamic composition that addresses the park to the south. However, it feels that some scope for refinement remains within the architectural expression of the building.</p>	<p>Noted.</p>
<p>The Panel considers that a greater visual 'solidity' to the main, central section of the elevation would improve the overall composition. In this regard, it would encourage the design team to explore increasing the dimension of the vertical framing elements, in addition to providing a more substantial parapet.</p>	<p>Parapet at roof level has been increased, the horizontal balcony depth has been increased and the windows to the living/dining areas have been increased to enhance the solidity of the building in line with QRP comments.</p>
<p>Increasing the visual 'solidity' of the upstands to the balconies could also give the building a greater visual weight, while also improving the sense of privacy and functionality for the balcony spaces.</p>	
<p>The Panel would encourage a further iteration of the design process to interrogate the plan of the accommodation in terms of how it relates to the design of the façade - to ensure that balconies are located off living spaces and that the size and location of window openings is appropriate for each room. It notes a conflict between some of the standard flat types and the composition of the exterior façade, which has resulted in reduced access to external balconies within some of the flats.</p>	<p>Plan First Floor: Living room windows to the south façade have been enlarged to improve the relationship between window and room, windows have been added to the stair core in line with QRP comments and obscure glazing have been added to some of the north façade windows to address the concerns of the residents of Mallory Court.</p> <p>Plan Second – Fourth Floor: There is now access to balconies from all living rooms and the applicant has increased the window size to living/dining areas to improve the relationship with the window and room in line with QRP comments. There is also</p>
<p>Maximising views from circulation areas of the block to the communal areas outside would be supported. Doors onto the podium should be wide, and fully glazed - and should include side lights where possible. In addition, windows that offer a view of the communal area from each floor of the stairwell would be welcomed.</p>	

	a window to the stair core and obscure glazing have been added to some of the north façade windows.
Block E	
The Panel welcomes the adjustment to the building height of Block E, that removes the additional storey and reduces the visual dominance of the block, improving its sensitivity to the setting of Block F, Grade II Listed Buildings.	Noted.
Block G	
The Panel welcomes the partial reduction in height of Block G to step down the storey heights.	Noted.
It also supports the inclusion of a more generous floor to ceiling height in the commercial elements at ground floor level and feels that this is now working well.	Noted.
There remains scope to improve the design of the main residential entrance, to give it greater presence on the street, while also reducing the visual prominence of the electrical cupboards. Further consideration of the materials proposed for the entrance could help to reinforce its 'special' nature, whether through the inclusion of bronze or timber for example.	The entrance area to the north façade has been amended to create a better quality shared entrance and the panels and doors to the bin store have been adjusted and we've added a planter to create continuity with the adjacent residential treatment in line with QRP comments.
The Panel would also encourage the design team to explore options to mitigate any potential nuisance from the commercial waste being wheeled in front of the entrance to the main residential core. Consideration of the detailed layout at ground floor level - and of the proposed management arrangements - could help with this.	
The articulation of the façade fronting onto the open space is working well, and the awnings provide a welcome level of detail and enclosure for the external space.	Noted.

<p>The play of the components within the elevations are successful; however, similarly to Block D, the panel would encourage further work to interrogate how the plan relates to the façades, to ensure that balconies are located off living spaces and that the size and location of window openings is appropriate for each room.</p>	<p>First to sixth floors: the location of proposed balconies on the west elevation of the building has been amended at all levels, to ensure access directly from living rooms and that balconies are more rationally located.</p>
<p>Aligning the window on each floor to sit centrally within the long corridor on the north façade of Block G would also be supported.</p>	
<p>The Panel welcomes the set-back upper level, faced with bronze cladding. It highlights that the quality of the cladding finish is critical and expresses concern that if a cheaper cladding material is used this could dilute the architectural quality of the block.</p>	<p>It is recommended that approval of external materials is secured by condition.</p>
<p>Blocks A/B (the tower)</p>	
<p>The Panel reiterates its previous view that it has serious concerns about the use of outline permissions for towers of this scale and sensitivity. However, if the authority is able to specify a detailed design code for Block B that guarantees a high standard of design, then this may be acceptable.</p>	<p>The applicant's Design Code is discussed below.</p>
<p>The proposed increase in height of 3 storeys on Block B from the initial review in March 2019 (at 26 storeys, max +97m AOD) to the current application (at 29 storeys max +103m AOD) could be acceptable if the design code establishes a very high quality of design. Achieving this will require careful definition of materiality, detail, three-dimensional form, roofline and interface of the tower both with Block A and with the public realm at ground level. The tower should have a special character, with high quality materials and details.</p>	<p>The applicant's Design Code is discussed below.</p>
<p>The Panel considers that the design code for Blocks A and B should enable both a certain level of flexibility, whilst at the same time establishing</p>	<p>The applicant's Design Code is discussed below.</p>

<p>clear objectives and a clear quality standard consistent with Blocks D and G. It would encourage the design team to work closely with Haringey officers on the detailed technical aspects of the design code.</p>	
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Site Layout

6.5.9 The HRWMF sets out the following layout principles:

- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces;
- Create attractive north-south links behind the High Road which connect public parks and squares, key public buildings and the station;
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing. Any tall buildings should be placed along the railway corridor to create a legible tall building spine. The buildings should use Brook House as a reference point and descend in height; and
- Demonstrate clear definition of fronts and back of buildings, public and private open spaces and active street frontages.
- Establish a simple palette of high-quality building materials for the Masterplan that includes significant use of brick.

6.5.10 In response, the proposed Illustrative Scheme and Parameter Plans generally comply with the HRWMF principles by:

- Providing an east-west route (Pickford Lane) across the site following the HRWMF alignment to connect into the wider masterplan phases;
- Including a commercial unit in the north west corner of the proposed square in a location consistent with the HRWMF.
- Providing a landmark tall building (Block A/B), and Block C to create a spine of tall buildings alongside the railway;
- Providing a new urban public space at the heart of the site, with provision for links through the site to access the station;
- Providing a range of housing typologies with a mix of courtyard and other blocks, with the tallest buildings located along the railway corridor;
- Buildings fronting onto public spaces and main roads, with the backs of the buildings and private spaces provided within courtyards;
- Providing defined public and private open spaces and active street frontages along the key routes; and
- Allowing for partial courtyard blocks created by Blocks A and B and F and G to be completed by Building A in the approved Good Yard scheme and further residential buildings on the Peacock Industrial Estate land to the south.

- 6.5.11 Whilst the proposed Illustrative Scheme and Parameter Plans generally comply with the HRWMF principles, the site does not include as much Network Rail land along its western edge as envisaged in the HRWMF. As pointed out by the Cannon Road Residents' Association, this has affected the location of the proposed tower (Blocks A/B) and of the proposed Goods Yard Walk through to White Hart Lane. However, whilst the proposed location of Block B would not result in such a clear 'spine of tall buildings' envisaged by the HRWMF; officers consider that the proposed location is acceptable. Furthermore, following pre-application discussions, the Illustrative Scheme and Design Code guidance for Goods Yard Walk has been revised and should ensure this is a safe and attractive pedestrian and cycle route through the Goods Yard and on to White Hart Lane.
- 6.5.12 Following pre-application discussions and comments, including those made by the Planning Committee at its meeting on 8 July 2019, the Illustrative Scheme shows a clear distinction between vehicular and pedestrian spaces for the proposed main east-west route (Pickford Lane) and clearer threshold spaces between this route and homes that would front it. Guidance on these issues is set out in the Revised Design Code, which would inform Reserved Matters applications. The proposals allow for an east-west pedestrian/cycle bridge to be provided in the future between Pickford Lane and Pretoria Road (on the western side of the railway), in accordance with an aspiration of the HRWMF.
- 6.5.13 The applicant's Design and Access Statement illustrates how the approved Goods Yard scheme and future development on the Peacock Industrial Estate could complete the courtyards proposed by Blocks A and B (Embankment Gardens) and by Blocks F and G (Pickford Yard Gardens). To ensure the application scheme does not prejudice subsequent phases of the HRMF, it is recommended that s106 planning obligations ensure that (a) residents of Building A on the Goods Yard and any future residential building on the Peacock Industrial Estate that adjoins it shall have access to Embankment Gardens amenity space and (b) residents of any future residential building on the Peacock Industrial Estate that adjoins Pickford Yard Gardens shall have access to this amenity space.
- 6.5.14 Subject to the recommended conditions and s106 planning obligations and detailed consideration at the Reserved Matters stage, officers consider that the proposed layout of the application scheme (as set out by the Parameter Plans) would be acceptable under the following three different development scenarios:
- As a stand-alone scheme, taking account of existing neighbouring uses and buildings and the need to connect with the Cannon Road housing area;
 - With the approved Goods Yard scheme to the south-west; and
 - With a potential development of the Peacock Industrial Estate that is built in accordance with principles of the HRWMF.

Amount, location and type of Open Space

- 6.5.15 A key principle of the HRWMF and a development guideline as per the AAP site allocation (NT5) is the production of a net increase in the amount and the quality of public open space. The HRWMF identifies broad building typologies to frame open space, and the site allocation calls for the creation of open space in addition to the creation of a legible network of east-west streets that connect into the surrounding area and the existing lanes off the High Road. The HRWMF proposes 39,400 sqm of open space in total, compared to 21,000 sqm of open space in the NT5 site area currently (an increase of 80%).
- 6.5.16 Policy DM20, seeks to ensure that sites over 1ha in size which are located in identified areas of open space deficiency (as this site is), should create new publicly accessible open space on the site, in accordance with the open space standards set out in the Haringey Open Space and Biodiversity Study (2013), subject to viability. The Study calls for 1.64 hectares per 1000 people.
- 6.5.17 There is currently no publicly accessible open space on the site. The proposals include provision of at least 4,010 sqm of open space. This comprises a new park and public realm areas. The proposed park (Peacock Park) would be at least 1,695 sqm and is located so that it is capable of being extended to the south, as and when other phases of the HRWMF are delivered. The public realm areas would be a minimum of 2,315sqm of new public realm and comprise the proposed main shared vehicular/pedestrian route (Pickford Lane), a landscaped route linking up to Cannon Road to the north (Cannon Yard) and a landscaped route behind Blocks A and B linking to the approved Goods Yard scheme (Goods Yard Walk). Children's play space of up to 1,250sqm would be located within the proposed park and public realm (this is addressed separately under Children's Play Space).
- 6.5.18 The site measures 1.2 ha, or 10.2% of the site allocation NT5/HRWMF area (11.69ha). The proposed provision of publicly accessible open space amounts to 10.2% of the overall area called for in the HRWMF and so is proportionate. Based on the indicative dwelling mix provided for in the Illustrative Scheme, there would be a requirement for approximately 0.92 hectares of open space. However, given that the overall site is 1.2 hectares, officers consider that this would not be achievable and would not optimise the density of development and that the amount of proposed publicly accessible open space is acceptable. The Council's CIL Regulation 123 List includes improvements to Lordship Lane Recreation Ground, Down Lane Park and Bruce Castle Park and CIL could be used to improve these spaces.
- 6.5.19 In addition to the above open space, the proposals include an open space immediately to the south of Brook House School, on the High Road frontage (Brook House Yard). This space (approx. 350sqm) is intended to serve as an extension of the existing school playground during school terms, but be a play space for residents of the scheme at other times. There are also proposed private communal residential amenity spaces. These are Embankment Gardens

for Blocks A and B (approx. 580sqm), Pickford Yard Gardens for Blocks F and G (approx. 760sqm) and Podium Gardens for Blocks C, D and E (various sizes). It should be noted that it is intended that Embankment Gardens and Pickford Yard Gardens would be accessible to residents of additional homes built to the south of them in subsequent phases of the HRWMF area – in the approved Goods Yard scheme and on the Peacock Industrial Estate.

Building Scale, Form and Massing

6.5.20 London Plan Policy 7.7 requires that tall buildings generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport. Draft London Plan D8 continues this plan-led approach and states that the visual, functional and environmental elements of tall buildings should be considered in planning decisions.

6.5.21 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Strategic Policy SP11 requires all new development to „enhance and enrich Haringey’s built environment and create places and buildings of high quality“. Policy AAP6 states that, in line with DM6, the North Tottenham growth areas has been identified as being potentially suitable for the delivery of tall buildings.

6.5.22 The HRWMF massing principles seek to locate tall buildings towards the railway line, to create an edge to the development and build on the character established by the 22-storey Rover Apartments tower (81.5m AOD) at Cannon Road. Figure 52 of the HRWMF shows buildings reducing in height from this tower towards the High Road/White Hart Lane to create an appropriate heritage setting for statutory listed and locally listed buildings and Figure 53 sets out indicative proposed building heights. The building heights proposed by this application are set out in the table below, alongside the indicative HRWMF heights.

Block	Proposed	HRWMF Indicative heights
Block A	3 to 9 storeys (22m AOD to +43m AOD).	5-8-storeys.
Block B	29 storeys (+106m AOD).	10-18 storeys.
Block C	Part 1, 7 and 9 storeys (+19/37/43m AOD).	5-8-storeys.
Block D (Detailed)	Part 5/part 6-storeys.	5-8 storeys.
Block E	Part 1, 4 and 6 storeys (+19/28/34m AOD)	5-8-storeys.

Block G (Detailed)	Part 3, 4, 5 and 6-storeys.	3-5 at rear of Nos. 867-868 High Road (Block F), rising to 5-8 storeys.
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6.5.23 As can be seen, the proposed building heights generally accord with the HRWMF principles of tall buildings being located next to the railway and reducing in height towards the High Road/White Hart Lane. Furthermore, most proposed building heights are similar to the HRWMF indicative heights, give or take a storey, and following comments by officers and the QRP, proposed Blocks E and G have been reduced in height so that they respond positively to the existing Listed Buildings that comprise Block F. The exception is proposed Block B.

6.5.24 At 29-storeys, Block B would be significantly taller than the maximum indicative 18-storeys envisaged by the HRWMF, although it should be noted that buildings taller than indicated have been approved as part of the Goods Yard scheme. However, the proposed tall building warrants further assessment.

6.5.25 There is clear and specific policy support for the principle of tall buildings in the Tottenham Growth Area and the proposed location of the tall building is considered to be broadly appropriate in the context of the HRWMF. The proposed tall building therefore needs to be assessed against relevant criteria in Policy DM6 (A to C and E), which include:

- Be in an area identified as being suitable for tall buildings, respond to the site's surroundings and represent a landmark building;
- Exhibit high level of architectural quality and design, including urban realm;
- Protect and preserve existing locally important and strategic views (having regard to the Council's Views SPG);
- Conserve and enhance the significance of heritage assets;
- Consider impact on ecology and microclimate; and
- Be accompanied by a digital 3D model.

6.5.26 Policy DM6 (D) also requires tall buildings within close proximity to each other should avoid a canyon effect, consider cumulative climatic impacts, avoid coalescence, demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.

6.5.27 These policy issues are addressed in turn as follows:

- Scale and surroundings - The site is within the North Tottenham Growth Area, which Policy DM6 identifies as a 'potential location appropriate for tall buildings'. The applicant's Townscape and Visual Impact Assessment (TVIA) assesses likely impacts on the surrounding area and this is discussed in detail below, under Wider Townscape Impacts.

- Architectural Quality and Design - Block B is in outline and the detailed architectural form and external materials are not for determination at this stage. The QRP has raised concerns about this and stresses the importance of having in place an effective Design Code that can help ensure high quality architecture and design. There are many examples in London of tall buildings being approved in principle at outline application stage, including the Goods Yard scheme (where approved Building B is up to 21-storeys and approved Building C is up to 18-storeys). Officers consider that, subject to the continued involvement of the QRP at Reserved Matters stage, the Revised Design Code (discussed in detail below) should ensure a suitably high-quality tower.
- Strategic and Local Views - the applicant's TVIA assesses likely impacts on relevant views and this is discussed in detail under Wider Townscape Impacts below.
- Heritage Assets - the applicant's Heritage Statement draws on the TVIA and assesses likely impacts of the proposed tall building on heritage assets – which is discussed in detail under Heritage below.
- Microclimate and Ecology issues. - the applicant's Daylight and Sunlight Assessment, Wind and Microclimate Assessment, and Preliminary Ecology Appraisal assess the likely impact of the proposed tall building. These are discussed in detail below, under the Residential Quality/Impact on Amenity of Adjoining Occupiers, Wind and Microclimate and Ecology headings.
- Cumulative issues - the various assessments referred to above address relevant cumulative environmental issues, taking account of the existing Riverside Apartments and approved towers on the Goods Yard site. Subject to discussion under Architectural Quality and Design above, the proposed tower should be sufficiently distinctive to ensure that it would not coalesce with existing and approved tall buildings.

6.5.28 Taking account of the above, officers consider that proposed Block B would accord with Policy DM6 and is acceptable in principle.

Wider Townscape Impacts

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

6.5.30 The applicant's TVIA considers impacts across a study area (1 km radius of the site). It illustrates the maximum parameters for the proposed outline Blocks and

assesses their likely impact based on Accurate Visual Representations (AVRs) for 19 representative views, that were agreed with officers. The site does not fall within any designated strategic 'protected view', although it is visible from a location close Alexandra Palace.

6.5.31 The site does not fall directly within any Locally Significant Views as identified in Policy DM6, although it does fall in the background of Townscape View No. 28 (along Tottenham High Road from High Cross Monument to Bruce Grove Station) – which is tested by View 18. In addition, the applicant's assessment also considers the likely visibility from Linear and Townscape View No. 33b (To White Hart Lane Stadium), but concludes that the proposed development would not be visible due to the intervening built form.

6.5.32 . The HRWMF shows key views from the High Road looking westwards along new streets towards two landmark buildings on the western boundary (the now built Riverside Apartments at the end of Cannon Road and the proposed Block B). A number of images of the site and the proposed development are contained in **Appendix 10**. Officers consider that the proposed scheme is generally in accordance with the HRWMF and that it would have an acceptable impact on the wider townscape, including strategic and local views. Likely impacts on conservation areas, parks and gardens and listed and locally listed buildings are addressed in detail below under the Heritage Conservation heading.

Building Appearance and Materials

6.5.33 The detailed proposals for Block D are for a six-storey light-coloured brick clad building. The design of this building has been revised a number of times to take account of comments from officers and the QRP. Changes include the omission of balconies from the rear of the building, re-location of living rooms, omission of previously proposed window groupings for the front elevation and amendment of balcony groupings to create symmetry on the front elevation. A rendered image of the proposed building is contained within in **Appendix 10**. Officers now consider the proposals to be acceptable, subject to conditions reserving details of external materials and green/brown roofs.

6.5.34 The detailed proposals for Block F (Listed Buildings at Nos. 867-868 High Road) are discussed in detail below under the Heritage Conservation heading.

6.5.35 The detailed proposals for Block G are for a part three, four, five and six-storey varied brick-clad building. The design of this building has been revised a number of times to take account of comments from officers and the QRP. Changes include going from a two-storey to a single-storey plinth to enhance coherence of the divide between residential levels and the proposed commercial ground floor, increasing the height of the ground floor commercial unit, stepping back the top floor on eastern side to better respond to the Listed Buildings and proposed Pickford Yard Gardens and amending the northern elevation to reduce its scale and repetition and soften its appearance. A rendered image of the proposed

building is contained within in **Appendix 10**. Officers now consider the proposals to be acceptable, subject to conditions reserving details of external materials and other matters.

6.5.36 The appearance and materials of the outline elements of the application (Blocks A, B, C and E) would be governed by the Revised Design Code, which is discussed in detail below. Following comments by officers and QRP, the applicant has made a number of revisions to its Illustrative Scheme, including: (i) better articulation of a top/middle/base and a clearer entrance, together with a further lightening of proposed brickwork for proposed Block A, (ii) introducing a double-height entrance to Block B to enhance visibility and legibility of the entrance, together with the provision of a clearer base/middle and top and a reduction in horizontal divisions to improve proportions. These revisions are captured in the Revised Design Code and officers are satisfied that this, together with the review of Reserved Matters applications by the QRP, would ensure buildings of sufficiently high-quality to be acceptable.

6.5.37 The Mayor of London's Stage 1 Report raises some concerns about the quality of proposed Block B at ground floor level and considers that the design of top of the tower is poorly resolved and questions the inclusion of corner balconies at this level given the likely microclimatic conditions. It should be noted that the Illustrative Scheme for Block B is indicative only, and that details would be determined at Reserved Matters stage. Having said this, following comments by the QRP and Metropolitan Police's Designing out Crime Officer at the pre-application stage, the Illustrative Scheme includes a high degree of active frontage at the ground floor of Blocks A and B – with the exceptions being the inclusion of a vehicular access and electricity sub-station on the ground floor of Block B on Pickford Lane (although the street would be overlooked by homes in Block C, to the north). Officers accept that the Illustrative Scheme for Block B would benefit from design development and refinement. However, they are confident that the Revised Design Code and peer review by the Quality Review Panel would result in a sufficiently high-quality tower. To help ensure this, it is recommended that the following are secured by planning condition: (a) substantial compliance with the Revised Design Code, (b) use of the Quality Review Panel and (c) submission of fully rendered Accurate Visual Representations alongside Reserved Matters applications for Block B.

Public Realm, Landscaping and Boundary Treatments

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

6.5.39 The proposed Peacock Park is in the centre of the site and would be shielded from road traffic and railway noise by proposed buildings. The applicant's Noise

Assessment concludes that this space should meet the upper end of noise levels recommended for open spaces in the relevant British Standard, which is good for an urban park. However, other open spaces near the railway and High Road would be noisier. The applicant's Daylight and Sunlight Assessment finds that the proposed park and other proposed publicly accessible open spaces would receive the recommended minimum levels of sunlight (2 hours over at least 50% of the area on March 21), including in the future cumulative scenario (approved Goods Yard scheme and future phase of the High Road West Masterplan).

- 6.5.40 The proposed publicly accessible open spaces are all in outline and detailed layout, design and landscaping would be determined at the Reserved Matters stage. The submitted Design Code includes appropriate 'Open Space Principles', 'Landscape and Public Realm', 'Street Design' and 'Park Design' guidance that should help ensure high-quality spaces. Peacock Park would be fronted by the proposed A1/A3 unit on the ground floor of Block G, which could provide an attractive amenity for park users.
- 6.5.41 The applicant proposes that the publicly accessible spaces (including the park) would be privately owned, managed and maintained. Officers recommend that s106 planning obligations secure the subsequent approval of an Open Space Management and Access Plan to secure public access and appropriate management and maintenance arrangements. Officers also recommend that there is a specific management plan agreed with Brook House Primary School to secure appropriate management and maintenance of this proposed dual-use space
- 6.5.42 The Illustrative Scheme shows all routes, public realm areas/park and private communal amenity spaces incorporating generous soft landscaping and high-quality materials. However, apart from the proposed communal garden/growing space for residents of Blocks F and G (Pickford Yard Gardens) and a narrow threshold strip around Block D, landscaping would be a Reserved Matter for subsequent approval.
- 6.5.43 The Revised Design Code includes relevant guidance on Open Space Principles, Landscape Character, Street Design, Threshold Design, Park Design, Hard Materials Palette, Soft Palette and Lighting – which should help ensure the provision of high-quality spaces that incorporate inclusive design principles. It also includes guidance on the permanent and interim boundary treatments. Following revision, officers consider that this guidance should ensure high-quality landscaping and boundary treatments that safeguard security and safety and do not prejudice the delivery of development on adjoining land. Secure by Design, Sustainable Urban Drainage and Biodiversity issues are addressed under separate headings below.

Secured by Design

6.5.44 The proposed illustrative scheme layout provides open and relatively wide spaces between Blocks, with building entrances and habitable rooms orientated as much as possible to overlook publicly accessible spaces, including the proposed park – which would also benefit from the proposed retail/café unit on the ground floor of Block G. Surface parking and children’s play spaces would be located close to buildings in well overlooked areas. Publicly accessible routes would be well lit, clearly defined and separated from private spaces through changes in level, material treatment, physical barriers or planting and screening. It should be noted that illustrative proposals for Embankment Gardens (at the rear of Block B that would connect with the approved Goods Yard scheme) have been revised following pre-application discussions.

6.5.45 The Revised Design Code’s open space principles and general guidance reflect and reinforce the above features of the illustrative scheme and there is relevant specific guidance for specific Blocks, landscape and public realm, access and movement, street design, threshold design, park design, lighting and boundary treatments.

6.5.46 The Cannon Road Residents’ Association (CRRA) has raised the particular importance of creating a safe park and route through to White Hart Lane Station, referring specifically to lighting and CCTV. The CRRA has also raised issues relating to the northern boundary and this is addressed under ‘Impact on the amenity of adjoining occupiers’ below. LBH Public Health has also raised issues relating to ‘contextual safeguarding’ of children and this is addressed under Children’s Play Space below. The Metropolitan Police’s Designing Out Crime Officer (DOCO) has met with the applicant’s architects and identified a number of site-specific issues that need to be addressed at the detailed stage. They have no objections in principle, subject to the imposition of suitably worded conditions/informatives.

6.5.47 Officers are satisfied that, subject to detailed scrutiny at the Reserved Matters stage, the proposed development would provide a safe and secure environment. In addition, as requested, it is recommended that conditions require Secured by Design accreditation, to ensure that the DOCO’s continued involvement in detailed design issues.

The Revised Design Code

6.5.48 The QRP has stressed the importance of ensuring that a detailed Design Code that enables provides a level of flexibility but establishes clear objectives for and a clear quality standard for the Blocks that are in outline (particularly Blocks A and B), consistent with that which has been demonstrated for the detailed new-build element of the scheme (Blocks D and G). The Revised Design Code would be one of three ‘control documents’ that it is recommended would be tied into any planning permission (the other two being Parameter Plans and the Development Specification & Framework). A condition would require that subsequent Reserved

Matters applications for the outline element are in substantial accordance with these 'control documents'

6.5.49 There is a balance to be struck between flexibility, to allow for innovative design development, and certainty, to provide sufficient confidence at this stage that the outline elements of the scheme, and Block B in particular, will be of a sufficiently high-quality to be acceptable. Officers carefully scrutinised the applicant's original Design Code and secured a number of changes by way of a Revised Design Code. Officers are satisfied that the Revised Design Code, together with the review of Reserved Matters applications by the QRP before they are submitted for approval, would ensure buildings of sufficiently high-quality to be acceptable. It is recommended that commitment to use the QRP review process is secured by planning condition.

Development Design – Summary

6.5.50 The proposals have benefited from a number of design reviews at both the pre-application and application stages which have resulted in revisions to proposed site layout, scale and massing, architectural treatment and landscaping and revisions to the Design Code that would manage detailed design for the outline elements. Officers now consider that the design of the proposed scheme is acceptable.

6.6 Residential Quality

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

6.6.2 Proposed homes in the detailed buildings (Blocks D F and G) meet the London Plan quality standards in terms of overall size, bedroom size, floor-to ceiling height, number of homes per core and private amenity space.

Indoor and Outdoor Space Standards

6.6.3 The majority of proposed homes are in the outline buildings (Blocks A, B, C and E). Flat layouts in the illustrative scheme for these Blocks meet the London Plan floorspace standards. Furthermore, the submitted Design Code (1.4.40, 1.4.41 and 1.4.47) includes commitments in relation to meeting the current version of the Technical Housing Standards, the layout of rooms and spaces and that floor-to-ceiling heights of at least 2.5m will be provided for over 75% of each flat. The Code (1.4.42 and 1.4.43) also states that, where possible, larger dwellings for 5 people or more should provide an additional habitable room and that dwellings at ground floor should be deigned over two floors and have direct access to communal amenity space.

Unit Aspect

- 6.6.4 A total of 14 homes (20%) in the proposed detailed buildings (Blocks D, F and G) would be single-aspect, although none would be single-aspect north facing. The prevalence of single-aspect homes increases in the proposed in the illustrative scheme for the proposed outline buildings (86 or 33%), but again, none would be single-aspect north facing. Furthermore, the submitted Design Code (1.4.44) states that, where possible, apartments should be dual or triple aspect and (1.4.45) that single aspect units should not be north facing. Officers accept that future detailed design can be expected to result in a reduced number of single aspect homes in the outline buildings and that, with the Revised Design Code commitments, the proposed illustrative scheme is acceptable.

Daylight/Sunlight/overshadowing – Future Occupiers

- 6.6.5 The Applicant's Daylight and Sunlight Assessment demonstrates that the proposed new homes would generally be well lit, with adequate sunlight. Officers agree. In addition, the Revised Design Code (1.4.46) states that detailed design should take measures to achieve recognised standard levels for sunlight and daylight.
- 6.6.6 The applicant's Assessment also shows that most of the proposed residential communal amenity spaces would receive the recommended minimum levels of sunlight (2 hours over at least 50% of the area on March 21). The exceptions are the proposed terrace on the north side of proposed Block D (which is overshadowed by the proposed building) and the proposed Embankment Gardens to the south of Blocks A and B, which is constrained by industrial buildings to the south – although sunlight conditions for this space improves significantly in June. Daylight and sunlight and overshadowing conditions would be worse in the future cumulative scenario (approved Goods Yard scheme and future phase of the High Road West Masterplan), particularly in relation to the proposed Pickford Yard Gardens for Blocks F and G, but overall officers consider the proposed conditions to be acceptable.

Wind and microclimate – Future Occupiers

- 6.6.7 This issue is addressed under the Wind and Microclimate heading below

Noise – Future Occupiers

- 6.6.8 The western part of the site (Blocks B and C) suffers from railway noise and the eastern part of the site (Blocks E and F) suffers from traffic noise from the High Road. The Applicant's Noise Assessment sets out sound insulation requirements to ensure that the internal noise environment of these Blocks meets the relevant standards and recommends that mechanical ventilation be installed for these

blocks, so that windows can be kept closed. It is recommended that details of the proposed glazing and mechanical ventilation be secured by condition.

- 6.6.9 It is also recommended that conditions be used to secure adequate mitigation to prevent undue noise transmission between the proposed A1/A3 unit in Block G and the proposed flats, to limit the hours of use of any café/restaurant (A3) to 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays) and to control noise from mechanical plant.

Accessible Housing

- 6.6.10 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built with a minimum of 10% wheelchair accessible housing or be easily adaptable to be wheelchair accessible housing.
- 6.6.11 The applicant's Design and Access Statement includes a section on inclusive design which sets out an overall approach to designing to ensure that development is accessible to all (including disabled people, elderly people and parents/carers with children) and satisfactorily addresses the key considerations around movement and safety. It makes the case that creating a Document M4(2) (2015) compliant entrance, installing a lift to all floors or modifying the original staircases to the Grade II Listed buildings at Nos. 867- 869 High Road would result in significant loss of historic fabric and impact negatively on the character of the properties and officers accept this.
- 6.6.12 Both new buildings that are proposed in detail (Blocks D and G) have been designed to ensure that 90% of the proposed homes meet Building Regulations Part M4(2) standard ('wheelchair accessible) and that 10% meet Building Regulations Part M4(3) ('Wheelchair User Dwellings'). The Revised Design Code provides a commitment that homes in the proposed outline blocks will be designed to achieve the same standards. It is recommended that planning conditions secure the provision of accessible housing in both the detailed and outline elements of the proposals.
- 6.6.13 In line with draft London Plan Policy T6.1, disabled persons car parking is proposed to be provided at an initial level of 3% (10 spaces), with provision for this to be increased to 10% (33 spaces) should demand require this. It is recommended that this is secured by condition. The proposed location of disabled persons parking spaces for Blocks D and G are on street, in close proximity to the proposed Wheelchair Accessible homes, or in the proposed podium car park, closest to the lift cores – which is in line with good practice.

Residential Quality - Summary

- 6.6.14 Overall, officers consider that with the Revised Design Code and the recommended conditions in place and subject to detailed consideration at the

Reserved Matters stage, the proposed new homes would be of sufficiently high-quality.

6.7 Social and Community Infrastructure

Policy Background

- 6.7.1 London Plan 3.16 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning health, education and open space.
- 6.7.2 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through the Community Infrastructure Levy (CIL) and use of planning obligations addressing relevant adverse impacts.
- 6.7.3 The revised National Planning Policy Framework sets out that Planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in CIL Regulation 122. London Plan Policy 8.2 states that development proposals should address strategic as well as local priorities in planning obligations, prioritising transport and affordable housing. Draft London Plan Policy DF1 continues this approach.
- 6.7.4 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth. This approach is reflected in the Tottenham Area Action Plan in Policies AAP1 and AAP11. DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

NT5 Infrastructure Requirements and the HRWMF

- 6.7.5 The NT5 site envisages large scale redevelopment giving rise to infrastructure obligations above those that may be required on smaller and less complex sites addressed by CIL. The overarching vision for the High Road West area is for a significant increase in the provision of community facilities and envisages that the local community will have the best possible access to services and infrastructure. Key to the AAP site delivery for NT5 is the creation of new leisure, sports and cultural uses that provide seven day a week activity. The infrastructure

requirements for the wider NT5 site are broadly identified in the NT5 site allocation, including:

- A new Learning Centre including library and community centre;
- Provision of a range of leisure uses that support 7 day a week activity and visitation; and
- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

6.7.6 Haringey's Infrastructure Delivery Plan (IDP) Update (2016) draws on the HRWMF and sets out an indicative list of infrastructure with associated costings to deliver the NT5 site allocation. The IDP Update notes these items and costs may be subject to change as feasibility studies continue to be developed. The North Tottenham Infrastructure list sets out the costed obligations into 7 areas that accord with the vision and principles of the High Road West Master Plan Framework. The Council expects the applicant to make a proportionate contribution to these costs.

6.7.7 The AAP is clear that the Council will monitor government and London-wide policy and changes in legislation to make sure that the AAP continues to be consistent with relevant national, regional and local planning policies, and identify the need to review or reassess the approach taken in the Plan. Since the IDP Update (2016) the cost of infrastructure has increased when considered against inflation and other appropriate pricing indices.

Proposed site-specific infrastructure provision

6.7.8 The outline element of proposed development would make direct provision for a centrally located new publicly accessible open space (Peacock Park) and interconnecting pedestrian routes. The proposed park would amount to at least 1,695 sqm in size and would be capable of being enlarged as and when land to the south comes forward for development, in accordance with the HRWMPF. Subject to satisfactory detailed proposals and management and maintenance arrangements (discussed in more detail below), officers consider that this meets AAP site-specific requirement for open space.

6.7.9 An approach to additional s106 financial contributions to address the other AAP site-specific infrastructure requirements was considered as part of the Goods Yard appeal, where an overall package of £1m contributions was agreed for a proposed 316 dwellings and associated development. Based on the proposed maximum number of dwellings on the application site and an equivalent £per dwelling, the application scheme would be liable to pay the following site-specific infrastructure contributions: Community Space - £443,190, Library - £483,450 and Highway & Public Realm - £117,480. This amounts to a total £1,044,120. However, the application scheme includes significantly more publicly accessible

open space than the Goods Yard scheme, including a public square of at least 1,695sqm as opposed to a public square in the Goods Yard of at least 900sqm. The scheme would also knit in with existing streets in the Cannon Road area immediately to the north and include an open space next to Brook House School (Brook House Yard). This would measure approx. 350sqm and would serve as an extension to the school playground during school terms, but be a play space for residents of the scheme at other times. Given this greater proposed on-site provision of open space and connectivity with streets in the Cannon Road area, officers consider that it would be unreasonable to require financial contributions towards highways and public realm. This would reduce the total infrastructure financial contributions to £926,640.

6.7.10 The site is immediately next to the two-form entry Brook House Primary School and is proposing to make available a games area (Brook House Yard) to the school during term times. The site is within School Place Planning Area 4 and the Council's School Place Planning Lead notes that there is currently spare capacity within this Area and has no immediate concerns over school places in this part of the borough. In any event, CIL contributions could be used to fund additional school places in the future, should this prove necessary. However, the LB Enfield has raised concerns at the possible impact on school places at St John and St James Primary School and Raynham Primary School (approx. 800m to the north-east). The two schools are between about 400 and 800m from the site, one to the east of the High Road and, given sufficient capacity in schools in Haringey, officers do not consider that the proposed development would be likely to have a significant impact on Enfield schools, particularly as in 2019 the LB Enfield confirmed that its primary schools are currently in surplus.

6.7.11 The Cannon Road Residents' Association has asked that pre-school facilities should be included within the proposed development as the number of families in the area are growing and there is a lack of choice locally. The Childcare Act 2006 places a duty on local authorities to make sure that there are enough childcare places within its locality. The council is currently updating its Childcare Sufficiency Assessment (CSA). However, the 2015 Assessment and the sufficiency score cards (2016) do not identify a need to create more childcare places for the Northumberland Park Ward. In any event, subsequent phases of the HWMPF would provide opportunities to provide space for commercial nurseries should this situation change.

6.8 **Child Play Space**

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

6.8.2 Using the GLA's Population Yield Calculator (October 2019), the applicant's indicative dwelling mix and revised affordable housing offer estimates an on-site child population of 109 (51 x 0-04-year olds, 37 x 5-11-year-olds and 21 x 12+ year-olds). This generates an overall need for 1,090sqm of play space. The application proposes up to 1,250sqm of space, as follows:

- Doorstep Play (0-5-year olds) – 420sqm
- Neighbourhood Play (5-11-year olds) – 600sqm
- Youth space (12+year olds) – 230sqm

6.8.3 The detailed proposals for Block D include play space on a raised podium above the proposed car parking area and detailed proposals for Blocks F and G include play space within the proposed communal amenity space (Pickford Yard Gardens). For the outline element of the scheme, Parameter Plan 04 identifies children's play space as being located within communal residential amenity spaces in raised podium blocks (Blocks C and E), Embankment Gardens (Blocks A and B) and within the proposed park, Goods Yard Walk and Brook House Yard. The submitted Design Code includes appropriate 'Open Space Principles', 'General Guidelines', 'Landscape and Public Realm', 'Street Design' and 'Park Design' guidance that should help ensure high-quality spaces.

6.8.4 Public Health has raised concerns in relation to child safeguarding over the proximity of Block E to the existing school playground and the proposed Brook House Yard. Brook House School is on the ground and first floor of Beechcroft Court, which includes three floors of housing above (although it should be noted that these flats and their terraces are set back by approx.4 to 10m from the building edge). Brook House Yard would be immediately to the south of the existing school playground and would provide play space for the school when it is open and at other times for residents of the scheme. Block E (which is in outline) would be located immediately to the west of Brook House Yard and immediately to the south of Beechcroft Court. The proposed height of the Block has been reduced by one-storey following pre-application discussions and would comprise a part 1/part 4/part 6-storey building, with the illustrative scheme containing 22 flats. In recognition of the issue of potential overlooking and child safeguarding issues, the Revised Design Code includes the following guidance:

- Balconies should not be included on the eastern elevation of Block E, so as not to overlook the school playground.
- Block E windows facing east and north towards the school playground should be carefully considered for acoustics and overlooking.
- The western boundary of Brook House Yard should comprise a 1.5m high solid wall and a 1.5m high mesh fence (which could include plating to provide screening).

6.8.5 Subject to consideration of the detailed of Block E at a subsequent Reserved Matters stage, officers consider that the proposals should not cause undue overlooking of the existing school playground or the proposed extension to it.

6.9 Heritage Conservation

6.9.1 Paragraph 196 of the revised NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.9.2 London Plan Policy 7.8 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. The draft London Plan Policy HC1 continues this approach and places an emphasis on integrating heritage considerations early on in the design process.

6.9.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

6.9.4 Policy AAP5 speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.

6.9.5 Policy NT5 requires consistency with the AAP's approach to the management of heritage assets. The High Road West Master Plan Framework's approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to inward to the Master Plan area.

6.9.6 The HRWMF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use.

Legal Context

6.9.7 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing

the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

- 6.9.8 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.9.9 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.9.10 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.9.11 The authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.9.12 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.9.13 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs

to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

Assessment of Significance

- 6.9.14 An identification of the significance of the North Tottenham Conservation Area and Nos. 867 and 869 (Grade II Listed Buildings) is set out below and forms the basis of considering the acceptability of the proposals from a heritage perspective.
- 6.9.15 The North Tottenham Conservation Area runs from the borough boundary, just to the north of the site, to Pembury Road/Scotland Green in the south. It is contiguous with the Bruce Grove Conservation Area to the south. The North Tottenham Conservation Area is included in Historic England's Heritage at Risk Register (2015), which records the Area's condition as 'very bad', but recognises that the overall trend is 'improving'. Significant development has taken place in and close to the Conservation Area in recent years (most notably THFC's stadium and improvements to Listed Buildings in the Club's ownership) and the Area is the subject of the Townscape Heritage Initiative, which is grant-funding façade improvement projects along the High Road.
- 6.9.16 Nos. 867 and 869 High Road comprise two Georgian townhouses (Grade II listed) in the northern edge of the Conservation Area (Sub Character Area A). The Area's boundary is tightly drawn around the buildings and excludes the rest of the application site. The Appraisal identifies these as Listed Buildings and notes that the recently built Georgian replica at No. 865 (to the south of No. 867) fails to match the proportions and detailing of the original, although it identifies it as a positive contributor and that this short sequence of buildings terminates with a gap site fronting the timber yard (Nos. 855-863), enclosed by unsightly hoardings.
- 6.9.17 Paragraph 1.2.3 of the North Tottenham – Conservation Area Appraisal and Management Plan states that "In spite of [these] changes the townscape retains a high degree of historical continuity, maintaining a contained linear street pattern forming a sequence of linked spaces and sub spaces, and with a notable variety and contrast in architectural styles and materials. The street width and alignment very much still follow the form established by the mid-19th century. There are good surviving examples of buildings dating from the 18th and 19th centuries including outstanding groups of Georgian houses and mid and late-Victorian shopping parades illustrating the changes to this building type in scale and style, together with examples of the inter-war style of the mid-20th century."

- 6.9.18 The pair of Georgian townhouses have survived significant industrial development of the area in the 19 and 20 centuries and have been the subject of significant change and extension since they were built. They were last refurbished in 1984, when the supermarket store and car parking was built at the rear. The buildings are generally in a good condition and currently accommodate a mixture of office space on lower floors with residential space above.
- 6.9.19 The immediate setting of the buildings comprises hard paved entrance to the north and west, providing access to the low-rise mundane supermarket building and car parking area, with three mature London Plane trees providing some interest, and unorganised car parking directly to the rear. To the north is recent Cannon Road development, to the east is Brantwood Road comprising 1970's residential tower and three-storey flats. On the whole, the immediate surrounding area to the north and west of the buildings is unattractive and detracts from the quality and character and appreciation of the Listed Buildings.
- 6.9.20 The applicant's Heritage Assessment assess the significance of the site and surrounding area in accordance with Historic England's 'Conservation Principles, Policies and Guidance'. The application is also supported by Significance Plans which identify the age and significance of internal and external features.

Evidential Value

- The Conservation Area provides evidence of a sequence of historic phases of development along Ermine Street;
- The groupings, position, design and details of the early C18 Georgian houses provide evidence of an important phase of expansion beyond the City of London;
- The late C19 houses and commercial buildings provide evidence of the development associated with the arrival of the railways and of White Hart Lane Station;
- The early and mid C20 industrial buildings provide evidence of substantial factory sites, associated with the thriving commercialisation of the area;
- The Listed buildings are good examples of early C18 Georgian houses in Tottenham.

Historical Value

- The Conservation Area provides evidence of phases of growth and evolution of the settlement, its centres, streets, buildings and community;
- The Site and its Listed buildings demonstrate the development of Tottenham, evolving from countryside to an urban environment, and then to an industrial environment;
- They show the evolution of Merchants' town houses, from the Georgian period onwards in Tottenham.

Aesthetic Value

- The Conservation Area and its context provides evidence of the architectural evolution of the area, incorporating landmark buildings from the eighteenth century to twenty-first centuries;
- The Listed buildings on the Site form a positive and prominent visual landmark group in the street scene and Conservation Area.
- The harmony, balance and consistency of the consciously Georgian design contribute positively to the buildings.
- The interior layout, architectural features, design and details complement the design of the Georgian exterior.

Communal Value

- The Conservation Area has a long history as a busy commercial hub, and the buildings reflect that continuity.
- The Georgian buildings of Tottenham provide an important and significant group at the core of the community.
- The position of the Listed buildings on the Site and their uses provide a reminder of the history of the local community, having evolved through uses as private houses, a dance hall, the polite frontage for industrial buildings and the transport depot, and more recently as offices.

The Proposals – Nos 867-869 (Listed Buildings) and High Road frontage

6.9.21 The two Georgian townhouses have been mainly in office/education use for since at least the mid 1980's. The proposal is to bring the two buildings back into wholly residential use by providing a two-bedroom flat on each floor of both buildings (six flats in total) by using minimal intervention. The proposed new Blocks (E and G) are set back from the High Road, behind a much-improved public realm for the entrance area to the site which includes three retained mature London Plane trees and the proposed Brook House Yard (to be shared with Brook House Primary School). The rear of the refurbished Listed Buildings would open out on to the proposed communal amenity space (Pickford Yard Gardens) shared with the occupiers of proposed Block G (and occupiers of potential future residential buildings to the south).

Impact on Heritage Assets – Nos. 867 to 869 High Road

6.9.22 The application is supported by Significance Plans which identify the age and significance of internal and external features. The applicant's Heritage Assessment draws on these sets out an assessment of the proposed works and their effect/impact of the significance of the Listed Buildings. Officers agree with the above assessment.

Exterior Works

Element	Heritage Value	Condition	Proposals
Roof	Low (1984)	Good	No alterations proposed

Element	Heritage Value	Condition	Proposals
Masonry	High (generally original with 1984 restoration to north elevation and patched of west elevation.	Good (most)	Enhance – tint in 1984 repairs to blend with surrounding original. Repair cracked brickwork. Remove modern render patches from south façade. Like-for-like repairs as required.
1 st & 2 nd Floor windows	Low (modern) in high (original) openings.	Good	Enhance – retain and redecorate.
Ground floor windows High Road elevation	Low (modern) in High (original) openings with Low (modern) window bars	Good	Enhance – remove unsympathetic window bars, retain and redecorate windows.
Ground floor windows west elevation	Low (modern) in Medium (modified) openings	Reasonable	Enhance – Replace unsympathetically proportioned French windows and replace with design to match original 6 over 6 proportions and consistent fenestration to both rear elevations.
Front door 867	Low (modern) in High (original) opening	Reasonable	Enhance – Remove modern door. Repair, reinstate and redecorate original door.
Front door 869	High (original)	Good	Enhance – retain and redecorate.
Front wall & railings	Low (modern) replicas from 1984	Reasonable	Enhance – Resolve drainage issue behind wall to prevent damp. Repair cracks to front wall. Redecorate railings.

Interior Works

Element	Heritage Value	Condition	Proposals
Staircases	High (original)	Good	No proposed works.

Element	Heritage Value	Condition	Proposals
Internal walls	High (Some original) and Low (modern stud partitions and modifications for 1984 structural steel installations).	Good	Enhance – reinstatement of the historic cellular layout where previously made open-plan. Neutral – majority of internal works affect modern partitions. Works to original walls have been carefully limited to meet use requirements with least possible impact.
Panelling	High (some original) with Medium (1984 ply repairs)	Good	Enhance – panelling will be retained, repaired and redecorated.
Fireplaces	High (some original) with Medium (1984 replicas).	Good	No alterations proposed.
Cornices & Skirtings	High (some original) with Low (1984 modern).	Good	Enhance – all original cornices and skirting will be retained and modern partitions will be removed where unsympathetically crossing cornices.
Kitchen & bathroom fittings	Low (modern)	Good	Enhance – all modern fittings will be removed. New fittings will be installed to suit residential use.

6.9.23 Having considered all of the proposed demolition and repair works, officers consider that the overall works relating to proposed conversion of these buildings are in keeping with their character and significance. Overall, the proposed conversion would deliver heritage benefits and, subject to the recommended conditions to control detailed aspects of the proposed works, are considered acceptable from a heritage perspective.

Immediate Setting

6.9.24 Proposed Block G (a part three/four/five/six storey building) would be set back approx. 9m from the two Listed Buildings (Block F) at its nearest point. Officers

consider that this proposed brick building would complement the listed buildings and sit at an appropriate scale, so that it would not appear dominating, and that Block G would make for a good transition to the new buildings proposed further west. This relationship with Block G and the proposed entrance area to the site means that the flank wall of No. 869 would still remain prominent when viewed from the High Road (looking south). Officers consider that this and the proposed Pickford Yard Gardens and associated landscaping to the rear of the buildings would improve the immediate setting of these Listed Buildings and represent a heritage benefit.

Wider Setting

- 6.9.25 The applicant's TVIA considers impacts across a study area (1 km radius of the site). This area includes three Conservation Areas in Haringey (North Tottenham, Tottenham Cemetery, Bruce Castle Park and Fore Street, within the London Borough of Enfield). It also includes 39 x Grade II listed buildings and structures and six Grade II* buildings along the High Road or to the southwest of the site. Also located on the western edge of the stud area is Bruce Castle, a Grade I Listed building. The TVIA illustrates the maximum parameters for the proposed outline Blocks and assesses their likely impact based on Accurate Visual Representations (AVRs) for 19 representative views. These views also show how the outline of the proposed scheme would appear alongside other consented developments that are due be constructed in the vicinity of the site.
- 6.9.26 The applicant's Heritage Statement draws on the submitted TVIA to consider impacts on Conservation Areas. However, consistent with discussion at the Local Public Inquiry in to the (approved) Goods Yard scheme, it screens out the need to provide an assessment for the Bruce Grove, Tottenham Cemetery and Fore Street South/Angel Conservation Areas. The LB Enfield has raised concerns about the likely impact on Fore Street Conservation Area and asks that views be taken into account in terms of the highest part of the proposed development to establish (the level of) harm to this designated heritage assets. The applicant's TVIA includes View 4 looking towards the site from Fore Street South Conservation Area and assesses the impact of the proposed tallest building (Block B). Taking account of the existing baseline (including Stellar House), the TVIA concludes that the scheme would result in a low to negligible magnitude of change – overall resulting in a minor and neutral effect. Officers disagree with this and consider that Blocks A and B would be dominant in the townscape within and around the North Tottenham Conservation Area and that they would adversely affect the character and appearance of the Conservation Area and its heritage assets and views of them.
- 6.9.27 The applicant's Heritage Statement also draws on the submitted TVIA to consider impacts on a representative number of Listed Buildings, Registered Parks and Gardens and locally listed buildings and undesignated heritage assets. It concludes that the proposed development would preserve and enhance

the character and setting of the heritage assets in the locality in the following ways:

- The proposed development would retain, preserve and enhance the heritage assets within the site;
- It would return the listed buildings on the site to residential use and reinstate gardens to the rear of the properties, enhancing the setting of the heritage assets;
- The scheme follows the key principles and parameters set out in the Local Plan led Masterplan Framework for the area;
- The proposed landmark tower would benefit the character of the area according to the criteria of the Historic England Tall Buildings Guide and the London Plan Strategic policy, and would be located in accordance with the High Road West Masterplan Framework, to enhance the vistas assessed as important within the Masterplan Framework process; and
- Improvement of public realm and the High Road frontage.

6.9.28 Having carefully considered the proposals, including the applicant's Heritage Statement, the Conservation Officer considers that the proposed tower would cause some harm to the North Tottenham Conservation Area, but that this would be 'less than substantial.' As such, taking full account of the Council's statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paragraph 134 of the NPPF this harm has been given significant weights and requires a balancing exercise against public benefit is therefore required.

6.9.29 The overall proposals would provide a significant amount of housing, including 40 new much needed Low Cost Rented homes and 20 Social Rented homes as a contribution towards providing alternative appropriate housing for council tenants living on the Love Lane Estate. The proposals would also be designed to make a positive contribution to reducing carbon dioxide emissions and surface water run-off. In addition to this, the applicant's Regeneration Statement identifies the following other regenerative benefits:

- Help to deliver the HRWMP – including a positive contribution to place-making, provision of publicly accessible open space, new play space and public realm and the dual use of the proposed Brook House Yard amenity space with Brook House Primary School;
- Improvements to the High Road streetscape;
- 280 FTE jobs created in the construction phase;
- Up to 14 FTE jobs when the development is built (Net loss of approx. 146 FTE jobs);
- Annual household spending of £4.7m on goods and services in the area;
- Over £0.5m in council tax;
- £2.3m gained in New Homes Bonus; and
- Approx.£41,000 per year in business rates.

6.9.30 Officers consider that the public benefits of the proposals, as summarised above, outweigh the less than substantial harm that would be caused to the wider setting of the North Tottenham Conservation Area.

Heritage Conclusion

6.9.31 Historic England makes no comment on the proposals (as they are not Grade II* or Grade I Listed Buildings), but notes the application should be determined on the basis of Haringey's specialist conservation advice. Officers are bound to consider this strong presumption in line with the legal context set out above.

6.9.32 The proposed repair and conversion of the two Listed Georgian townhouses at Nos. 867-869 into solely residential use would enhance the character and significance of these buildings and the proposed creation of a communal garden area at the rear and the development of Block G would improve their immediate setting. The Conservation Officer has assessed that the proposed tower would be likely to cause less than substantial harm to the heritage significance of the North Tottenham Conservation Area and other heritage assets. A balancing exercise against public benefit is therefore required and the conclusion is that the public benefits would outweigh this less than substantial harm. Given this, officers conclude that, subject to the recommended planning and Listed Building Consent conditions to manage detailed works and setting, the proposals would preserve and enhance historic qualities of the heritage assets and comprise well managed change in accordance with Policies SP12, DM6, AAP5 and NT5 and guidance in the HRWMPF.

6.10 Impact on Amenity of Adjoining Occupiers

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

Daylight/Sunlight Assessment - Methodology

6.10.2 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

6.10.3 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.

- 6.10.4 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF 2019 advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Officers consider that VSC values in excess of 20% are reasonably good and that VSC values in the mid-teens are deemed acceptable.
- 6.10.5 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.
- 6.10.6 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines.
- 6.10.7 The Applicant's Daylight and Sunlight Assessment assesses the likely impact of the proposals on 27 neighbouring residential properties immediately to the north in the Cannon Road housing area, to the south (No. 865 High Road) and west (Lorenco House and various other properties on Pretoria Road). It also assessed the likely impacts on Brook House Primary School immediately to the north. This is based on the following three scenarios: Scenario 1 Existing v Proposed (maximum parameters and proposed detailed buildings), Scenario 2 Existing + Proposed + Consented Goods Yard Scheme and Scenario 3 "Mirror Massing" of the existing Cannon Road housing to the north v Proposed. The latter 'alternative baseline' assessment is permitted by the BRE Guidelines in circumstances where a site comprises vacant land or unusually low buildings, as here with existing car parking and the single-storey supermarket building. Officers consider the development scenarios and assessment methodologies to be appropriate.

Daylight/Sunlight Assessment Scenario 1 – Existing v Proposed)

- 6.10.8 The results of scenario 1 (Existing v Proposed) show there is a good overall BRE compliance with the daylight and sunlight criteria. Specifically, 492 of 689 windows (71.4%) will meet the BRE Guidelines VSC target value of 27%, 387 of 431 rooms (89.8%) will meet the NSL target value, and 463 of 525 windows (88.2%) will meet the APSH target values.
- 6.10.9 The greatest impacts here relate to the loss of daylight and sunlight to existing homes in Mallory Court where only 21.8% of windows tested meet the VSC

target value, 54.5% meet the NSL target levels and 52.5% meet the APSH target values. The greatest concern is the impact on living rooms, where approx. 42 windows would be left with VSC levels at less than 20%, with reductions from existing light levels often around 50%. Some windows that light Brook House Primary School would also experience noticeable reductions in daylight and sunlight. However, a large reduction in daylight and sunlight to these homes and school is to be expected given the existing open nature of the site, which is directly to the south, and the unusually high daylight and sunlight levels they enjoy at present. This is considered further when considering the results of Scenario 3 below.

Daylight/Sunlight Assessment Scenario 2 – Existing + Proposed + Consented Goods Yard

- 6.10.10 In scenario 2 (Existing + Proposed + Consented Goods Yard) the rate of compliance for windows meeting the target values for VSC reduces as a result of the cumulative impact of the adjacent consented Goods Yard scheme. Specifically, 379 of 689 windows (55%) will meet the VSC target value. However, compliance with the NSL target values will remain the same as 387 of 431 rooms (89.8%) and 460 of 525 windows (87.6%) will meet the APSH target values. Many of the properties tested would be mainly affected by the Proposed Scheme rather than the Goods Yard scheme.

Daylight/Sunlight Assessment Scenario 3 – “Mirror Massing”

- 6.10.11 In Scenario 3 (“Mirror Massing”) the same scale buildings as in the Cannon Road housing area are assumed to be built on the site in a reflected plan form. With this assumed, 94.5% of windows tested meet the VSC target value, and 99% meet the APSH target values.
- 6.10.12 The transgressions caused by the Proposed Scheme are much reduced when compared to that of an empty existing site, with only 4 living room windows left with expected VSC levels of less than 20% (very low - in the order of 5-6%) and experiencing a reduction of 20% or more from the existing situation. It should be noted that the widespread presence of overhanging balconies at Mallory Court exacerbate the relative reductions in daylight/sunlight and can be considered to be contributing to many of the estimated transgressions. Impacts on Brook House Primary School would also be significantly less. It should be noted that the 4 living rooms on either end of Mallory Court that would be worse affected are served by two windows.
- 6.10.13 Officers consider that, overall, the levels of daylight and sunlight conditions would be acceptable. The fact that the vast majority of windows tested in this scenario meet daylight and sunlight standards with a mirror building assumed to currently exist suggests that the scale of proposed Block D is appropriate from a daylight and sunlight perspective. The Cannon Road

Residents Group suggest that external materials for Blocks C and D should be lighter than proposed to help reflect light and aid natural brightness – especially for residents in Mallory Court and on lower floors of River Apartments. The proposed soft buff brick for Block D (which is in Detail) is a relatively light brick and its use has been found to be acceptable in terms of daylight and sunlight. Block C is in Outline, although a light grey base and soft, light red/brown brick is identified at this stage. Again, this has been factored into the daylight and sunlight assessment and is considered acceptable.

Overshadowing Assessment

6.10.14 The Applicant's Daylight and Sunlight Assessment also assesses transient overshadowing of existing nearby gardens/amenity spaces for 21 March (Spring Equinox), 21 June (Summer Solstice) and 21 December (Winter Solstice) based on similar development scenarios used to assess daylight and sunlight. It assessed the following spaces: Rivers Towers Apartments, Mallory Court gardens, Mallory Court roof terrace, the open space between Mallory Court and Brook House Primary School, and Brook House Primary School (to the north), Bryantwood Road and Altair Close Estate (to the east) and College Road, Durban Street and Bradford Close - in Enfield (to the west).

6.10.15 The BRE Guidelines recommend that at least half of a space should receive at least two hours of sunlight on 21 March, or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction). This standard is met for most of the spaces assessed. The most affected spaces are private gardens for Mallory Court. These gardens are already partly overshadowed by an existing boundary wall and only two out of seven receive two hours of sunlight on half of their area. The proposed development would mean that none of these gardens receive any sunlight on 21 March. However, it should be noted that none of these gardens would receive any sunlight under the alternative "mirror massing" baseline, allowed for by BRE Guidelines. The proposed Block D is similar to a "mirror massing" baseline and is in line with the approved HRWMF.

Boundary treatment/security

6.10.16 The existing brick wall that runs along the northern boundary with the Cannon Road area would be demolished. The future boundary would be largely set by the building lines formed by Blocks C, D and E, which would extend up to the boundary. The detailed proposals for Block D would result in a building of 17.6m AOD (4.6m above ground) immediately to the south of gardens to Mallory Court. This is approx. 2.5m above the height of the existing wall at the western end of Mallory Court and 0.88m below the height of the existing wall at the eastern end of Mallory Court. The proposals also provide for the provision of a timber fence at the rear of the Mallory Court gardens, hard against proposed Block D.

- 6.10.17 The proposed parameters for outline Blocks C and E allow for a single storey building on the boundary line (up to 19m AOD, or approx. 6.1m and 6.2m above ground level respectively). Guidance in the Revised Design Code for other sections of the boundary allow for 3m high wall/fence lines for the existing Brook House School MUGA (Cannon Yard) and proposed Brook Yard Court.
- 6.10.18 The Cannon Road Residents' Association has stressed the importance of the existing wall for security of car parking and gardens and has asked to be involved in decisions over its replacement. Block D is for determination at this stage and officers consider that the proposed boundary treatment would safeguard security. However, it is recommended that a planning condition reserves details of the ground floor building elevation or boundary fence, to enable further consultation with residents at the condition stage over the boundary treatment they would find most acceptable. Detailed arrangements for Blocks C and E and other parts of the northern boundary would be reserved for subsequent approval. Officers consider that the proposed parameters and guidance would safeguard security and Reserved Matters would be subject to consultation, so the Residents' Association could comment at that stage.

Overlooking/privacy

- 6.10.19 Bedroom and living windows in Block D (in detail), would generally be 20m away from similar windows in Mallory Court, which is within the 18-21 metres yardstick separation distance referred to in the Mayor of London's Housing SPG, although the two wings to the building would be only 10m away. However, Block D has been designed such that north facing windows in the two wings of the proposed building that would be closer to Mallory Court would be high level and comprise secondary windows to kitchens and bedrooms, with living rooms and bedrooms deriving their outlook from east and west facing windows. In addition, the application has been revised to ensure that these secondary windows would be fitted with obscure glazing. Officers consider that this proposed detailed arrangement would safeguard privacy. It is also proposed to include planting for the proposed first floor level communal garden space to safeguard privacy and it is recommended that landscaping details are reserved by condition.
- 6.10.20 The proposed parameters for Block C mean that it would be within approx. 18 and 25m from the existing River Apartments building to the east. Officers consider that, subject to considering detailed proposals at the Reserved Matters stage, these separation distances are sufficient to safeguard privacy. Likewise, the proposed 12 to 15m distances between Block E and homes in the existing Beachcroft Court is considered satisfactory.
- 6.10.21 Elsewhere, proposed Block G (in detail) would be at 17/18m away from existing homes in the rear part of No. 865 High Road and the southernmost flank wall elevation (close to the boundary with the Peacock Industrial Estate) would

have no windows – safeguarding the development potential of this land. The proposed parameters for Block A would mean that Block A would be at least 7m from the Peacock Industrial Estate. The submitted Design Code also makes clear that to limit overlooking, windows to the southern boundary of Block A should be restricted to secondary windows to living spaces, kitchens or bathrooms. The proposed parameters for Block B would mean that the distance between this building and the approved Building A on the Goods Yard would be at least approx.18m. Subject to considering details at Reserved Matters stage, these arrangements should safeguard the privacy of people living in the approved scheme and any future phase of the HRWMP.

Wind and Microclimate

6.10.22 This is addressed below, under the Wind and Microclimate heading.

Noise

6.10.23 The mainly residential nature of the proposed development means that, subject to the recommended conditions to limit the hours of use of any café/restaurant (A3) in Block G and to control noise from mechanical plant, it should not cause undue disturbance to neighbouring residents.

Amenity Impacts – Summary

6.10.24 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.11 Transportation and Parking

6.11.1 The revised NPPF (July 2018) is clear at Paragraph 108 that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up.

6.11.2 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. London Plan Policies 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets parking standards.

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

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

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

6.11.5 A key principle of the High Road West Master Plan Framework (HRWMF) is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

Transport Assessment

6.11.6 The application is supported by a Transport Assessment (TA) and associated Residential Travel Plan and Delivery and Servicing Plan. The LB Enfield has raised concerns that the TA does not adequately address potential impacts in Enfield and does not take account of committed/possible development in the borough. Given that the proposed development is expected to result in a reduction of traffic (see Trip Generation below) and the distance and/or status of the committed/possible developments referred to by LB Enfield, officers consider that the TA's methodology and scope is acceptable.

Trip Generation

6.11.7 The applicant's TA estimates likely trip generation for various modes based on TRICS sites used for the Good Yard application, together with Census travel to work mode shares. This indicates that the proposals would result in approximately 40 (two-way) vehicular trips during the morning and evening peak periods. The assessment concludes that the development would result in a net reduction in the number of vehicular trips in the AM Peak (-3) and the PM Peak (-51) and that existing bus services and London Underground services would be able to cope with estimated increases in demand. Officers agree with this assessment.

Site Access

6.11.8 Site access is in detail and is for determination at this stage. Vehicular access to the site would be from the High Road, with the signalised junction being modified and 'tightened up' (narrower carriageway and wider footways). It is recommended that a s278 Agreement secure site details of how the proposed new street ties in with the existing highway and junction. There would also be a secondary vehicular access connecting with Cannon Road to the north.

6.11.9 The proposed two-way east to west access route (Pickford Lane) is proposed to be a residential street (5.5m carriageway and footway space either side) which prioritises people over traffic, removes clutter from the pavement and encourages slower vehicle speeds through narrowing of vehicle areas. Two new routes would punch through from the two cul-de-sacs on the Cannon Road housing area to the north. The western one would be an extension of Pickford Lane and would be a vehicular route. The eastern one (Cannon Yard) would be pedestrian and cycle only.

Future Access Points

6.11.10 Parameter Plan 05 (Site Access) identifies potential future access points along the southern boundary with the approved Goods Yard site and in Peacock Industrial Estate and north-south 'emergency and maintenance access routes' leading to these. The Illustrative Scheme shows north-south running from Pickford Lane to the southern boundary, allowing for future connection to a further phase of the masterplan to the south, in accordance with the HRWMF. These include a pedestrian/cycle route to the Rear of Blocks A and B (Goods Yard Walk) down to White Hart Lane and White Hart Lane Station and service routes either side of the proposed Peacock Park, with the intention that these are designed to prevent motor traffic from rat-running through the site. To ensure that detailed proposals enable satisfactory connections with land to the south, it is recommended that a s106 planning obligation requires a Future Connectivity and Access Plan to be approved by the Council. Connections via the approved Goods Yard scheme and subsequent phases of the High Road West Masterplan would open up new pedestrian and cycle links to White Hart Lane Station and improve the PTAL of the western part of the site.

Legal Highway Agreements

6.11.11 The proposed on-site routes are not designed to be adopted by the Council and would be managed and maintained by a private company. Works to the existing signalised junction on the High Road will need to be the subject of a legal agreement under Section 278 of the Highways Act 1980.

Pedestrian and cycle movement

6.11.12 The Mayor of London's Stage 1 Report raises the concern that the submitted Transport Assessment does not include a full Active Travel Zone (ATZ) assessment. Officers are satisfied that the scheme itself incorporates measures to encourage active travel, including a new park, pedestrian/cycle connections with the Cannon Road area and Brook House Primary School to the north and (via the approved Goods Yard scheme/future phases of the High Road West Masterplan) to White Hart Lane Station and the nearby Cycle Superhighway 1. Given these contributions towards active travel and healthy living, officers consider that the Pedestrian Environment Review System (PERS)

audit included as part of the Transport Assessment is sufficient and that there is no need for an ATZ assessment to identify mitigation elsewhere.

Car Parking

- 6.11.13 The proposal is to provide residential car parking at a ratio of 0.16 spaces per unit, which works out at up to 52 spaces. Two of the proposed residents parking spaces would be allocated for Car Club vehicles. Disability parking spaces would initially be provided at a level of 3% of homes (10 spaces), with a further 7% (23 spaces) able to be converted to disabled parking bay standard if required in the future. Electric Vehicle Charging Points (EVCPs) would be provided for 20% of the proposed spaces (12 spaces), with the remaining spaces enabled for passive provision. One disability parking space would be provided for the proposed A1/A3 unit in Block G and this would be fitted with an EVCP.
- 6.11.14 The Detailed element of the proposed development (Blocks D, F and G) includes 20 spaces in an under-croft parking area in Block D, which would include 2 disability parking spaces. The illustrative scheme shows another under-croft parking area in the Outline Block C and on-street parking along Pickford Lane. The Revised Design Code states that the proposed Peacock Park would be kept substantially free from cars and parking, that there would be parallel parking along Pickford Lane (apart from outside Blocks C and D, where there could be perpendicular parking) and that residential parking would be provided within 100m of residential front doors.
- 6.11.15 The LB Enfield has raised concerns about possible overspill car parking on streets to the north of the site, within Enfield, and has requested a financial contribution from the applicant to help fund the introduction of a Controlled Parking Zone (CPZ). The streets in Enfield are some distance from the majority of the proposed homes, with the Cannon Road housing area in between and the risk of overspill car parking is considered relatively low. Furthermore, it is understood that the LB Enfield has carried out preliminary consultation on a potential CPZ for highways to the north of the site, although it should be noted that these stress for part of the emerging Joyce and Snells Estate renewal scheme, which, when implemented would see comprehensive redevelopment, including new streets and highway re-design. Nevertheless, officers recognise that overspill car parking in Enfield could become a problem and recommend that s106 planning obligations secure a baseline car parking survey, monitoring and, if monitoring shows there to be a significant problem, a financial contribution of up to £20,000 towards consultation/implementation of a CPZ.
- 6.11.16 It is recommended that s106 planning obligations secure the approval of detailed car parking management plans ensure that spaces are provided before homes are occupied and manage the use and allocation of spaces. It is also recommended that planning obligations ensure that Car Club spaces are provided and that future occupiers are unable to obtain on-street parking permits within Haringey.

Cycle Parking

- 6.11.17 Following revisions, the Detailed proposals for Blocks D, F and G meet the draft London Plan cycle parking standards (providing space for 70, 12 and 50 long-stay covered spaces respectively, including 5% large/non-standard cycles. The Revised Design Code commits subsequent Reserved Matters applications for Blocks A, B, C and E to comply draft London Plan standards, stating that cycle parking should be provided at a minimum of 1.5 spaces per one-bedroom dwelling and 2 spaces for all other dwellings, and 1 visitors' space per 40 dwellings.

Travel Planning

- 6.11.18 The applicant's Framework Travel Plan sets out objectives of reducing the number of car trips made by residents, increasing the number of trips by walking and cycling and ensuring that development does not add pressure on the public transport system and sets out a strategy and process for setting and achieving specific targets. It is recommended that the implementation and monitoring of an approved Travel Plan is secured by s106 obligation.

Delivery and Servicing

- 6.11.19 The applicant's Delivery and Servicing Plan estimates that there would be around 33 delivery and servicing trips a day, the vast majority of them being by Light Goods Vehicles (LGVs). It is proposed to accommodate these trips on-street within the site, with vehicles using parking bays on the proposed access road. Officers agree that this is reasonable. It is recommended that implementation of the proposed Delivery and Servicing Plan is secured by s106 Agreement (with the proposed Travel Plan Co-Ordinator being responsible).

Public transport capacity

- 6.11.20 The Mayor of London's Stage 1 Report raises concerns that the Transport Assessment does not include an assessment of how the number of proposed rail trips (expected 57 AM Peak and 21 PM Peak) would be divided between lines and stations, or the impact of the extra trips on these stations. The applicant's transport consultants have estimated that around 80% of Over/Underground users would use White Hart Lane Station, with the remainder using Silver Street and Northumberland Park (estimated at 5% and 15% respectively).

- 6.11.21 The Mayor of London Stage 1 Report seeks a contribution of £450,000 (£90,000 per annum for 5 years) towards bus service enhancement. The applicant's Transport Assessment estimates that the development would result in up to 50 additional people getting on a bus and 10 extra people getting off a bus during the AM peak hour. The High Road is a busy bus route and the applicant notes that there are over 90 buses stopping within 400m of the site in the AM

peak, meaning that there are nearly two buses for every extra person that is expected to want to get on one, with observations suggesting that most of these had spare capacity. The NPPF makes clear that the requirement for mitigation arises when there is likely to be a severe impact on the transport network. Officers do not consider that the request meets the tests for planning obligations set out in the NPPF and legislation.

Construction Activities

6.11.22 The applicant's Transport Assessment does not assess likely traffic movements during demolition and construction. However, it does make clear that the principal contractor will submit for the Council's approval a Construction Logistics Plan (CLP) (to comply with relevant TfL guidance) to set out vehicle movements to and from the site with the aim of improving safety and reliability of deliveries, reducing congestion and minimising negative environmental impacts. In fact, a CLP will be required for each phase of development and it is recommended that these are secured by condition.

Transportation - Summary

6.11.23 Subject to the recommended planning conditions and s106 planning obligations referred to above, the proposals would result in a reduction of car-borne trips associated with the site, encourage walking, cycling and public transport use, safeguard the development potential of Site Allocation NT5 and mitigate traffic impacts during the construction phase. As such, it is acceptable from a transportation perspective.

6.12 Energy, Climate Change and Sustainability

6.12.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and 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 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

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

6.12.3 The Applicant's revised Energy Statement sets out how the three-step Energy Hierarchy has been implemented and estimates that site-wide regulated CO2 savings would be 60.1% for the Detailed new-build element, 76.2% for the refurbished Listed Buildings and 61.8% for the Outline element of the application, against a Part L 2013 compliant scheme.

Lean Carbon Savings

6.12.4 The proposed energy efficiency measures include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well as energy saving controls for space conditioning and lighting. The scope of improvements of the existing building has been maximised but is limited due to its listed features. These measures achieve overall regulated CO2 emission reductions of 3.9% for the detailed new-build element, 38.5% for the refurbished Listed Buildings and 10.4% for the outline element. Overall, this meets the Intend to Publish London Plan target of 10% regulated CO2 emission reductions for the Outline element and exceeds the 15% reduction for non-residential uses.

Clean Carbon Savings

6.12.5 The Council has committed plans to deliver a North Tottenham District Energy Network (DEN). This facility has an anticipated development programme to be ready to deliver heat to developments in 2023 (subject to change).

6.12.6 A site-wide heat network served by a single energy centre in Block B is proposed for easy connection to the proposed DEN. This would connect all proposed new build development and potentially the two Listed Buildings. High efficiency gas boilers would be installed as the temporary heat source until the development connects to the plant. If it is not feasible to connect to the Listed Buildings, high efficiency condensing gas boilers would be provided for them. The on-site heat network is estimated to achieve overall regulated CO2 emission reductions of 48.9% for the detailed new-build element, 37.7% for the refurbished Listed Buildings and 46.7% for the outline element.

Green Carbon Savings

6.12.7 The applicant has identified photovoltaics as suitable technology for the development. The applicant is proposing that photovoltaics panels will be provided for the new build residential part of the development only, as installing them over the refurbished listed building could harm their appearance. The strategy assumes a 200sqm array on the roofs of Blocks B, D and E. The incorporation of PV panels would achieve overall regulated CO2 emission reductions of 7.3% for the detailed element and 4.6% for the outline element.

6.12.8 Officers are not wholly satisfied with the applicant's revised Energy Statement and it is recommended that a condition requires the submission of an updated

Energy Strategy before the commencement of Blocks D, F or G or when the first Reserved Matters application is submitted (whichever is the sooner).

Overall Carbon Savings

6.12.9 The proposed development delivers 67% improvement on site on the domestic detailed element of the scheme, 61.8% on the domestic outline element of the scheme and 35.7% on the detailed non-domestic scheme. To achieve 'zero carbon' for the new build residential portion of the scheme, the applicant's revised Energy Statement estimates that a total of 133.4 tonnes per annum of regulated CO₂, equivalent to 4,002 tonnes over 30 years needs to be offset by financial contributions. The proposed new build non-domestic portion of the scheme achieves 35% carbon reduction and no carbon offset is therefore required. The Revised Design Code includes a number of relevant guidelines for the Outline element of the scheme. However, it is recommended that s106 obligations are used to ensure the following:

- Communal gas boilers are installed in a site-wide energy centre (in Block B)
- Assume that this is connected to the proposed DEN with a low carbon factor
- Secure a carbon offset financial contribution based on the above assumption
- Secure an additional carbon offset financial contribution if system is not connected to the DEN within 10 (taking account of the additional carbon savings that would have been delivered by connecting to the DEN)

6.12.10 Based on the above approach, it is recommended that S016 planning obligations require the payment of an initial carbon offset amount upon commencement with a further deferred carbon offset payment made if no connection to a DEN is made within 10 years. It is also recommended a planning condition requires the submission and approval of an updated Energy Strategy to address officer concerns over some of the details in the revised Energy Statement.

Overheating

6.12.11 The applicant's Overheating Assessment and Overheating Design Note proposes to mitigate the risk of overheating by incorporating passive and active design measures, in line with London Plan Policy 5.9 and the Cooling Hierarchy, including:

- Minimising internal heat generation through energy efficiency design (e.g. reducing lateral pipework lengths within communal corridors)
- Reducing the amount of heat entering buildings in the summer (external shading elements, such as setback balconies and internal blinds)

- Natural ventilation for all buildings with maximised free openable area with mechanical ventilation the primary all-year round ventilation method for new build elements
- G-value of 0.4 for West facade of Block G and West and South facades of Block D; G-value of 0.63 to all others
- Night ventilation (10% of free openable area) for the top floor living spaces
- Internal blinds for the whole development (including Listed Buildings).

6.12.12 The applicant's Assessment/Note found that the detailed element (Blocks D, G and F) should meet the relevant CIBSE TM59 overheating risk criteria and that active cooling would only be required for the proposed retail unit on the ground floor of Block G. The submitted Design Code states that Reserved Matters applications should demonstrate how the design of dwellings will avoid overheating and it is recommended that conditions require that details of overheating mitigation measures for the Detailed Blocks are submitted to and approved by the Council and that Reserved Matters applications for the Outline Blocks are accompanied by an overheating assessment.

Sustainability

6.12.13 The applicant's Sustainability Statement sets out how the proposals address relevant policy objectives and the Revised Design Code includes a number of relevant commitments on SuDS, biodiversity and lighting for the outline element of the scheme and a number of specific conditions and s106 obligations are recommended under various report headings to secure these measures (Design Development, Flood Risk, Drainage and Water Infrastructure and Ecology). In addition, it is recommended that a condition is used to secure compliance with the BREEAM 'Excellent' standard for the proposed commercial space in Block G.

6.13 Flood Risk, Drainage and Water Infrastructure

6.13.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy 5.12 continues this requirement. London Plan Policy 5.13 and Local Policy SP5 expects development to utilize Sustainable Urban Drainage Systems (SUDS). Policy 5.14 requires proposals to ensure adequate wastewater infrastructure capacity is available.

6.13.2 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

6.13.3 The site is in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. It is within a Critical Drainage Area, but the submitted Flood Risk Assessment

(FRA) considers flooding from pluvial and groundwater sources and from sewers also to be low. The existing site is 100% impermeable and the FRA estimates that the existing discharge rate is approx. 157.7 litres per second (l/s) – discharging into a private sewer under the site and then in to a combined trunk sewer under the High Road.

6.13.4 A variety of Sustainable urban Drainage Systems (SuDS) features are proposed to be incorporated to provide a run off rate of 5 l/s, which the Applicant considers is the closest to the calculated greenfield runoff rate as is practicable whilst incorporating the proposed SuDS features and ensuring gravity discharge (i.e. no pumping). This amounts to a 97% betterment and is considered acceptable. The proposed SuDS features are as follows:

- Green/blue roofs to provide bio-diverse habitat in addition to capturing rainwater and naturally slowing the rate of runoff – on parts of Blocks B, C, D and E
- Permeable pavement and attenuation storage tank underneath the proposed Peacock Way, near to the High Road, to intercept and store water before it is discharged in to the public sewer.
- Rain gardens/swales in the proposed Peacock Park and Peacock Way; and
- Possible use of water butts to harvest water for irrigation of green spaces.

6.13.5 It is proposed that the SUDS features are privately managed and maintained and it is recommended that a s106 planning obligation ensures that they are managed in accordance with a SuDS Management Plan, as outlined in the applicant's submitted FRA.

6.13.6 Thames Water raises several water infrastructure issues concerning the proposal, including the ability of the water network infrastructure to accommodate the needs of the development proposal. It is recommended that planning conditions require water supply infrastructure and piling studies.

6.14 Air Quality

6.14.1 Policies DM4 and DM23 provide guidance on air quality in relation to development proposals. Policy indicates that development proposals should consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate.

6.14.2 Where adequate mitigation is not provided planning permission will be refused. This approach is reflected in the London Plan Policy 7.14. Additional Air Quality issues are addressed by London Plan SPGs around dust control and sustainable design and construction. Haringey is an Air Quality Management Area (AQMA).

6.14.3 The application is supported by an Air Quality Assessment, which considers the potential impacts of both road traffic and the proposed boiler plant that would result from the proposed development. This concludes that the proposal would result in a net reduction of car parking spaces and an associated reduction in road traffic (with no significant effects on sensitive receptor) and that impacts of emissions from the proposed boiler plant would be negligible. The Assessment also concludes that future residents would experience acceptable air quality, with pollutant concentrations, taking account of emissions from both road traffic and the proposed boiler plant, below the air quality objectives for human health. The proposed development has been shown to meet the London Plan's requirement that new developments are at least "air quality neutral" and the following best-practice measures have been incorporated into the scheme (to be secured by planning conditions/obligations where necessary):

- Setting back of the new development buildings from roads by at least 20 m;
- Provision of two car club parking spaces;
- Provision of two short-stay car parking spaces to discourage the use of private vehicles (both with Electric Vehicle Charging Points);
- Provision of EVCPs for 20% of residential parking spaces, with passive provision for the remaining residential spaces;
- Provision of short- and long-stay cycle parking spaces for retail and visitor use;
- Provision of a minimum of 556 long-stay residential cycle parking spaces;
- Installation of ultra-low NOx boiler plant, with emission rates below 32 mg/kWh; and
- Anticipated future connection to the district heating network, which would remove the need for boilers on site)
- The inclusion of broadleaf planting as part of the boundary treatment to the High Road frontage of Brook House Yard.

6.14.4 Mechanical ventilation details for the proposed A1/A3 unit on the ground floor of Block G up to roof level will need to be approved to make sure that they are sufficient to safeguard residential amenity. It is recommended that these are secured by condition.

6.14.5 The Assessment commits to the adoption of a Construction Environmental Management Plan (CEMP) (including Dust Management Plan) to minimise the environmental impacts of the construction works. The other conditions noted by the Council's Pollution Officer concerning combustion and energy plant, Combined Heat and Power details, Dust Management, and Non-Road Mobile Machinery registration are also required to make the scheme acceptable in air quality terms. Officers recommend all of these measures are secured by conditions.

6.15 **Wind and Microclimate**

6.15.1 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. This approach is reflected in the draft London Plan. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy AAP6 requires a high-quality public realm for developments in Tottenham.

6.15.2 The proposed scheme has been the subject of wind tunnel testing, which included taking account of the future surrounding scenario by assessing the proposed scheme with nearby consented schemes, including Nos. 810-812 High Road and the Goods Yard.

6.15.3 The illustrative scheme includes a number of specific soft landscaping, walls, screens and fences that have been identified as necessary mitigation measures. The relevant identified features are incorporated in to the detailed landscape scheme (curtilage space and private gardens associated with Blocks D, F and G) and it is recommended that these are secured by condition. Assuming these things are in place, the Assessment concludes the following:

- Safety - Pedestrian level wind conditions are expected to rate as safe for all intended users and no significant effect on pedestrian safety.
- Pedestrian comfort - expected to be windy but tolerable for pedestrians along the route between Blocks B and C. Otherwise, conditions on thoroughfares are expected to be suitable for pedestrian access to and passage through and past the site.
- Entrances - With appropriate entrance recesses, main entrances to the proposed development are expected to be suitable for pedestrian ingress/egress.
- Ground level open spaces - Public and communal amenity spaces are generally expected to enjoy suitable conditions for associated recreational activities, although any potential Block G cafe outdoor seating would need to be purposely located or locally sheltered.
- Roof-top terraces - Generally suitable for associated recreational activities, though Block C's Level 7 terrace may benefit from further development of the parapets or landscaping to maximise the potential for outdoor seating.
- Surrounding area - The Cannon Road development is susceptible to accelerated winds, particularly on the Brook House podium and this would not be significantly affected by the proposed development. There is the potential to very slightly exacerbate winds at the corner entrance to No. 840 High Road, where conditions are expected to remain at least tolerable for pedestrian ingress / egress. Otherwise, the effect of the proposed development is mainly to enhance the shelter to the area to northeast of the site. The proposed development is not expected to have a material effect on conditions within the neighbouring Cannons Road area.

6.15.4 With the introduction of the consented Goods Yard development, conditions within the proposed park would be enhanced and the potential limitations on a Block G cafe spill out area is alleviated. The slight effect at the corner of No. 840 High Road would also be alleviated. The application scheme does have potential to exacerbate the channelling of westerly winds between the Blocks A and B of the Goods Yard development, with resulting conditions rating (marginally) as unsuitable, in terms of pedestrian safety, for the general public in the centre of the road. In terms of pedestrian comfort, conditions at the centre of the road are suitable only for fast or business walking. However, the approved Goods Yard Development Specification and Design Code do consider the potential for accelerated winds in this area and it is expected that this effect can be adequately addressed during the detailed design stages for that approved scheme.

6.15.5 The proposed Blocks submitted in detail (Blocks D, F and G) are not significant structures with regards to wind effects. The only potentially adverse effect for these elements is on outdoor seating spaces associated with the proposed café in Block G. However, the applicant's assessment expects that suitable conditions could be achieved through either locating seating away from the building corner or by providing localised shelter for seating, by screening etc. It is recommended that such measures are secured by condition.

6.15.6 The submitted Design Code (4.12.13) requires landscape details for the Outline element of the proposed development to make direct references to the wind specialist recommendations and that the wind mitigation measures should be retained for the life of the development. The Assessment recommends that further wind tunnel testing be carried out at detailed design stage for Block B to confirm conditions and officers recommended that this is secured by a specific planning condition.

6.16 **Trees**

6.16.1 The Applicant's Tree Survey records 24 trees on and immediately adjacent to the site, the majority located around the western and eastern boundaries. Of these trees, none are Category A (the highest quality), 7 are Category B, 10 are Category C and 8 are Category U (unsuitable for retention). The Council's records do not indicate there are any trees on the site subject to a Tree Protection Order (TPO).

6.16.2 The Proposals proposal result in the loss of 12 trees. This includes 7 Category U trees and 5 Category C trees. Four mature prominent London Plane trees (Nos. 6001, 6002, 6003 and 6004) – two on the site near the High Road footway and two in the footway itself – would be retained. It is recommended that a condition requires the protection of trees to be retained during the demolition and construction phases in accordance with relevant British Standards. The detailed

scheme for Pickford Yard Gardens (Blocks F and G) and the illustrative scheme for the remainder of the site would see a significant net increase in trees on the site.

6.17 Ecology

6.17.1 London Plan Policy 7.19 indicates that whenever possible development should make a positive contribution to the protection enhancement creation and management of biodiversity. Priority is given to sites with ecological designations. Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites should protect and enhance their ecological value and AAP Policy AAP6 states that proposals for tall buildings that fall within 500m of a SPA/Ramsar area need to ensure no adverse effects.

The site

6.17.2 An extended Phase 1 habit survey was carried out in March 2019. This found that the majority of the habitats present on site (buildings, hardstanding and introduced shrub) are of negligible ecological importance and require no specific mitigation and there is no evidence of protected species, including bats, or significant opportunities for nesting birds. The Applicant's Preliminary Ecology Appraisal recommends the following potential opportunities to enhance the biodiversity of the site:

- Creation of green infrastructure, such as green roofs/walls or brown roofs within the development, which can be multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits;
- Planting of native flora species of known benefit to wildlife as part of newly created habitats. This includes shrubs, trees, grasses, forb species and nectar rich flowering plants;
- Additional planting along the west boundary, of native trees in order to enhancement the potential commuting corridor;
- Retention and buffering of existing mature London plane trees;
- The inclusion of bee bricks within brick walls and buildings to increase habitats for bee species; and
- Addition of bird and bat boxes across the site to improve nesting roosting opportunities, Swift boxes on high-rise buildings, bird boxes on lower buildings face north and east, and on newly planted or retained trees and bat boxes on west facing walls on any buildings adjacent to the west rail corridor.

6.17.3 The Design Code, as revised, includes a number of guidelines for subsequent Reserved Matters applications for the outline element of the scheme – including the use of native flora species of known benefits to wildlife to support the creation of new habitats and an attractive environment for pollinating insects and birds,

the inclusion of green roofs where possible, the inclusion of a series of bee bricks within the perimeter brick walls to Pickford Yard Gardens (actually submitted in detail), and bird and bat boxes across the site. Officers consider that the commitments given in the Design Code (which would be secured by condition) are sufficient for the outline element, but recommend the use of landscaping and biodiversity conditions to require appropriate provision for the detailed elements.

Habitats Regulation

- 6.17.4 Given the proximity of the application site to two designed European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”).
- 6.17.5 The application site is approx. 1.7 km west of the Lea Valley SPA at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally important numbers of species. This area is also a Ramsar site. The Lea Valley SPA/Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).
- 6.17.6 The application site lies approx. 4.9 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. However, it is within the Zone of Influence (ZOI) of 6.2km as defined by Natural England in their Interim Guidance. The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.
- 6.17.7 The applicant’s Preliminary Ecological Assessment notes that the Lea Valley SPA site is carefully managed to avoid impacts, with only limited access allowed to the wetland itself, with access closed seasonally to avoid impacts to wintering bird populations. As such, adverse effects as a result of increased recreational pressure are not considered likely. Likewise, the proposed development is not expected to result in an adverse air quality effects – indeed, road traffic, which is the major source of air quality pollution, is expected to decrease.
- 6.17.8 The applicant’s assessment also notes that the Habitat Regulations Assessments (HRA) for alterations to the Strategic Polices and The Tottenham Area Action Plan both conclude that there will be no likely significant effect on Epping Forest SAC through increased recreational pressure as nowhere within the Borough lies within the core recreational catchment for the site. In terms of air quality, the proposed car parking is limited (54 spaces at a ratio of 0.16 spaces per dwelling) and the assessment concludes that it is unlikely that links exist between the site and Epping Forest SAC via an air quality impact pathway. As such, no indirect effects on Epping Forest SAC are expected.

6.17.9 Natural England has reviewed the application and has raised no objections. Given the applicant's assessment and Natural England's response, officers consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations"). An integrity test is therefore not required and the proposal is in accordance with Policies SP13 and DM19. The site is greater than 500m from the Lee Valley SPA, so Policy AAP6 does not apply.

6.18 **Waste and Recycling**

6.18.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.18.2 The Applicant's Revised Occupational Waste Management Plan estimates the likely daily volume of residential and commercial waste and recyclables, which would require a total of 89 bins – 55 for general reuse and 34 for recycling. In addition, there would be the need for 15 external food waste boxes. The proposal is to integrate waste/recycling storage areas across the proposed development.

6.18.3 Proposals for the detailed elements of the proposed development (Blocks D, F and G) have been revised to incorporate larger bin store areas and space for bulky waste and are now acceptable. The submitted Design Code sets out a number of guidelines for the outline Blocks, including that residents would not have to walk more than 30m with their refuse/recycling. Officers consider that storage and collection of the estimated volume of generated waste for the Outline element of the proposed development is feasible, but that further details would be required at Reserved Matters stage, including details of commercial collection and pest management. It is recommended that detailed Waste Management Plans to accompany Reserved Matters applications are secured by condition.

6.19 **Land Contamination**

6.19.1 Policy DM32 require development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.19.2 The Applicant's Phase 1 Environmental Site Assessment concludes that the site is in an area of low to moderate environmental sensitivity and identifies a number of potential contamination sources given the sites historic and current use. It goes on to state that the potential risk of contaminated land liability is low to

moderate. The Assessment recommends that a Phase II intrusive ground investigation is carried out to appraise underlying soil and groundwater quality.

6.20 Basement Development

6.20.1 Policy DM18 relates to new Basement development and sets out criteria for where basements can be permitted. Basement development must be addressed through a Basement Impact Assessment (BIA).

6.20.2 The outline element of the proposed scheme includes non-residential basement space as part of Blocks A and B. The applicant's Basement Impact Assessment (BIA) Screening Report assesses site history and ground conditions and identifies no other proposed basements in the area. It goes on to consider impacts on underground structures and unexploded bombs, before discussing the proposed substructure and superstructure of Blocks A and B and design parameters for them. It is recommended that a planning condition requires a full BIA to accompany Reserved Matters applications for these Blocks, setting out a suitable basement design and construction methods.

6.21 Archaeology

6.21.1 The revised NPPF states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. London Policy 7.8 states that development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve a site's archaeology. This approach is reflected at the local level.

6.21.2 The site lies in an area of archaeological interest. The Greater London Archaeological Advisory Service (GLAAS) has assessed the proposal and indicates the need for field evaluation to determine appropriate mitigation. GLASS note a two-stage process of archaeological investigation comprising evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

6.22 Fire Safety and Security

6.22.1 Policy D12 in the Intend to Publish London Plan (December 2019) makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. Following requests by officers and the Mayor (in his Stage 1 Report), the applicant has submitted a Fire Safety Statement.

6.22.2 The Statement consists of a high-level review of fire safety requirements for the proposed development based on relevant British Standards and addresses means of escape, fire safety systems, internal fire spread, external fire spread

and access and facilities for the fire service. The Statement covers both the Detailed and Outline elements of the proposals, with assessment of the Outline element based on the Illustrative Scheme. The Statement provides high-level detail of how the proposals would function in terms of fire safety. However, detailed proposals should be provided prior to works commencing.

Access for emergency vehicles

6.22.3 There would be two vehicular access points to the site – directly from the High Road and via Cannon Road to the north. Internal access matters would be reserved for subsequent approval. However, Parameter Plans 04 and 05 and the Revised Design Code provide for vehicular and emergency access to all proposed Blocks, in the event of a fire, in accordance with the existing Building Regulations. The proposed main east-west Pickford Lane would be between 4.1 and 5.5m wide and shared paths would be a minimum of 3.1m wide.

Full Fire Statement

6.22.4 The submitted Fire Safety Statement is considered sufficient for the determination of this application. However, it is recommended that planning conditions area attached to any permission to ensure that (a) each application for approval of Reserved Matters relating to the Layout of Blocks A, B and C is accompanied by a full Fire Statement and that (b) a full Fire Statement is submitted and approved for each of the detailed buildings (Blocks D, F and G) before work on them commences. In both cases, the full Statement should cover all the matters specified in London Plan Policy D12.

Building Regulations approval

6.22.5 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.23 **Equalities**

6.23.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons

who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.23.2 As noted in the various sections in this report, the proposed development provides a range of socio-economic and regeneration outcomes for the Tottenham area including additional publicly accessible open space and the provision of new housing. A substantial amount of the proposed housing would be affordable housing, a proportion of which would be Council homes at social rents. This overall provision would add to Haringey's stock of market and affordable homes.

6.23.3 An employment skills and training plan, recommended to be secured by a S106 obligation, would ensure a target percentage of local labour is utilised during construction. This would benefit priority groups that experience difficulties in accessing employment. Assistance would also be provided for local tenders and employment skills and training. A financial contribution regarding apprenticeships is also recommended to be secured by a S106 obligation, as per the Heads of Terms above.

6.23.4 The proposed development would add to the stock of wheelchair accessible and adaptable dwellings in the locality and the Revised Design Code would help ensure that inclusive design principles are followed, in accordance with London Plan and local planning policy requirements.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL (£60 pr square metre, £59.64 with indexation) would be £1,813,056 (30,400 x £59.64) and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.96 with indexation) the Haringey CIL charge would be £632,000 (20.96 x 30,161), giving a total of £2,445,056. Up to 10,588 sqm of floorspace could be eligible for Social Housing Relief.

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

7.3 The Council is proposing to increase the current Haringey CIL charge rate for the Eastern Zone of the borough from £15 to £50 per square metre and consulted on a Draft Charing Schedule between 18 December 2019 and 11 February 2020. The proposed development would be liable to pay the Haringey CIL rate that is in effect at the time that permission is granted.

8 RECOMMENDATIONS

- 8.1 GRANT PLANNING PERMISSION subject to conditions in **Appendix 11** and a Section 106 Legal Agreement and GRANT LISTED BUILDING CONSENT subject to conditions in **Appendix 11**.

Appendix 1: Plans and Documents List

Planning application

Plans

Outline Site/Existing

- Outline – Existing GA Ground Floor Plan (92-GA-201-L00-P2)
- Outline – Existing GA First Floor Plan (92-GA-202-L00-P2)
- Outline – Existing Elevations (20-EL-310-P2)

Existing/Proposed Site Access

- Existing Site Access Plan (VN91172-D102-A)
- Proposed Site Access Plan (VN81172-D103-B)

Parameter Plans

- Parameter Plan 01: Site Location (90-ST-101-P2).
- Parameter Plan 02: Site Demolition (90-ST-102-P2).
- Parameter Plan 03: Building Plot (90-ST-103-P2).
- Parameter Plan 04: Public Realm (90-ST-104-P3).
- Parameter Plan 05: Site Access (90-ST-105-P3).
- Parameter Plan 06: Building Uses – Ground Floor (90-ST-106-P2).
- Parameter Plan 07: Building Uses – Upper Floors (90-ST-107-P3).
- Parameter Plan 08: Building Plot – Basement (90-ST-108-P2).
- Parameter Plan 09: Building Uses – Basement (90-ST-109-P3).

Detailed/Proposed – Block D

- Block D – Proposed GA Ground Floor Plan (20-GA-321-L00-P3)
- Block D – Proposed GA First Floor Plan (20-GA-322-L01-P3)
- Block D – Proposed GA Second Floor Plan (20-GA-323-L02-P3)
- Block D – Proposed GA Third Floor Plan (20-GA-324-L03-P3)
- Block D – Proposed GA Fourth Floor Plan (20-GA-325-L04-P3)
- Block D – Proposed GA Fifth Floor Plan (20-GA-326-L05-P3)
- Block D – Proposed GA Roof Plan (20-GA-327-L06-P3)
- Block D – Proposed North Elevation (20-EL-331-P3)
- Block D – Proposed West Elevation (20-EL-332-P3)
- Block D – Proposed East Elevation (20-EL-333-P3)
- Block D – Proposed South Elevation (20-EL-334-P3)
- Block D – Proposed Section AA (20-SE-321-P3)

Existing – Block F

- 867-869 High Road-Block F-Existing Basement Plan (92-GA-101-P2)
- 867-869 High Road-Block F-Existing Ground Floor (92-GA-102-P2)
- 867-869 High Road-Block F-Existing First Floor (92-GA-103-P2)
- 867-869 High Road-Block F-Existing Second Floor (92-GA-104-P2)
- 867-869 High Road-Block F-Existing Roof Plan (92-GA-105-P2)
- 867-869 High Road-Block F-Existing Elevations (92-EL-101-P2)
- 867-869 High Road-Block F-Existing Elevations (92-EL-102-P2)

- 867-869 High Road-Block F-Existing Sections (92-SE-101-P2)

Repairs – Block F

- 867-869 High Road-Block F-Repairs Elevations North & South (20-RP-901-P2)
- 867-869 High Road-Block F-Repairs Elevations South & West (20-RP-902-P2)
- 867-869 High Road-Block F-Repairs Roof Plan (20-RP-903-P2)

Proposed Plans – Block F

- 867-869 High Road-Block F-Proposed GA Basement Plan (20-GA-310-P2)
- 867-869 High Road-Block F-Proposed GA Ground Floor (20-GA-311-P3)
- 867-869 High Road-Block F-Proposed GA First Floor (20-GA-312-P2)
- 867-869 High Road-Block F-Proposed GA Second Floor (20-GA-313-P2)
- 867-869 High Road-Block F-Proposed GA Roof Plan (20-GA-314-P2)
- 867-869 High Road-Block F-Proposed Elevation West (20-EL-321-P2)
- 867-869 High Road-Block F-Proposed Elevation East (20-EL-322-P2)
- 867-869 High Road-Block F-Proposed Elevations North & South (20-EL-323-P2)
- 867-869 High Road-Block F-Proposed Sections (20-SE-330-P2)

Demolition – Block F (For information only)

- 867-869 High Road-Block F-Demolition Basement Plan (20-DM-806-P2)
- 867-869 High Road-Block F-Demolition Ground Floor (20-DM-801-P2)
- 867-869 High Road-Block F-Demolition First Floor (20-DM-802-P2)
- 867-869 High Road-Block F-Demolition Second Floor (20-DM-803-P2)
- 867-869 High Road-Block F-Demolition Elevations North & East (20-DM-804-P2)
- 867-869 High Road-Block F-Demolition Elevations South & West (20-DM-805-P2)
- 867-869 High Road-Block F-Demolition Demolition Roof Plan (20-DM-807-P2)

Detailed/Proposed – Block G

- Block G – Proposed GA Ground Floor Plan (20-GA-301-L00-P3)
- Block G – Proposed GA First Floor Plan (20-GA-302-L01-P3)
- Block G – Proposed GA Second Floor Plan (20-GA-303-L02-P3)
- Block G – Proposed GA Third Floor Plan (20-GA-304-L03-P3)
- Block G – Proposed GA Fourth Floor Plan (20-GA-305-L04-P3)
- Block G – Proposed GA Fifth Floor Plan (20-GA-306-L05-P3)
- Block G – Proposed GA Roof Plan (20-GA-307-L06-P3)
- Block G – Proposed North Elevation (20-EL-311-P3)
- Block G – Proposed West Elevation (20-EL-312-P3)
- Block G – Proposed East Elevation (20-EL-314-P3)
- Block G – Proposed South Elevation (20-EL-311-P3)
- Block G – Proposed Section AA (20-SE-301-P3)
- Block G – Proposed Section BB (20-SE-302-P3)

Documents

- Covering Letter (8 November 2019)
- Air Quality Assessment (Dated July 2019)
- Affordable Housing Statement (October 2019)

- Archaeological Desk Based Assessment (October 2019) (Dated July 2019)
- Basement Impact Assessment (October 2019) (Dated July 2019)
- CIL Additional Information Form
- Conformity Statement (04/02/2020)
- Daylight and Sunlight Assessment (October 2019) (Internal Daylight Assessment dated 30 July 2019, Overshadowing Assessment dated 26 July 2019, Daylight and Sunlight dated 1 October 2019)
- Design Code (Rev. P3, January 2020)
- Design and Access Statement
- Development Specification & Framework (Revised, February 2020)
- Energy Statement (Revised, February 2020 (24-02-2020))
- Financial Viability Appraisal (Revised, February 2020)
- Fire Safety Statement (3 February 2020)
- Flood Risk Assessment and Outline Drainage strategy (October 2019) (Dated July 2019)
- Heritage Statement
- Microclimate Assessment (October 2019) (Dated August 2019)
- Noise and Vibration Assessment (October 2019) (Dated September 2019)
- Occupational Waste Management Plan (Rev 5, January 2020)
- Overheating Assessment (12/09/2019), as revised by Overheating Design Note (21/02/2020)
- Phase 1 Environmental Site Assessment (325713.0000.0000, Revised, dated September 2019)
- Planning Statement (October 2019)
- Preliminary Ecological Appraisal (October 2019) (Dated 12 July 2019)
- Regeneration Statement (Revised, 24/01/2020)
- Statement of Community Involvement (October 2019) (Dated March 2019)
- Sustainability Statement (October 2019) (Dated September 2019)
- Transport Assessment (October 2019)
- Travel Plan (October 2019)
- Tree Survey (October 2019)
- Townscape and Visual Impact Assessment (October 2019)
- Utilities Statement (October 2019)

Listed Building Consent application

Plans

Existing – Block F

- 867-869 High Road-Block F-Existing Basement Plan (92-GA-101-P2)
- 867-869 High Road-Block F-Existing Ground Floor (92-GA-102-P2)
- 867-869 High Road-Block F-Existing First Floor (92-GA-103-P2)
- 867-869 High Road-Block F-Existing Second Floor (92-GA-104-P2)
- 867-869 High Road-Block F-Existing Roof Plan (92-GA-105-P2)
- 867-869 High Road-Block F-Existing Elevations (92-EL-101-P2)
- 867-869 High Road-Block F-Existing Elevations (92-EL-102-P2)
- 867-869 High Road-Block F-Existing Sections (92-SE-101-P2)

Demolition – Block F

- 867-869 High Road-Block F-Demolition Basement Plan (20-DM-806-P2)
- 867-869 High Road-Block F-Demolition Ground Floor (20-DM-801-P2)
- 867-869 High Road-Block F-Demolition First Floor (20-DM-802-P2)
- 867-869 High Road-Block F-Demolition Second Floor (20-DM-803-P2)
- 867-869 High Road-Block F-Demolition Elevations North & East (20-DM-804-P2)
- 867-869 High Road-Block F-Demolition Elevations South & West (20-DM-805-P2)
- 867-869 High Road-Block F-Demolition Demolition Roof Plan (20-DM-807-P2)

Repairs – Block F

- 867-869 High Road-Block F-Repairs Elevations North & South (20-RP-901-P2)
- 867-869 High Road-Block F-Repairs Elevations South & West (20-RP-902-P2)
- 867-869 High Road-Block F-Repairs Roof Plan (20-RP-903-P2)

Significance Plans – Block F

- 867-869 High Road-Block F-Significance Basement Plan (20-SG-820-P2)
- 867-869 High Road-Block F-Significance Ground Floor (20-SG-821-P2)
- 867-869 High Road-Block F-Significance First Floor (20-SG-822-P2)
- 867-869 High Road-Block F-Significance Second Floor (20-SG-823-P2)
- 867-869 High Road-Block F-Significance Elevations (20-SG-824-P2)
- 867-869 High Road-Block F-Significance Roof Plan (20-SG-825-P2)

Proposed Plans – Block F

- 867-869 High Road-Block F-Proposed GA Basement Plan (20-GA-310-P2)
- 867-869 High Road-Block F-Proposed GA Ground Floor (20-GA-311-P3)
- 867-869 High Road-Block F-Proposed GA First Floor (20-GA-312-P2)
- 867-869 High Road-Block F-Proposed GA Second Floor (20-GA-313-P2)
- 867-869 High Road-Block F-Proposed GA Roof Plan (20-GA-314-P2)
- 867-869 High Road-Block F-Proposed Elevation West (20-EL-321-P2)
- 867-869 High Road-Block F-Proposed Elevation East (20-EL-322-P2)
- 867-869 High Road-Block F-Proposed Elevations North & South (20-EL-323-P2)
- 867-869 High Road-Block F-Proposed Sections (20-SE-330-P2)

Documents

- Covering Letter
- Design Code
- Design and Access Statement
- Heritage Statement
- Planning Statement
- Transport Assessment
- Travel Plan

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FRAME PROJECTS

Haringey Quality Review Panel**Report of Formal Review of 867-879 High Road**

Wednesday 13 March 2019

River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)
 David Ubaka
 Joanna Sutherland
 Phil Armitage
 Wen Quek

Attendees

Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
James Hughes	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Christine Wood	London Borough of Haringey
Sarah Carmona	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
Fred Raphael	London Borough of Haringey
Matthew Maple	London Borough of Haringey

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. Project name and site address

867 – 879 High Road, Tottenham, London N17 8EY

2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Sean Bashforth	Quod
Rebecca Burnhams	Quod
Adrian Ball	F3 Architects LLP
Eike Sindlinger	Arup
Guy Denton	Reform

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

The application site is 1.2ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park. The site also includes a Grade II listed building (867 and 869 High Road) within the eastern site boundary, together with a row of five small retail units towards the south of the site. It lies within a wider strategically allocated parcel of land (NT5 - High Road West), pursuant to the Tottenham Area Action Plan (AAP). A masterplan (adopted in 2014) is in place for the area (the High Road West Masterplan Framework). The NT5 site allocation for the wider area calls for a masterplanned comprehensive development, creating a new residential neighbourhood and a new leisure destination. It also envisages a new high quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure. Site requirements indicate that the applicant's development should accord with the principles set out in the most up to date council approved masterplan.

Only matters of site access and heritage matters are proposed to be set out in the outline planning application, with other matters being reserved. Planning officers are concerned that the current proposal may foreclose progression of a more comprehensive site wide development in the strategically allocated area, and may prejudice comprehensive infrastructure provision. Planning officers seek the panel's view of the applicant's proposals at both a strategic level and at a detailed level in terms of the indicative buildings, circulation and access, open space proposals, parking, and the relationship to existing context. They would also welcome comments on the scope and approach of a design code for the scheme.



6. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to comment on the scheme at the pre-application stage. At a strategic level, the panel broadly supports the proposals which seem generally in line with the adopted 2014 masterplan. The level of detail available did not allow for a comprehensive review of the proposed buildings and spaces; the panel would like to see the scheme again, to enable a more thorough review of the indicative proposals, parameter plans and design codes.

As an initial response, the panel identifies scope for refinement of the design and layout of Blocks B/A, G and D. It would also like to see a greater level of detail on these aspects of the development, in addition to the relationship of the scheme to Mallory House, adjacent to the site at the north. Further consideration of the secondary spaces within the site would also be welcomed, to include the courtyard spaces and shared playspace.

The panel expresses concern about how quality will be secured through an outline application for this part of the wider masterplan area. It would like to see the scheme again, when more detail is available. Parameter plans and design codes will need to be very carefully considered in order to control the key elements that will establish the scheme's quality. In addition, the panel thinks that the detailed component of the hybrid planning application should extend to cover Block D as well as Block G.

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

Massing and development density

- At a strategic level, the panel broadly supports the massing of the proposals, which seem generally in line with the adopted 2014 masterplan.
- The panel is broadly happy with the scale of the proposed tower but feels that more work is needed to refine its design in the context of local and long-distance views. The tower would be the tallest in the group of towers in the immediate vicinity and the panel wonders how the group will be perceived, both at close quarters and from further afield.
- In general terms, while broadly supporting the proposals, the panel feels that there is insufficient detail to be able to adequately assess the quality of the proposals.
- It would like to see the indicative proposals worked up in greater detail in order to resolve some of the issues noted below. The parameter plans and design codes will need to carefully set down critical requirements. In addition, the panel would also like to see the detailed element of the hybrid planning application extended to cover Block D because of its prominent position fronting the open space and its close proximity to Mallory House to the rear..



Place-making, public realm and landscape design

- The panel welcomes the detailed approach to the design of the landscape and thinks that the key aspects of the public realm proposals should be secured in detail through the planning process (at the reserved matters stage).
- It would encourage further consideration of how a 'sense of arrival' (into the site at the High Road, and at the new park) might be fostered through the design of the public realm.
- The increase in connectivity eastwards, through and beyond the site, is supported.
- The panel considers that the potential future pedestrian crossing westwards over the railway is clearly a desirable objective. If this is identified by the local planning authority as a policy objective, the scheme should demonstrate that it would not prejudice its implementation..
- The boundaries between what is public space and what is private space need more consideration, especially with regard to the central courtyard spaces created within the scheme. Additional work to refine the detailed design of these spaces and the ground floor edges of the buildings that enclose them would be welcomed.
- While the heritage court (Pickford Yard Gardens, bounded by Block G) has a good sense of enclosure, the panel considers that the tower court (Embankment Gardens) needs a more defined edge to the west, to avoid the space 'leaking' out.
- The panel would encourage further consideration of the location of car parking; it would like to see the parking in front of Block D (facing onto the park) relocated to the side streets, to enhance the setting and visual qualities of the park.
- The panel considers that the proposed location of a shared playspace at the north-eastern corner of the site will present significant design challenges.
- As it is intended to be a secure playspace for the adjacent school during the day, it will need high fencing which will significantly alter the nature of this important corner onto the High Road. The high fencing will make the space look private; the panel wonders how this will work out-of-hours when the space becomes a public facility.
- The detailed design of the boundary treatments will also need to be carefully considered, in order to strike a balance between not wanting passive surveillance when the school is using the space with the need for passive surveillance when the local community is using it.



- The management of the space will also need to be carefully considered in terms of how it is lit at night, and how anti-social behaviour is avoided.

Scheme layout, and architectural expression

- The panel was not able to consider all the indicative proposed buildings within the scheme due to limited time and available information. It would welcome the opportunity to review the proposals when more details are available.
- The design of the open spaces (and the blocks that bound them) should be carefully considered in order to minimise privacy and nuisance issues for residents of ground floor properties.
- The panel would also like to see more information on Block G; it currently remains to be convinced by the proposals for this importantly located building, which will provide a setting for the Grade II listed 867 and 869 High Road.
- It would encourage further consideration of the layout and typology of Block G, in order to enhance the quality of accommodation, and the nature of the spaces immediately adjacent to the building.
- Concern remains that a significant proportion of the ground floor frontage of Block G is cycle and bin storage, which does not contribute to the activity, character and quality of the public realm. The panel would also encourage the design team to avoid upper-level corridors on main frontages where possible.
- Options to consider include the provision of two cores within Block G (which would enable the division of the bin/cycle stores), town houses at ground floor, plus the potential for multi-generational homes.
- The panel recommends that the proposals for Block G and its immediate setting form part of the 'detail' component of the hybrid planning application.
- Block D is also in a primary position, terminating a key view from the new park. It should not be a generic 'background' building but should have an architectural expression that is visually special, to acknowledge its importance in the local context.
- The northern elevation of Block D will also require careful consideration, due to its proximity to the rear of the existing Mallory House. The panel would like to see a cross section of the buildings (and space between) and would also like to understand the nature of the windows that will look directly onto the balconies opposite.
- Due to Block D's importance within the overall masterplan (and close proximity to Mallory House), it feels that the design of the building should also be included within the detailed part of the hybrid planning application.



- While the height of the tower (Block B) is potentially acceptable, the panel thinks that scope for improvement remains in relation to the orientation, three-dimensional form, roofline and expression of the block. Sculpting the massing and profile of the tower could mitigate the impact of the tower in long distance views.
- The expression and materiality of the tower does not need to reference the existing tower to the north; the panel would encourage an architectural approach that brings character, depth and detail to the elevations. Brick façades may work well in this regard.
- The easternmost corner of the tower accommodates plant and a cycle store at ground level, resulting in a relatively blank façade terminating the view from the High Road, and marking the entrance to the tower itself.
- The panel would encourage further consideration of this key area; options to explore could include altering the layout and configuration of the tower and Block A (adjacent), to more effectively 'turn the corner' within the streetscape.
- The panel also considers that the bin stores would be more appropriately accommodated away from the front elevation of the building.
- It considers that a large tower needs a substantial – and highly visible – entrance, and would encourage the design team to significantly increase the generosity of the arrival area and lobby, and consider the design in terms of the practicalities of mail boxes, deliveries, concierge facilities etc. A double-height lobby area can work well within a tower building.

Sustainable design

- The panel would like to know more about the impact of the proposals on the local microclimate. Daylight/sunlight studies and wind analysis will be important and should inform the continuing design process as well as measure the impact of the final proposals.
- In order to minimise overshadowing of the park by the tower at the west of the site, the panel would encourage consideration of shaping the corners of the block to increase the levels of direct sunlight.
- A 'zero carbon' target for the development is potentially very challenging; principles for passive design should inform development of the design at an early stage. Key considerations will be daylighting, heating and cooling.
- The panel would encourage the design team to explore issues that will become increasingly important as the climate changes. The need to switch from gas-fired boilers to electric boilers may become a requirement in the future.



Next steps

The Quality Review Panel would welcome the opportunity to consider the proposals at a further review, when more detailed information is available, particularly on the issues identified in its comments.

Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

- A 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

- B 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.



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FRAME PROJECTS

Haringey Quality Review Panel

Report of Formal Review of 867-879 High Road

Wednesday 19 June 2019

River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)

David Ubaka

Joanna Sutherland

Chris Twinn

Wen Quek

Attendees

Robbie McNaugher London Borough of Haringey

Richard Truscott London Borough of Haringey

Elisabetta Tonazzi London Borough of Haringey

Sarah Carmona 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

Fred Raphael London Borough of Haringey

Matthew Maple London Borough of Haringey

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. Project name and site address

867 – 879 High Road, Tottenham, London N17 8EY

2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Sean Bashforth	Quod
Adrian Ball	F3 Architects LLP
Katie-Hannah Wright	F3 Architects LLP
Dmitri Yasenev	F3 Architects LLP
Eike Sindlinger	Arup
David Livesey	Re-form

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

The application site is 1.2ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park. The site also includes a Grade II listed building (867 and 869 High Road) within the eastern site boundary, together with a row of five small retail units towards the south of the site. It lies within a wider strategically allocated parcel of land (NT5 - High Road West), pursuant to the Tottenham Area Action Plan (AAP). A masterplan (adopted in 2014) is in place for the area (the High Road West Masterplan Framework). The NT5 site allocation for the wider area calls for a masterplanned comprehensive development, creating a new residential neighbourhood and a new leisure destination. It also envisages a new high quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure. Site requirements indicate that the applicant's development should accord with the principles set out in the most up to date council approved masterplan.

The application is a hybrid application, with full planning permission sought for Blocks G and D; and building works to the listed building at 867-869 High Road. Details of the development for the remainder of the site will be submitted in outline, with matters of scale, layout, appearance and landscaping reserved in relation to Blocks A, B, C and details of appearance and landscaping reserved in relation to Block E.

Planning officers seek the panel's view of the applicant's proposals at both a strategic level and at a detailed level in terms of the indicative buildings, circulation and access, open space proposals, parking, and the relationship to existing context. They would also welcome comments on the scope and approach of a design code for the scheme.



5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to comment on the evolving scheme at the pre-application stage. The panel feels generally positive about the way that the proposals are evolving, and welcomes the inclusion of Block D as a detailed component of the hybrid planning application, following feedback from the previous review.

It understands that certain buildings within the masterplan have seen the addition of extra storeys of accommodation within this most recent iteration of the design. It feels that the proposed increase within Blocks B and C could be acceptable, subject to the quality and detail of the design codes. However, the panel does not support an increase in height to Blocks G and E.

The panel welcomes the evolving proposals for Block D. However, it feels that scope for improvement remains within the elevational treatment of Block G, and the expression and three-dimensional nature of Blocks A and B (the tower). The panel feels that the strategic elements of the landscape design of the site will be successful.

In general terms, the parameter plans and design codes will need to be very carefully considered in order to control the key elements that will establish the scheme's quality. In particular, the panel notes that the detail of the tower (Block B), in addition to the landscape design of the whole site, will need to be very carefully pinned down in the design code.

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

Massing and development density

- The panel understands that as the scheme has evolved since the last formal review in March 2019, some of the building heights have increased.
- In general terms, the panel feels that the increased heights identified within Block B and Block C could be acceptable, subject to a high level of detail within the design code that ensures the blocks are extremely well-designed. However, it considers that increasing the heights of Blocks G and E is not appropriate.
- The panel understands that the move to increase the building heights within the current site is being justified through the increased scale of the open space proposed at the centre of the site. In this regard, it notes that as the open space narrows to the site immediately south, it would expect the scale of the development in this part of the masterplan to reduce accordingly.



- Detailed comments on these adjustments are included in the sections on the individual blocks below.

Public realm and landscape design

- The panel feels that the strategic elements of the landscape design of the site will be successful.
- It notes that there is a good balance of parking, and open space, and the interface between public and private realms has been well-considered, especially with regards to the provision and design of defensible space.
- It welcomes the key principles of the design of the public realm, and supports the way that the entrance areas into the development have been given better definition and enclosure, and a sense of arrival, through the introduction of very robust signage elements.
- The panel notes that the design of Brook House Yard is an outline part of the application, and suggests that the success of the space will be highly dependant upon the management regimes in place.
- Pickford Lane is now a very strong element within the public realm design of the site.
- It highlights that as the landscape design is a reserved matter, the Design Code will need to be very clear and robust about the detail and quality of the landscape and public realm.

Blocks F/G

- The panel feels that the increase in height of Block G (as proposed in the current drawings) is not justifiable because of its overbearing impact on the listed buildings on the High Road.
- The panel would like to see a more generous floor to ceiling height in the commercial elements at ground floor in this section of the masterplan. With the removal of the additional floor above, this would then provide a good basis for developing a well-proportioned elevation to the square.
- The panel would support the principle of Block G having a unique identity within the square, given that it is a mixed use building rather than being purely residential. The current faceted approach to the design of the frontage to the square shows considerable promise and should be developed further.
- The panel questions whether the microclimate of the block has been assessed in terms of amenity, especially with regard to potential wind effects on the café and seating area near the corner of the block.



Block E

- The panel expresses concern about the proposals to increase the height of Block E. It considers that the scale of the buildings within the masterplan should step down from Block D towards the High Road, resulting in a reduced height for Block E.
- It would encourage the design team to consider this section of the masterplan further, in collaboration with Haringey officers.

Block D

- The panel supports the evolution of the architectural expression of Block D. As the detailed design of this element of the scheme progresses, the panel would encourage close collaboration with Haringey officers to ensure that this importantly-located building fulfils its obvious potential.
- It welcomes the dynamism and distinctiveness of the primary façade that addresses the proposed park, and feels that the deep chamfered elevational treatment could be very successful.
- As the geometry of Block G could potentially relax (as outlined above), the visual relationship with Block D would change. The panel welcomes the distinct personality of the proposed expression of Block D.
- The panel supports the inclusion of 1.5m balconies, as this will provide good private amenity for the residents.
- The inclusion of deep reveals within the balconies and window openings which provide good levels of solar shading are welcomed, as a response to the south-facing orientation of the primary façade.
- The two-storey base could be a very positive part of Block D; the panel considers that locating maisonettes at the ground level (as proposed) will help to enhance the privacy and amenity of the residential units.

Block C

- The panel supports the evolving design of Block C, and feels that the increased height (of one complete storey plus an additional part storey above) as proposed could potentially be acceptable, subject to a well-considered design code that enables a high quality building, in terms of the design of the accommodation, the architectural expression and the interface with - and design of – the public realm immediately adjacent.

Blocks A/B (the tower)

- The panel reiterates its previous view that it has serious concerns about the use of outline permissions for towers of this scale and sensitivity.



However, if the authority is able to specify a detailed design code for Block B that guarantees a high standard of design, then this may be acceptable.

- In particular, the proposed increase in height of 3 storeys on Block B could be acceptable if the design code establishes a very high quality of design in the materiality, detail, three-dimensional form, roofline and interface of the tower with the public realm at ground level. The tower should have a special character, with high quality materials and details.
- The panel considers that the design code for Blocks A and B needs to enable both a certain level of flexibility, whilst at the same time establishing clear objectives. It would encourage the design team to work closely with Haringey officers on the detailed technical aspects of the design code.
- The panel feels that there is scope for further refinement in the detailed design of Blocks A and B, and in particular the junction between these two elements. It would like to see a more dynamic and elegant approach to the built form, which avoids the creation of a monolithic structure within the masterplan.
- It would encourage the design team to further explore the three-dimensional form of the tower in greater detail, to both enhance the visual qualities of the roofline, but also in terms of a sculptural response to minimise over-shadowing, maximise access to sunlight in the immediate area, and mitigate wind issues locally.
- In this regard, the panel wonders whether the approach to managing the microclimate around the tower does need to be more robust; it questions whether 5m trees will mitigate wind issues in both summer and winter.

Next steps

The Quality Review Panel would welcome the opportunity to consider the detailed aspects of the proposals at a further Chair's review, when more detailed information is available, with particular reference to Blocks D and G.



Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

- A 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

- B 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.



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Haringey Quality Review Panel

Report of Chair's Review Meeting: 867 – 879 High Road

Wednesday 11 December 2019

River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Phyllida Mills (chair)

Joanna Sutherland

Attendees

Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Graham Harrington	London Borough of Haringey

Confidentiality

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

1. Project name and site address

867 – 879 High Road, Tottenham, London N17 8EY

2. Presenting team

Sean Bashforth	Quod
Adrian Ball	F3 Architects LLP
Katie-Hannah Wright	F3 Architects LLP

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

The application site is 1.2ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park. The site also includes a Grade II listed building (867 and 869 High Road) within the eastern site boundary, together with a row of five small retail units towards the south of the site. It lies within a wider strategically allocated parcel of land (NT5 - High Road West), pursuant to the Tottenham Area Action Plan (AAP). A masterplan (adopted in 2014) is in place for the area (the High Road West Masterplan Framework). The NT5 site allocation for the wider area calls for a masterplanned comprehensive development, creating a new residential neighbourhood and a new leisure destination, a new high-quality public square and an expanded local shopping centre, in addition to an uplift in the amount and quality of open space and improved community infrastructure.

Following two previous pre-application reviews, two separate applications were submitted in October 2019: a listed building consent application for internal and external works; and a hybrid (part outline / part detailed) planning application for development of up to 330 new homes and a small retail /café / restaurant use on the ground floor of Block G. Proposals for the listed buildings and Blocks D and G are submitted in detail. The remainder of the site is in outline, with matters of scale, layout, appearance and landscaping reserved for Blocks A, B and C and details of appearance and landscaping reserved for Block E.

Officers sought the panel's view on whether the amendments to the detailed proposals for blocks D and G have been successful, and their relationship with the wider proposals, including the listed building, Block F.



5. Quality Review Panel's views

Summary

The panel is broadly supportive of the planning application, subject to a number of detailed amendments to Block G and Block D, listed below. It welcomes the amendments that have been made to the scheme following the previous review in June 2019 and feels that these have been successful in improving the relationship with the heritage buildings on site (Block F) and improving the townscape qualities of the development. The panel welcomes the reduction in height of parts of Blocks G and E. However, it considers that scope for refinement remains within the architectural expression and detailed layout of Blocks D and G. While the scope of the review was limited to the detailed elements of the hybrid application (Blocks D and G), the panel also reiterates that the parameter plans and design codes within the application will need to be very carefully considered to protect elements critical to the scheme's quality. The language used within the codes will be extremely important to ensure a high quality of design and materiality; for example, the use of the term 'shall be' rather than 'could be'. The panel also highlights that the design and detail of the tower (Blocks A / B), the other buildings in outline, and the landscape design across the whole site will require careful consideration at reserved matters application stage. Further details of the panel's views are provided below.

Block D

- The panel remains supportive of Block D and understands that it has remained largely unchanged since the previous review.
- As at the previous review, the panel supports the approach to the primary elevation, with deep reveals, inset balconies, chamfered brickwork and a dynamic composition that addresses the park to the south. However, it feels that some scope for refinement remains within the architectural expression of the building.
- The panel considers that a greater visual 'solidity' to the main, central section of the elevation would improve the overall composition. In this regard, it would encourage the design team to explore increasing the dimension of the vertical framing elements, in addition to providing a more substantial parapet.
- Increasing the visual 'solidity' of the upstands to the balconies could also give the building a greater visual weight, while also improving the sense of privacy and functionality for the balcony spaces.
- The panel would encourage a further iteration of the design process to interrogate the plan of the accommodation in terms of how it relates to the design of the façade - to ensure that balconies are located off living spaces and that the size and location of window openings is appropriate for each room. It notes a conflict between some of the standard flat types and the



composition of the exterior façade, which has resulted in reduced access to external balconies within some of the flats.

- Maximising views from circulation areas of the block to the communal areas outside would be supported. Doors onto the podium should be wide, and fully glazed - and should include side lights where possible. In addition, windows that offer a view of the communal area from each floor of the stairwell would be welcomed.

Block E

- The panel welcomes the adjustment to the building height of Block E, that removes the additional storey and reduces the visual dominance of the block, improving its sensitivity to the setting of Block F, a Grade II listed building.

Block G

- The panel welcomes the partial reduction in height of Block G to step down the storey heights.
- It also supports the inclusion of a more generous floor to ceiling height in the commercial elements at ground floor level and feels that this is now working well.
- There remains scope to improve the design of the main residential entrance, to give it greater presence on the street, while also reducing the visual prominence of the electrical cupboards. Further consideration of the materials proposed for the entrance could help to reinforce its 'special' nature, whether through the inclusion of bronze or timber for example.
- The panel would also encourage the design team to explore options to mitigate any potential nuisance from the commercial waste being wheeled in front of the entrance to the main residential core. Consideration of the detailed layout at ground floor level - and of the proposed management arrangements - could help with this.
- The articulation of the façade fronting onto the open space is working well, and the awnings provide a welcome level of detail and enclosure for the external space.
- The play of the components within the elevations are successful; however, similarly to Block D, the panel would encourage further work to interrogate how the plan relates to the façades, to ensure that balconies are located off living spaces and that the size and location of window openings is appropriate for each room.



- Aligning the window on each floor to sit centrally within the long corridor on the north façade of Block G would also be supported.
- The panel welcomes the set-back upper level, faced with bronze cladding. It highlights that the quality of the cladding finish is critical and expresses concern that if a cheaper cladding material is used this could dilute the architectural quality of the block.

Blocks A / B (the tower)

- The panel reiterates its previous view that it has serious concerns about the use of outline permissions for towers of this scale and sensitivity. However, if the authority is able to specify a detailed design code for Block B that guarantees a high standard of design, then this may be acceptable.
- The proposed increase in height of 3 storeys on Block B from the initial review in March 2019 (at 26 storeys, max +97m AOD) to the current application (at 29 storeys max +103m AOD) could be acceptable if the design code establishes a very high quality of design. Achieving this will require careful definition of materiality, detail, three-dimensional form, roofline and interface of the tower both with Block A and with the public realm at ground level. The tower should have a special character, with high quality materials and details.
- The panel considers that the design code for Blocks A and B should enable both a certain level of flexibility, whilst at the same time establishing clear objectives and a clear quality standard consistent with Blocks D and G. It would encourage the design team to work closely with Haringey officers on the detailed technical aspects of the design code.

Next steps

Subject to the resolution of the issues noted above, the panel is broadly supportive of the application. It would welcome a further opportunity to review all of the proposals at reserved matters stage.



**Appendix: Haringey Development Management DPD
Policy DM1: Delivering high quality design**

Haringey Development Charter

- A 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;
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 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
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 - 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.



Development Management Summary – 867-869 High Road N17 8EY (B&M Store - Former Sainsbury's supermarket site)

14th March 2019

A Development Management (DM) Forum was held on 14th March 2019 at Duke's Aldridge Academy Trulock Road, Tottenham, London, N17 at 7:00 PM.

7 local residents signed the attendance list on the evening. Also attending were members of the pre-applicant's team and Haringey officers. Attendees were advised that unrecorded questions (where the speaker was not speaking into the roving microphone) may not have been captured in the minutes.

The key planning issues highlighted at the meeting by residents were centrally concerning the link to the Brook House development (and associated traffic issues), issues of privacy and inter-looking between proposed and existing development, fire safety concerns and other issues as set out below.

Design and Building Heights

- The proposed development will overshadow Mallory Court.
- The proposed tower should be smaller than the existing tower to the north.
- Is there a vehicle route proposed between the Goods Yard site and this site? Could mopeds get through this link and will this lead to safety issues?
- Will there be through route for cars via Cannon Road?
- What is the level of disabled parking in the scheme?
- The local school is in need of additional playspace.
- The redevelopment will give rise to construction impacts in the local area.
- The link via Cannon Road will create an issue with queuing as the parking access to the Rivers Block requires vehicles to wait in the road while the access gates open.
- The proposed blocks will create a loss of views for residents to the north.
- The wall between the site and Brook House should not be removed.
- The relationship between Block C and the Rivers Block could result in security issues and users could climb between the two buildings.
- The tower is taller than the Council's planning documents would allow.

Housing and Amenity Issues

- Other recent developments in Haringey have not been 'pepper-potted' with a mix of affordable and market units - what can be done to avoid separate residential entrances for new development?
- New development should be affordable for all residents.
- What are the timescale to bring new development forward?
- Will the scheme be wind tested?
- Will the scheme be daylight/sunlight tested?

Other Issues

- What is planning for the shops on the west side of the High Road? Does the Club own these shops? Will these shops be demolished?
- What is happening with the ballot initiative on the Love Lane Estate? Who is running the ballot and when will the results be available?
- When does the lease for the B&M store expire?
- Anti-social behaviour is key issue in area – community use area would need to be carefully managed.
- The cladding of any tall building should meet Building control requirements.
- Concerns around the fire safety of tall buildings.

Meeting concluded at 9:00 PM

JH 29.03.2019

Appendix 6 – Planning Sub Committee Minutes

**Clerks note: the wording for any additional conditions and informatives approved by the Committee will be formulated by the Planning Service and included on the decision notice*

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

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

Officers and the Applicant responded to questions from the Committee:

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

The Chair thanked all for attending.

343. UPDATE ON MAJOR PROPOSALS

RESOLVED that the report be noted.

344. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

RESOLVED that the report be noted.

345. NEW ITEMS OF URGENT BUSINESS

None.

346. DATE OF NEXT MEETING

9 September 2019.

CHAIR: Councillor Vincent Carroll

Signed by Chair

Date

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Appendix 7 Internal and External Consultee Representations

Stakeholder	Comment	Response
INTERNAL		
Climate Change	<p><u>Energy Assessment</u></p> <p>Energy – Overall The scheme delivers a 71.1% improvement on domestic detailed scheme, 61.8% improvement to the domestic outline scheme, and 35.7% improvement to the detailed non-domestic scheme, beyond Building Regulations 2013. The policy requirement is 100% improvement beyond Building Regulations 2013 to achieve a zero-carbon development on site.</p> <ul style="list-style-type: none"> - The baseline Target Emission Rates (TER) and Building Emission Rates (BER) should be clearly set out by new build domestic/non-domestic for outline and full, refurbishment domestic. - Summary tables should be provided alongside bar graphs as per Tables 3, 5, 6 & 7 in section 6 of the GLA guidance (although this should split out by outline and detailed, and residential and non-residential uses). https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018.pdf - At the end of every section the applicant should provide summary tables of TER, DER and regulated savings achieved. - The baseline for the refurbishment does not appear to follow the GLA’s guidance in Section 7 of the document linked to above. - Please confirm which units the SAP reference numbers relate to, preferably shown on plan. - What heating system has been used for the TER sheets? - Please also submit the SAP Compliance Report. <p><u>Final comments following submission of revised documents</u> <i>The scheme now only delivers a 67% improvement, instead of 71% for the domestic detailed element. The baseline of the domestic cumulative savings has changed from 120.9 tCO₂ pa to 81.3 tCO₂ pa. This has impacted on the Be Lean carbon reductions, resulting in only 0.3% reduction for the domestic new build element. What has changed?</i></p> <p><i>A revised Energy Strategy will need to be submitted before commencement of Blocks D, F and G to resolve the issues that have not been resolved and address the reduction in emissions since the initial submission.</i></p>	<p>The applicant has submitted a revised Energy Statement and Overheating Note in response to original comments and those from GLA officers.</p> <p>The <i>‘final comments’</i> are in response to these revised documents.</p> <p>Discussed within the report. Recommended s106 planning obligations and conditions securing mitigation.</p>

Stakeholder	Comment	Response
	<p>.....</p> <p>Energy – Lean <u>Domestic and Non-Domestic New Build (Detailed)</u> The applicant has proposed an improvement of beyond Building Regulations by 16.2% through improved energy efficiency standards in the domestic and non-domestic elements of the detailed new build, which is welcomed.</p> <p>The following issues should be addressed prior to determination of the application:</p> <ul style="list-style-type: none"> - In calculating the Dwelling Emission Rate (kWh/year and kgCO₂/year) in Table 5 on page 22, the hot water and auxiliary energy demands are higher in the Be Lean stage than the baseline. In Table 7 on page 23, the Be Lean auxiliary energy demand is also much higher than the baseline. Please correct or justify. - Infiltration rate for the retail unit is higher in the actual building (5 m³/hm²@50Pa) than the notional building (3 m³/hm²@50Pa), please justify. <i>Not clarified</i> - U-values are not consistent with SAP and BRDEM sheets: <i>Not clarified</i> <ul style="list-style-type: none"> o SAP new domestic 1.23 windows; Energy Statement 1.30 o BRDEM 0.17 walls; Energy Statement 0.15 o BRDEM 0.00 walls; Energy Statement 0.10. Please confirm why there would be no heat loss through roof. - The Energy Statement does not refer to thermal bridging at all. Please add a section in accordingly, referring to the y-values and what measures will be undertaken to improve these from the notional. - Please add commentary about what type of insulation will be used. - Can SAP outputs for SAP ref no. 12 please be submitted to provide additional information on the SAP inputs and outputs? <p><u>Refurbishment (Detailed)</u> The Energy Strategy should include commentary on how the existing performance of the listed building has been estimated and what sources were used (including u-values, thermal bridging and air tightness). Page 18 refers to Appendix S where these values are supposed to be, but this is not included in the report.</p> <p>Furthermore, we expect to see detail on what measures will be undertaken to make the retained listed buildings more energy efficient (what type of insulation, how the building will be</p>	

Stakeholder	Comment	Response
	<p>made more airtight, etc)? Clear indication on plans what type of insulation materials and thickness would be useful to understand these energy efficiency proposals in context, and why the insulation in the walls, floors and windows will not be improved at all.</p> <p>More emphasis needs to be placed on reducing the energy demand from control systems like lighting, ventilation, equipment and appliances. It is not clear whether lighting will be replaced, advanced lighting/space conditioning controls, smart metering is proposed for the listed building.</p> <p>Can SAP outputs for SAP ref no. 19 please be submitted to provide additional information on the SAP inputs and outputs?</p> <p><u>Domestic (Outline)</u> The applicant has proposed an improvement of beyond Building Regulations by 10.4% through improved energy efficiency standards in the domestic outline elements. This could be improved.</p> <p><i><u>Final comments following submission of revised documents</u></i> <i>A revised Energy Strategy is required.</i></p> <p><i>As part of this we recommend the Be Lean calculation should assess the Actual Building with the same heating system as the Notional Building (this will allow the energy efficiency of the dwelling fabric to be properly understood – it is currently masked by the change in heating system).</i></p> <p><i>The revised energy strategy should also ensure Tables 5-9 are consistent (they are not currently).</i></p> <p>.....</p> <p><u>Energy Strategy</u></p> <ul style="list-style-type: none"> • The carbon calculations appear to have been done incorrectly – according to table at end of Appendix E, xCO2 have used: <ul style="list-style-type: none"> ○ 95% of heat from DHN with CO2 factor of 0.09 ○ 5% of heat from local gas boiler ○ The figure of 0.09 already incorporated 5% from gas boilers and so should be 	

Stakeholder	Comment	Response
	<p>applied to 100% of the heat. This change would act to improve the 'be green stage' and reduce 'initial offset payments' / increase 'deferred offset payments'</p> <ul style="list-style-type: none"> ○ The applicant explains this is in part due to the limitations of the SAP software they are using. In a revised energy strategy, we would be happy to work with the applicant to undertake manual correction to the SAP calculations. <p><u>Active energy efficiency measures</u></p> <ul style="list-style-type: none"> ● The strategy states the distribution system will be designed in accordance with CIBSE CoP1 which will address losses. This is welcome but we would expect design to be in accordance with LBH Generic Specification (attached – although it is recognised some areas will need discussion with the developer e.g. the specification is silent on boilers and states tall buildings [such as Block b] are special cases). The LBH Generic Specification requires the scheme to meet CIBSE CoP1 good practice standards for distribution losses. ● We would expect the resulting distribution losses to be <350kWh/dwelling or c. 40W/dwelling. The overheating calculations should tie up with this level of losses – a quick cross-check suggests the corridor overheating estimate is based on the recommended maximum losses in the Domestic Building Services Compliance Guide; however, the overheating risk has assumed very small pipes (8mm diameter where 35mm diameter is more likely where losses almost double and appears to have ignored risers / failed to take into account actual designs). ● It is also worth noting that the minimum requirements of British Standards for pipe insulation are somewhat lax compared to the recommended maximum heat loss per meter of pipe in the Domestic Building Services Compliance Guide hence the need for increased scrutiny in this area. ● We would expect clear evidence of compliance with the design standards (CP1/ LBH Generic) at various points through the project up to completion. <p><u>Other comments</u></p> <ul style="list-style-type: none"> ● The Energy Strategy is unclear on the location of the energy centre but it is understood a permanent location is proposed below Block B. This means phasing of heat supply (including use of temporary boilers) is unclear (e.g. the proposed basement drawing for Block F suggests boilers will be installed here? That is ok on temporary basis but would expect a single EC in the long run). ● A clearer strategy for the location of energy centre and phasing of the site wide network needs to be provided. This should also identify the point of connection. The developer should: 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> ○ leave space in energy centre for a substation to connect the off-site (primary) network and on-site (secondary network); ○ install dry primary pipework from energy centre to an agreed point of connection (a manhole with isolating valves) near the edge of the site. This pipework to be installed to LBH standards and left sealed and dry for future connection. <p>The AQ implications do not seem to have been provided either.</p> <p>Recommendations</p> <ul style="list-style-type: none"> ● To address the above, it is proposed to require a revised energy strategy to be submitted for approval prior to commencement (either by condition or s106). This strategy should: <ul style="list-style-type: none"> ○ Redo SAP2012 calcs with correct CO2 factor for DHN to calculate an initial offset requirement covering detailed, outline, refurb and non-domestic (all of which need to be zero carbon) ○ Identify the carbon saving from connecting to the DHN (i.e. the ‘be green’ saving) – a deferred offset amount should be calculated to reflect the benefit that connecting to the DHN will provide ○ Clarify the location of EC, phasing of heat supply during build-out and route of primary pipework to be installed by developer and point of connection ● The development should be required to be in accordance with the approved revised energy strategy through either the s106 or decision notice. ● An updated overheating strategy would also need to be provided once design of the heating system has progressed. <p><u>The s106 should:</u></p> <ul style="list-style-type: none"> ● Require the developer to commit to designing the secondary network in accordance with LBH Generic Spec (which should be referenced in the s106 – in the past we have included a schedule of departures to address things like inclusion of boilers and tall buildings) and to submit details at design stage, construction stage and commissioning stage to allow LBH to verify this has been complied with – this shall allow for site inspections ● Require the developer to commit to designing the primary network they will deliver on behalf of the DHN on their site in accordance with LBH Generic Spec and to submit details at design stage and construction stage to allow LBH to verify this has been complied with – this shall allow for site inspections ● Require the developer to commit to using all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10year window. Note LBH will engage 	

Stakeholder	Comment	Response
	<p>separately with the developer on this connection.</p> <ul style="list-style-type: none"> • Require the developer to pay the initial offset on commencement • Require the developer to pay the [index linked] deferred offset amount (see above) if no connection has been forthcoming after 10 years • Similar provisions have been included in other s106 agreements e.g. The Goods Yard and Tottenham Hale Centre (Argent-Related). <p><u>Final comments following submission of revised documents</u></p> <p><i>A revised energy strategy is required prior to commencement of Blocks D, F and G to set out detailed design of the heat network within the blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification.</i></p> <p><i>This should include detail of pips routes and lengths, pipe sizes (taking account of F&R temperatures and diversification) and insulation to determine heat loss from the pipes in W/dwelling in order to demonstrate losses have been minimised.</i></p> <p><i>Given the site-wide energy centre for the development is in the outline portion of the scheme, a strategy should be detailed for the supply of heat to any phases occupied before the site-wide energy centre is available.</i></p> <p><i>Further detail should also be provided of how the developer will ensure the performance of the system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.).</i></p> <p><i>The above is also in accordance with recommendations in the District Heating Manual for London.</i></p> <p>.....</p> <p>Energy – Green</p> <p>The report includes a review of the installation of various renewable technologies. The Energy Statement proposes 130 m² of solar photovoltaic panels on Block D, with 19.5 kWp, and 200</p>	

Stakeholder	Comment	Response
	<p>m² on Blocks B and E with 30 kWp. This will reduce the CO₂ emissions by a further 6.4% on the domestic detailed element, 0% on the non-domestic detailed element, 0% on the refurbishment domestic detailed element, and 4.6% on the domestic outline element.</p> <ul style="list-style-type: none"> - Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes? - Why has a SE/SW orientation been assumed for PV when the plan below shows that the blocks have a direct southern orientation? <p>Air source heat pumps are proposed for the commercial unit. All units should be heated through a single energy centre across the site, including commercial and shared space heating. This must be designed to connect to the DEN. Individual heating sources should therefore not be proposed.</p> <p>Appropriate planning conditions will be worked up to secure the maximum feasible number of PVs, their maintenance and cleaning requirements, and appropriate end of life.</p> <p><u>Final comments following submission of revised documents</u> <i>The revised Energy Strategy should also revisit the renewable energy strategy to include PV on Block G (or justify why it is not possible to do so)</i></p> <p><i>The development currently only achieves 7.3% across the whole detailed application and 4.6% across outline application) when the target is 20%.</i></p> <p>.....</p> <p>Carbon Offsetting The applicant has stated that a carbon offset contribution is due to offset the remaining regulated carbon emissions for the residential new build elements of the scheme to reach 'zero carbon' requirement only. The applicant has not complied with Haringey Policy SP4 for the non-domestic element, and only assumed a reduction in carbon emissions up to 35%. The policy requires all developments to be zero carbon, and the remaining emissions must therefore be offset to 100%.</p> <p>Block F has also not been included in the carbon offset calculation. As the building will undergo</p>	

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	<p>substantial works it will require energy efficiency improvements to be undertaken as well. It is acknowledged that due to the listed nature of the buildings, a full retrofit to achieve zero carbon may not be realistic, however we do expect the remaining emissions should be offset, where viable.</p> <p>Our approach to calculating carbon emissions for applications proposing to connect to the DEN include two carbon offset contribution scenarios that need to be calculated and presented in the Energy Strategy:</p> <p>(1) connection to the DEN scenario (2) the communal heating and gas boilers scenario – please include this scenario.</p> <p>The carbon offset contribution for scenario 1 will be due and the difference in the offset contribution between the first and second scenarios will be deferred for 10 years and indexed accordingly. If the connection to the DEN is realised, there will be no need to pay the difference in carbon offset, but the scheme will have to pay up to this amount as a connection charge. If the scheme is not connected, the difference will be due to be paid.</p> <p>Following amendments to the Energy Strategy responding to the issues listed above, we will calculate an indicative carbon offset contribution for the detailed and outline elements of the scheme. The price per tonne of carbon is currently set at £60 over 30 years.</p> <p><i>Current carbon offset for Scenario 1</i></p> <table border="1" data-bbox="394 986 1384 1453"> <thead> <tr> <th></th> <th>Baseline (tonnes CO₂ per annum)</th> <th>Residual CO₂ emissions after energy hierarchy</th> <th>% saving over baseline</th> </tr> </thead> <tbody> <tr> <td>Detailed domestic</td> <td>120.9</td> <td>35.0</td> <td>71.1%</td> </tr> <tr> <td>Detailed non-domestic</td> <td>24.0</td> <td>15.4</td> <td>35.7%</td> </tr> <tr> <td>Refurb domestic</td> <td>39.8</td> <td>9.5</td> <td>76.2%</td> </tr> </tbody> </table>		Baseline (tonnes CO₂ per annum)	Residual CO₂ emissions after energy hierarchy	% saving over baseline	Detailed domestic	120.9	35.0	71.1%	Detailed non-domestic	24.0	15.4	35.7%	Refurb domestic	39.8	9.5	76.2%	
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Stakeholder	Comment				Response
	(detailed)				
	Outline domestic	255.0	97.4	61.8%	
	<p><u>Final comments following submission of revised documents</u> <i>Carbon offset contributions must be paid to achieve 100% reduction on Building Regulations for non-domestic elements too, in line with Policy SP4 which states that from 2019, all non-domestic developments must be zero carbon.</i></p> <p><i>Correction to initial comments; the application was submitted before 1st January 2020 and will therefore need to offset carbon emissions with the £60/tCO₂ pa over 30 years.</i></p> <p><i>The offset contributions for the scheme will need to be determined in the revised energy strategy (and for the outline scheme will be determined at the reserved matters stage).</i></p> <p><i>The revised (and reserved matters) Energy Strategies will also determine how the offsets will be split between ‘initial offset’ (100% of which to be paid on commencement) and ‘deferred offset’.</i></p> <p><i>Note the deferred offset contribution will be set initially by the energy strategies but is also subject to refinement using ‘as built’ SAP calculations via the s106.</i></p> <p>.....</p> <p><u>Overheating</u></p> <ul style="list-style-type: none"> The future weather patterns cover timeframes and projected impacts over the time periods 2020s (2011-2040), 2050s (2041-2070) and 2080s (2071-2100). The development should be modelled in all three future time periods (and results included in the report), and the risks, impacts and mitigation strategy set out for each. The buildings should demonstrate full compliance in the 2020s and 2050s through passive and building design solutions, and requirements for cooling in the 2020s need to be fitted now. The 2080s should be modelled, but due to the challenging nature of the overheating risk 60 year from now, a mechanical cooling strategy is allowed. For 2050s and 2080s periods, if new measures are required, a "retrofit" plan should set out how they will be installed, reviewing visual impacts and 				

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	<p>enabling future delivery.</p> <ul style="list-style-type: none"> • How many habitable rooms out of the total rooms have been modelled (for the full application)? • Can the report please include floor plans highlighting all modelled units across the development (including the north arrow) and showing all rooms with unique reference numbers? We expect the following principles to be modelled, can the applicant please confirm that has roughly been achieved? <ul style="list-style-type: none"> ○ At least 15% of all rooms in each building block or across the development site ○ If looking at flatted development, all single aspect units facing west, east, and south ○ At least 50% of rooms will be on the top floor ○ 75% of all rooms to be modelled will face south or south-west • Confirm whether the urban dataset has been used. • The air permeability of 5.0 is inconsistent with the Energy Statement, which states 3.0 m3 / m2h. Please amend one of the two. • There is no distinction in the report between the refurb and new build elements; u-values of the refurb are different and have not been specified. Please confirm whether the refurb units have also been modelled. • How has the scheme addressed the Cooling Hierarchy? • Openable windows and doors are only allowed where there are no significant noise / air pollution sources close by and risks around crime will have been designed out (windows will have limited opening based on accessibility). The report should confirm that all these strategies are in conformity, and where they are not, how this is mitigated. • Will there be any single aspect units (apologies if I've missed this)? • It should include a statement on who will manage the risk of the overheating of units in the development, on-going maintenance of installed equipment, and who would manage the installation of future mitigation measures. If necessary, how occupiers can seek advice tackling the overheating issue from management if it occurs. • Full results for TM59 should be included within the (appendix of) the report, not just the summary although the table on p.6 is helpful. • Internal blinds should be avoided as it traps the heat within the units. Please use external shutters instead, or blinds that are integrated within window frames (and please remodel accordingly). • Significant amount of L/K/D fail with mitigation measures proposed, please explore passive design changes to improve the situation. <p>Overheating issues should be sorted out before the application is decided to ensure it's</p>	

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	<p>integrated within the design and overall decision making of the scheme.</p> <p><u>BREEAM</u> - Happy with the applicants aiming to achieve BREEAM Excellent.</p> <p><i><u>Final comments following submission of revised documents</u></i> <i>Generally acceptable, but please respond to the following three actions:</i> <i>Consultants have not responded to the point about internal blinds trapping heat inside, and why external shutters/integrated blinds have not been assessed for the current design proposals. Please justify.</i></p> <p><i>What shading coefficient would be required for the internal blinds? Furthermore, where internal blinds are proposed, restrictions should be placed on the removal of these blinds through the underlease.</i></p> <p><i>Will it be possible to install mechanical cooling in the future (2080s)? NB: weather file for 2050s starts in 2040, so mitigation measures should commence from then.</i></p>	
Conservation Officer	<p><u>The Conservation Area and the listed buildings</u></p> <p>Tottenham High Road Conservation Area is a linear conservation area within a densely built-up urban setting with an almost intact 19th century townscape incorporating notable surviving examples of earlier periods. The areas immediately to the east and west of the High Road have changed dramatically. Despite these changes the townscape retains a high degree of historical continuity, maintaining a contained linear street pattern forming a sequence of linked spaces and sub spaces, and with a notable variety and contrast in architectural styles and materials. The street width and alignment very much still follow the form established by the mid-19th century. There are good surviving examples of buildings dating from the 18th and 19th centuries including outstanding groups of Georgian houses and mid and late-Victorian shopping parades illustrating the changes to this building type in scale and style, together with examples of the inter-war style of the mid-20th century.</p> <p>The northern part of the Conservation Area is the best surviving townscape section of the High Road, containing some outstanding Georgian architectures as part of a built sequence reflecting changing patterns of development from the early/mid-18th century through the 19th to the 20th century. The buildings of varying ages contribute to a cohesive and contained streetscape due to the general conformity in scale, height and materials together with the</p>	<p>Recommended conditions secure the recommended details for the Listed Buildings.</p> <p>Other issues addressed within the report.</p>

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	<p>variation in silhouette or roofline. The section of the High Road between Brantwood Road and White Hart Lane, however, is the most complete part of the conservation area in terms of its surviving historic buildings and townscape form, retaining many Georgian and Victorian buildings with their consistency of scale, height and frontage width.</p> <p>The High Road's northern 'entrance' is defined on the west side by listed buildings Nos. 867-869, an imposing group of early-18th century of houses, and by the Coach and Horses public house opposite, of early-19th century origins, which announce the predominantly Georgian character of the northernmost stretch of the High Road. This short entry sequence terminates with a gap site fronting the timber yard (Nos. 855-863), enclosed by unsightly hoardings, and is marked by the mature street tree on the west side of the High Road.</p> <p>Buildings at Nos 867-869 High road were listed in 1949 because of their architectural interest, well preserved features and townscape value and have been variously used as offices and internally altered. These architectures offer an opportunity for preservation of their special features of interest and for enhancement of their character as well as use.</p> <p>At the northern end of the conservation area, views north and south from Brantwood Road illustrate the open character looking north, contrasting with the enclosed character of the High Road looking south.</p> <p>Views of the conservation area along the linear form of the High Street, in both directions are especially important to read the urban and architectural quality of the area. Views in and out of the conservation area from junctions with side roads and from some passageways and alleys also contribute to the experience and understanding of the character of the area. Views from the side streets such as Northumberland Park and White Hart Lane each illustrate a distinct change in scale and character from that along the High Road.</p> <p>Key features of the conservation area which need to be preserved and enhanced include its important and distinctive original architectures, the historic linear continuity of buildings either side of the High Road, the established character of the townscape and its sense of spatial sequence highlighted by the mix of Victorian and Georgian buildings that help to give the street its scale and sense of place.</p> <p><u>Policy:</u> Development in Conservation Area should preserve the character or appearance of the area</p>	

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	<p>and development affecting a listed building should preserve the building or its setting or any features of special architectural or historic interest which it possesses. The proposed application should be assessed according to the NPPF and Haringey Development Plan policies SP11, SP12, DM1 and DM9 would apply.</p> <p><u>Proposal:</u> Hybrid planning application (part Full/Part Outline) for the demolition of existing buildings & structures and redevelopment of the site for a residential led mixed-use scheme with up to 330 residential units (class C3), retail/café use (Use Class A1/A3), area of new public open space, landscaping and other associated works. Full permission is sought in respect of internal alterations and associated works to provide 6 x 2-bedroom flats at Block D, 867 and 869 High Road (Grade II listed) and proposed Block G to its rear. Outline permission is sought for the remainder of the site, with details of “scale”, “layout”, “appearance” and “landscaping” reserved in relation to proposed Blocks A, B and C and details of “appearance” and “landscaping” only reserved in relation to Block E.”</p> <p><u>Comments:</u></p> <p>Block F The proposed refurbishment of listed properties at Nos 867-869 High road, identified in the applicant’s wider site plan as block F, will positively bring these nationally important, yet neglected, buildings back into beneficial residential use and the proposed conservation-led approach appropriately aims to conserve their original features and special character. The proposed internal and external refurbishment works are supported in principle depending on approval of the necessary information, proportionate to the importance of the buildings as required by NPPF paragraph 189, so to fully understand the heritage impact of proposed works. The following details should be submitted to the Local Authority to allow full assessment of the applicant’s proposal:</p> <ul style="list-style-type: none"> • Full external and internal condition survey to include structural assessment in relation to roof, walls, floors, doors, windows, stairs, fireplaces, decorative features and fixtures • Material specification for facade repair, repointing and replacement of brickwork, repairs and replacements to window cills, window surrounds, doorsteps, parapets. Material samples of these works to be approved on site. • Detail section drawings to scale 1:20 to record existing structures, make up of walls, floors, roof, windows, doors and decorative cornices 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> • Detail section drawings to scale 1:20 and 1:10 as necessary to show proposed structures, walls, floors and finishes • Detail elevation and section drawings to scale 1:10 to show interfaces between new partitions and original cornices or historic fabric • Detail drawings to scale 1:10 and 1:5 plus material specification for new panelled doors, surrounds, shutters and ironmongery to match historic details • Schematic drawings in plan and section to scale 1:50 to show MEP services • Detail drawings to scale 1:10 showing penetrations within historic fabric • Method statements for installing MEP services • Method statements for proposed demolition works related to internal partitions, fixtures, fittings and new internal openings within load-bearing walls • Method statements for removal and making good of external gates, doors, windows, window bars, fixtures and fittings such as alarm boxes, vents, timber posts, lights • Method statements, material specification for proposed works to chimneys and roof. Material samples of replacement slates, bricks, repointing, chimney pots to be approved onsite • Method statements and material specification for both proposed repair and alteration works to retained cornices, staircases, fireplaces, doors, windows, panelling and all surviving C18 and C19 elements. Trial samples of cleaning and material samples of integrations and replacement works to be approved on site • Method statement and material specification for reinstatement of fireplaces <p>The new Blocks</p> <p>The overall site layout whose backbone is Pickford Avenue, originating from the High Road, sensitively distributes increasing masses, heights, architectural language variations and green spaces in such a way that mitigates the impact of tall buildings on the settings of the heritage assets affected and respects the primacy and legibility of the listed buildings and of the Conservation Area.</p> <p>The wider site plan shows new blocks of increasingly greater height G,E,D, C, A, B to be progressively erected eastwards behind listed block F so to create a brand new quarter in Tottenham while bridging between the small scale, three storey listed buildings fronting the Conservation Area and the emerging high rise townscape of the White Hart lane development which will front Pretoria Road.</p> <p>The proposed buildings would range from 3 to 6 storey height for those in the immediate</p>	

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	<p>surroundings of listed block F, to achieve the 9 storey block C located in the north-west corner of the site and the exceptionally tall block B tower of up to 29 storey to be located in the southern west corner of the site, aligned at the very far back of the 3 storey listed block F.</p> <p>In its entirety, and despite the heritage sensitive stepped approach to height and masses, the proposed group of buildings will be largely visible in views of the Conservation Area and listed buildings at 867-869 High Road from various viewpoints, both along the High Road itself, Brantwood road and surroundings. The proposed development will bear have a non-negligible impact on these heritage assets.</p> <p>Submitted views of the proposed development, show that due to perspective height reduction, those buildings of 6 storey maximum would be perceived as akin to the low-rise townscape of the conservation area. However taller elements such as the 9-storey block C and the tower block B would appear as exceptionally higher than the buildings of the conservation area and its heritage assets and would be visible from various viewpoints within the North Tottenham Conservation Area. Especially those views of the Grade II Listed 867-869 High Road show the contrast in scale between the historic High Street frontage and the proposed taller buildings. These exceptionally tall buildings, which are unsympathetic to the height, scale, forms of the Conservation Area and its heritage assets, would project above the existing roofline, would dominate in street views of the CA and of the visual setting of listed buildings.</p> <p>Block G Proposed Block G will be sufficiently set-back from grade II listed block F so to preserve its façade legibility and architectural prominence along north-south views of the High Road and from Brantwood road.</p> <p>The proposed architectural language, roof form, simple and subtly articulated facades and materials successfully complement those of the listed 867-869 High Road while honestly expressing a contemporary character which belongs to the new development. With its staggered height spanning from 3 to 6 storeys and an 'L' shaped plan form contained within the full width of the listed buildings, block G clearly acknowledges the importance and established proportions, plan form, height, architectural language and original siting of the listing buildings while gradually departing from these special historic features which also form the historic frontage of the Conservation Area.</p> <p>The new building sensitively retains and unveils the architectural and spatial qualities of the</p>	

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	<p>heritage assets in whose setting has been designed, absorbs and reinterprets their distinctive features and moves on to create a new frontage on the north side of the listed buildings along the newly created Pickford Avenue. Here, the well - proportioned gap between the facades of Block G and the simple side elevation of the listed buildings retains their visual exposure and legibility, and softly bridges between old and new architecture, built and landscaped spaces. Block G will indeed frame a new communal landscaped garden, Pickford Yard, located at the back of block F. The new garden offers a modern interpretation of the original back-garden of the listed buildings, re-establishes the original spatial relationship between buildings and soft landscape and would constitute a substantial enhancement of the immediate surroundings of the listed buildings.</p> <p>Block G, by virtue of its carefully chosen location, plan form, articulation of masses and heights will appear as a discrete, non - competing background architecture behind the listed buildings in views from the High Road and Brantwood road. The elegant simplicity and material consistency of this block with the listed building succeeds to bring the architectural qualities of the listed buildings and some of the characteristic features of the conservation area in the development site. Block G is acceptable in principle from conservation grounds depending on approval of detail design, material specification and material samples.</p> <p>Block D The linear, 6 storey block D will be erected along the middle-north border of the development site. The building will be located to the north side of new Pickford Avenue, just behind the 1 to 6 storey block E which will more impactfully appear in views of the listed block F from the High Road. Block D with its well-set back location within the wider development site will be quite distant from the listed block F and from the High Road frontage in general. The height, mass and architectural language of the proposed building are consistent with the contemporary character of the new development at large and ai to create a new part of Tottenham with its own distinctive character which gradually departs from the established features of the Conservation Area and its original architectures. This block will be screened from same height block E in views of the surrounding heritage assets and will modestly impact on views of both listed building and conservation area. Block D is acceptable in principle from conservation grounds depending on approval of detail design, material specification and material samples.</p> <p>Conclusions and Recommendations Having considered the potential for enhancement offered by the development site and by the</p>	

Stakeholder	Comment	Response
	<p>listed buildings at 867-869 High Road and by virtue of the careful design exploration to maximize retention of special features of interest and the significance of the listed building and of the Conservation Area, it is concluded that the proposed refurbishment of the listed buildings is acceptable in principle depending on approval of detailed design. The proposed erection of new mixed-use block G and D is acceptable in principle depending on detailed design. The outline proposal for mixed-use blocks A, B, C, E does not allow to fully assess the heritage impact of these buildings on the settings of the heritage assets they will affect. From the submitted views, it is however evident that the scale, height and bulk of the proposed taller buildings A and B, especially the tower block B would dominate in the townscape within and around the conservation area. This would affect the character and appearance of the conservation area and its heritage assets.</p> <p>Views of the conservation area's townscape and views of Grade II Listed Block F would be adversely impacted by the anomaly constituted by taller blocks A and B, however the intrinsic form and fabric of the heritage assets would not be affected, and the visually obtrusive new buildings, whilst failing to preserve the settings of North Tottenham Conservation Area and the contributing setting of its heritage assets including Grade II listed properties at 867-869 High Road, would lead to less than substantial harm to their heritage significance.</p> <p>The adverse impacts of the taller blocks on the settings of the heritage assets would be considerably mitigated by the enhancement of these settings through landscape design, laying out of public areas, by sensitively designed buildings G, D, by acceptably scaled block E and by the repairs and enhancements of the listed block F.</p> <p>The visibility, prominence and visual impact of the taller blocks will vary depending on the views into and out of the conservation area. It is recommended to test the visual impact of detailed design of blocks A and B by means of Accurate Visual Representations (AVR views) of the proposed buildings from key viewpoints within and surrounding the Conservation Area.</p> <p>However, any harm, especially to nationally important assets, is undesirable in principle and the test set out in the NPPF at paragraph 196 will apply.</p>	
Design Officer	<p><u>Summary</u></p> <p>These proposals are a well thought through and elegantly designed response to a significant site. The masterplan and layout represent an improvement on the existing adopted</p>	

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	<p>masterplan, with a clear, legible street network and an enlarged park. The propose mix of heights include a tall building at 29 storeys; this is successfully justified in accordance with Haringey policy. In particular, views of the development show it would generally not be any more detrimental than the existing and previously approved tall buildings, and by completing the intended row of tall buildings along the railway edge, be in accordance with the previously approved masterplan.</p> <p>The detailed designs for the one existing renovated and two proposed blocks are elegantly composed and promise high quality residential living requirements. All the Quality Review Panel (QRP) concerns raised with the proposals have been successfully resolved, save one very minor one, that in Block G having to wheel the commercial waste in front of the residential entrance door. The illustrative scheme, parameter plans and particularly the design code for the outline parts of the proposals show they too could be of similarly high quality. In particular, communal entrance doors are all now designed to be clear, legible and inviting, all flats have good aspects, outlooks and private amenity spaces, with balconies or terraces always available off living rooms and designed to provide privacy and hide residents' clutter.</p> <p>The proposals have also been successfully shown to not have any significant detrimental effect on existing neighbours, considering that this has long been planned for major change, with the high Road West Masterplan Framework developed in 2014. Daylight, sunlight and wind assessments show only minor effects compared to the expectation of development previously agreed.</p> <p><u>Principle of Development, Masterplan and Design Code</u></p> <ol style="list-style-type: none"> 1. Notwithstanding the weight of council policy emphasising that only comprehensive development of the whole of this allocation site is sought, this is not the first application for a piecemeal development of a part of it. An application was submitted for the Goods Yard site that has a short common boundary to this site in its south-western corner, HGY/2018/0187 & 8 and appealed before being decided, with the inspector granting the appeal and granting planning permission. Importantly the inspector concluded that as the Goods Yard proposals were in accordance with the adopted Masterplan Framework, it could be permitted despite only being for a part of the site. The same principles are being followed in consideration of this scheme; provided it is sufficiently in accordance with the Masterplan Framework, it is not unacceptable that it is not a comprehensive scheme for the entire site allocation. 2. The applicants demonstrate the proposals broadly follow the layout and mix of uses of the Arup designed Masterplan Framework. Where diverges, they demonstrate how 	

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	<p>Masterplan Framework can reasonably be adapted to accommodate divergence. Also, the changes represent improvement in some respects, particularly in the enlarged park. It is welcomed that that property boundaries will run through the middle of the city blocks envisaged in the masterplan.</p> <p><u>Height, especially Tall Buildings</u></p> <p>3. Builds up from existing 3-4 storey High Road frontage to amid rise of 6 to 8 storeys around central park to one high rise block at 29 storeys.</p> <p>4. Considering each criterion from Haringey’s tall building policy is set in SP11 of our Strategic Polices DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017), skipping the 3rd & 4th bullets from the Strategic Policies, that reference the other document and the document used in preparing DM6:</p> <ul style="list-style-type: none"> • The site is within the areas of both the adopted Tottenham AAP and the adopted Masterplan Framework. Both support the principle of tall buildings in this location. The adopted Masterplan Framework established in 2014 a principle that it would be acceptable to have a row of five tall and taller buildings alongside the edge of the railway in the High Road West area of North Tottenham, with the height of those towers dropping away to prevailing existing heights two – four storeys) at White Hart Lane and rising in height north and south. The Masterplan Framework suggested the row of towers north of White Hart Lane should rise to a highest tower at the northern end of the redevelopment area the then Canon Rubber Factory site. As it happened, that site was built out first, being completed in 2015, with its highest block, River Apartments, at 22 storeys. Since then, housing targets, density expectations and public transport accessibility have improved and it is therefore suggested heights could increase, and that it would not be out of place for this, the second -northernmost of the row of five towers, to be the tallest; • We prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this location, right beside the railway edge, well away from the High Road with its sensitive heritage, dropping in height closer to White Hart Lane. The Characterisation Study recognises that the railway forms a significant barrier and buffer between the two sides, with the west side a much quieter, and therefore lower rise neighbourhood than the east, as well as the railway corridor being at its widest beside this site, giving a much greater distance of 60-70m, with the broad, wooded embankments providing further buffering between the two areas; • Context and the polices contained in DM DPD Policy DM1, “Delivering High Quality 	

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	<p>Design”, are covered elsewhere in this document;</p> <ul style="list-style-type: none"> • High quality design especially of public realm is considered below in para. 11, as is the protection of views in para. 6. Heritage assets and their settings are covered by the Conservation Officer’s comments; • It will be capable of being considered a “Landmark” by being a way finder or marker as it will work with the other towers proposed at the Goods Yard and built at River Apartments to mark the line of the railway. More importantly, and helping to justify being the tallest tower, it should eventually mark the location of a new pedestrian bridge over the railway; • It will also be capable of being considered a “Landmark” by being elegant, well-proportioned and visually interesting when viewed from any direction • It will also be capable of being considered a “Landmark” by positively engaging with the immediately surrounding street network by being sited on a key street corner, that is also at the north-western corner of the park; • Consideration of impact on ecology and microclimate encompasses daylight, sunlight and wind, examined in detail from para. 21 onwards, which explain the impact is not significant. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this is only likely to be relevant adjacent to open countryside, a large open space or open waterway, which this is not; • The council’s Tall Buildings and Views SPD is still unpublished and therefore not relevant; • The proposed tall building will be in <i>some</i> proximity to the built River Apartments and permitted Goods Yard towers, but this is by design to produce an intended effect of a row of tall buildings. They will be sufficiently far apart though, at over 50m from each other, to avoid detrimental effects of proximity and in any case are a line of aligned, north-south proportioned towers; there would be no canyon effect as their short sides would be the ones facing each other, and they are well spaced apart anyway; • Cumulative effects are considered in all the relevant assessments and are not found to be generally detrimental; • And the urban design analysis and 3d model views of their proposal satisfactorily shows that the tower, Block B, could be a successful and elegant landmark, 	

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	<p style="text-align: center;">contributing to the planned row of tall buildings.</p> <p>5. Therefore, the proposed tall building is considered acceptable in principle in this location, albeit that it is only in outline at this stage. Reserved Matters applications for the detailed design of the tower will need to be in accordance with the parameter Plans and Design Code of this application, if approved, but will also need to give further detail, including of the justification for the tall building. It is recommended that updated, generally rendered, 3d views, especially of the significant views identified, are produced at Reserved Matters. It is also recommended that further work is done to improve the elegance of the tower, compared to the illustrative scheme in this application.</p> <p><u>Local, Wider & Strategic Views</u></p> <p>6. London and Borough Strategic View Corridors all happen to be distant from this development, and therefore are not considered to be affected by this development.</p> <p>7. A series of nineteen locations for Local and Wider Views of the proposal were agreed between Council Officers and the Applicants team early in the pre-application process. The applicants have included images of all the views showing the scene now, the view with just this scheme added, the view also with other approved schemes (The Goods Yard and the Tottenham Hotspur Stadium and associated developments) and the view also with the adopted masterplan. It should be noted that both much of this scheme and the high-rise elements of both the Goods Yard and Spurs development are only submitted for or approved in outline. However, except for a couple of views where the blocks submitted for detailed approval (Blocks D and G) have been rendered, all the proposed blocks and cumulative neighbouring blocks are in wireframe only.</p> <p>8. The views demonstrate that this proposal would not be visible in many sensitive views, and in those where it would be visible, it would be seen alongside the existing River Apartments tower and/or the approved Goods Yards towers. Its impact would therefore not be detrimental to views where other taller buildings can already be seen, except that it would help turn those into a coherent row of tall buildings, fulfilling the way finder or marker function mentioned as one of the advantages of the proposal in para. 4 above. It will be vital for the applicants to produced revised versions of these views when detailed planning permission (reserved matters) for the high-rise block (Block B) is submitted, at least some of which must show those parts of the proposed scheme being applied for reserved matters approval, and those other parts or this scheme or neighbouring schemes where that has already been applied for, rendered, as opposed to just in wireframe.</p>	

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	<p data-bbox="394 140 734 172"><u>Form, Bulk & Massing</u></p> <p data-bbox="394 193 1736 448">9. Across the site, bulk and massing increases with height from the smallest, most fine grained and lowest rise buildings on the High Road at the eastern end of the site, the retained existing buildings, to the most dominant bulk of the highest rise block, embedded as it is into a shoulder lower rise wing facing the park, Block A. and similar matching bulk and mass of the corner block on the opposite side of the east -west street, Block C. Block D, facing the long length or the park as planned in the masterplan, the longer side of the park as would be implemented by this scheme, is</p> <p data-bbox="394 469 1742 683">10. 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.</p> <p data-bbox="394 703 1473 735"><u>Streetscape Character, Elevational Treatment & Approach to Dwellings</u></p> <p data-bbox="394 756 1736 1123">11. The primary east west street would be a continuation of Brantwood Road, running perpendicular to the High Road, leading in a straight, direct alignment to the location of the potential bridge. A grid of streets and central park run off this, with the key corners of the streets celebrated with corner treatments to each, particularly of course the tallest building, the tower that is Block B, forming the most notable and visible corner, between the east-west street and the park and forming the north-west corner of the park. The two streets running from the north corners of the park form a connection to the former Cannon Rubber site to the north, with the southern corners of the park reserved as connections to potential permitted development on Goods Yard site to south-west and potential future connections to other developable sites, within the site allocation, immediately to the south.</p> <p data-bbox="394 1144 1742 1469">12. The western end of the street terminates in a space designed to accommodate a potential bridge across the railway. This is a key aspiration of the council from the wider masterplan for High Road West, essential to reducing the severance caused by the railway, increasing permeability of the street network and encouraging pedestrians. It is unfortunate but understandable that no provision for the bridge apart from providing space, is made as part of this application. The site boundary at this point also includes an awkward “dog-leg” with the neighbouring “Goods Yard” site, where the same applicants have previously gained approval for a similar hybrid application. A footpath connection between the two sites is provided for, which is very important in providing a more direct connection from this site to</p>	

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	<p>the nearest station at White Hart Lane (Overground). However, it will become much clearer and more convenient when the full masterplan can be implemented.</p> <p>13. A significant part of our discussions focussed on the character of the streets, ensuring a pedestrian friendly public realm day and night, a contrast between the parkland character of the central amenity space and that residents will have a clear, safe route to their front door. To achieve this, it is important that the street off which residents front doors open should have clear visibility, lack of obstruction, so that it can be well lit at night. Care has been taken to the design of block communal entrances, common circulation and shared private external amenity spaces, including particularly since the last Quality Review Panel (QRP) on 11th December. In the detailed scheme, the width of the entrance to Block G has been increased and windows looking onto that block's shared private podium amenity space have been added to the stairs of Block D. All blocks' communal entrances are onto the main east-west street, in doors of width appropriate to the size of the block, into reasonably generous communal entrance halls. Ground floor flats and maisonettes all have their own front door; these are all off the various public streets in the site, with each length of street having at least one front door opening off it. This is an excellent level of active streets in a high-density residential scheme.</p> <p>14. Gaps between block ends and neighbouring sites are potentially problematic where in the masterplans (both adopted Arup Masterplan Framework and those modified masterplans produced for this application), it is intended the block will continue. It is very important to have coherent street networks, with as much as possible active frontage, above all avoiding blank walls to flank ends of blocks or to the sides of private rear gardens. Blocks A and B and F and G are intended to be parts of future city blocks when the full masterplan is implemented, with in both cases further blocks to the south being required to be built up to their boundary to complete the block. In consultation with the applicants we have secured their agreement that the internal courtyards of both blocks, designed as shared private communal amenity space, will also be shared with those blocks, and that the boundary treatments in the gaps between the blocks in this application and the boundary are robust, secure and elegant fences or brick walls.</p> <p>15. The elevational treatment of the main façade of Block D is of particular importance, as it faces the park; in this scheme on its own, it will form the longest side of the park, as well as the sunny, north side of the park and the one visible form the main street approach. When the masterplan is completed it should form the end elevation termination of the longest view across the length of the park. It is therefore to be welcomed that this primary elevation has been further improved since the last QRP, by thickening up brickwork</p>	

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	<p>elements, especially balcony facias and the front faces of bays to give it greater solidity. This elevation is now elegantly composed, with a distinct two storey base, of a scale related to the street and the ground and first floor maisonettes, four middle storeys that express individual flats but are elegantly composed, with distinct symmetrical side and central bays, and a strong parapet forming a suitable capping top. The side and rear elevations of Block D follow the same composition in simpler forms. The QRP had no concerns with the design and elevational treatment of Block G.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u></p> <p>16. Within the detailed part all maisonette, flat and room sizes are designed to comply with or exceed minima defined in the Nationally Described Space Standards. In the outline part, the illustrative scheme shows flat and room sizes could easily also be designed to comply with or exceed minima defined in the Nationally Described Space Standards. This is as is to be routinely expected.</p> <p>17. In the detailed part of the scheme, Blocks D, F and G, all dwellings in the new-build portion 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. In a recent change in response to QRP comments, all flats now have balconies off their living rooms, although some also have second balconies off a bedroom. Many flats have larger roof terraces, exploiting the design which permits roof terraces in the steps in Block G and on the podium of Block D. The exception is Block F, the retained Listed Building, where in order to respect its heritage significance, no balconies or roof terraces could be added; these flats will have access to the private shared communal landscaped garden between Blocks F and G.</p> <p>18. The illustrative scheme demonstrates that the same high standard of private amenity space could be provided in the outline portion. Private amenity space could be provided to the tower (Block B) either by recessed balconies or winter gardens; which solution was most appropriate could be decided in the reserved matters application.</p> <p>19. There are no single aspect north facing flat in the whole proposed development, in the illustrative scheme and in the detailed proposals. There would be some single aspect south facing one bedroom flats in Blocks C (1 per floor), D, (2 per upper floor, excluding ground & 1st), E (1 per floor) and G (2 on 2nd, 1 on 3rd floor only), but no south facing larger single aspect flats; this is a reasonable outcome for a higher density urban scheme with blocks aligned to an east-west street, and they are designed with passive solar shading</p>	

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	<p>and natural ventilation showing in the applicants' assessment they would not suffer overheating. There is one 2-bedroom single aspect west facing flat on each floor (except ground) of Block G, facing the park, and the illustrative scheme shows one east facing single aspect 1-bed flat in Block A also facing the flat, with two single aspect west facing 1-bed flats in each floor of the tower; these all benefit from a good outlook and also are found not to suffer from overheating. All other flats and maisonettes are at least dual aspect, many triple aspect, an exemplary achievement in such a high-density urban development.</p> <p>20. There is also access to doorstep private communal amenity space, including doorstep play space, 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.</p> <p><u>Daylight, Sunlight and Wind Microclimate</u></p> <p>21. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide". A "light touch" assessment of the whole development including those blocks only in outline shows that good levels of daylight potential are generally seen throughout the development. Their full assessment of daylight and sunlight to dwellings looks just at Blocks D, F and G, those that are in detail, but both that and the assessment of effect on neighbours model the other blocks as if the full extent of their parameter plans was built out, although when detailed designs are produced, they will inevitably be a smaller building mass, to fit within those parameter plans. They also model the neighbouring "Goods Yard" site as if the full extent of that approved scheme were built out; the majority of this development is also only in outline approval and again the full extent of the parameter plans is assumed, although when built out they will be smaller.</p> <p>22. Their assessment finds good levels of daylight and sunlight achieves throughout the detailed parts of the proposed development, with 81 and 80% of habitable rooms (177 out of 220 & 176 of 220 rooms) meeting the daylight levels recommended for average daylight factor (ADF) and daylight distribution respectively, and 89% of living rooms (57 out of 64) meeting sunlight levels. Those that fall short all fall marginally short, by a few fractions of a</p>	

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	<p>percent, for instance with all Living/Dining/Kitchens that do not meet the 2% recommended ADF for kitchens achieving 1.5% which is the recommendation for living rooms. It should be noted that further assessment of internal day and sunlight levels, hopefully showing good levels being achieved, will be needed as part of Reserved Matters applications for the blocks currently in outline.</p> <p>23. Their assessment on neighbours tested both nearby dwellings, as our policy requires, and the neighbouring primary school, which has a reasonable expectation of good levels of daylight and sunlight. It finds that there would be some loss of daylight to some neighbouring properties, but that the loss to the building to the south-east (no 865 High Road) and west (nos. 44-67 Pretoria Road), they would still retain good levels of daylight above 20% vertical sky component (VSC). In the case of the former Canon Rubber Factory site to the north, where most of the loss of daylight and sunlight from the development would be experienced, there would be considerable loss of daylight and some loss of sunlight compared to their existing state, but they assert with good reason that the existing state, with just single storey buildings and open car parks on the application site, could not be expected to be their permanent condition. When that development was built, it was already understood that this application site and the rest of the High Road West Masterplan Framework area was going to be developed. The applicants' consultants' reasonable adjustment to this is to assess their day and sunlight levels against a mirror development; they could equally acceptably have assessed it against an assumed full build-out of the Arup Masterplan, which was prepared at the same time as and in consultation with the proposals for the Canon Rubber Factory site. The fact that their mirror assessment shows only minor, isolated instances of windows receiving less day or sunlight with this proposal demonstrates its impact is reasonable.</p> <p>24. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low-density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p>25. To assess the impact of the proposals on wind microclimate, the applicants carried out</p>	

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	<p>wind tunnel testing of a physical model and measured the findings against long term wind statistics applicable to the site, in accordance with the industry standard “Lawson” criteria. Their assessment finds that the proposed tower (Block B) will cause significant downdrafts and tunnelling of wind along the ground at the north-west corner of the building. The applicants have therefore designed their parameter plans to include a substantial area of landscaping at this corner, and their illustrative scheme includes dense landscaping and cut-outs to Blocks B and C that would mitigate this downdraft effect, and allow safe conditions in building entrances and pedestrian areas. Careful detailed design and further wind tunnel testing would be required with Reserved Matters applications for Blocks B and C. The north-west corner of Block G would experience lower wind effects, but above the level that would be suitable for outdoor seating. The applicants therefore have moved the proposed café outdoor seating away from this corner. They find that the effect of the proposals would only be very slight increase, still within tolerable levels, to neighbours.</p>	
Education - School Place Planning	<p>In terms of school place planning this location sits within our Planning Area 4. Currently we have spare capacity across our primary schools in this planning area and are not projected to see a deficit of places until 2024/25. Therefore, I have no immediate comments from a school place planning perspective.</p>	
Planning Policy	<p><u>Key designations</u></p> <ul style="list-style-type: none"> • Tottenham Area Action Plan • Northumberland Park Growth Area • High Road West Site Allocation (Reference: NT5) • North Tottenham, Conservation Area (part) • Archaeological Priority Area (part) • Listed Buildings • Tall Building Growth Area • Ecological Corridor (part) <p><u>Principle of development.</u> The site is located within the Lea Valley Opportunity Area and North Tottenham Growth Area. Policy SP1 of the Local Plan Strategic Policies document sets out that the Council will promote development within the North Tottenham Growth Area. Haringey’s Growth Areas are areas with the greatest capacity for growth and it is expected that the majority of homes, jobs and infrastructure will be delivered in these areas over the plan period.</p>	<p>Policy considerations are addressed in the report.</p>

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	<p>The Tottenham Area Action Plan (AAP) gives effect to the Council's spatial strategy for Tottenham by identifying and allocating development sites. The site falls within the High Road West site allocation (reference NT5). The allocation covers the High Road West regeneration area of which 867-879 High Road is just a relatively small part. The allocation is expected to deliver a new residential neighbourhood and a new leisure destination for London comprising 1,200 new residential units (net).</p> <p>The Council adopted the High Road West Masterplan Framework in December 2014. In advance of the Tottenham AAP being finalised, this set out key principles for the redevelopment and regeneration of High Road West. 867-879 High Road is located within the northern part of High Road West which is identified for a new residential neighbourhood (Peacock Gardens) set around a large new community park.</p> <p>The proposal seeks to deliver a residential led mixed-use development scheme with up to 330 residential units and small retail/café unit. It will involve the loss of circa 5000sqm retail floorspace, however the existing retail use is within an out of centre location and does not have specific policy protection. The residential led mixed-use development of the site generally accords with the Local Plan Strategic Policies document, Tottenham AAP and High Road West Masterplan and the principle of the proposal is therefore considered acceptable.</p> <p><u>Master planning.</u> Policy AAP1 of the Tottenham Area Action Plan expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, a masterplan will be required to accompany development proposals which form part of a Site Allocation.</p> <p>The Council adopted a comprehensive Masterplan Framework for the High Road West in 2014. It is not necessary therefore for the application to be accompanied by a masterplan, instead the application should accord with the principles within the Council's approved masterplan. The Tottenham High Road Masterplan framework envisages the creation of a new residential neighbourhood in the northern part of the High Road West area. The land uses proposed at the site (867-879 High Road) accord with the masterplan framework and in general terms will support the creation of such a neighbourhood. Detailed consideration will need to be given to the layout of development and vehicular, cycle and pedestrian routes to ensure that the regeneration opportunity is optimised and that the site integrates well with other sites which have already come forward (to the north) or are expected to come forward in the remainder of the plan period (to the south).</p>	

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	<p>Quantum of development. Policy SP1 of the Local Plan Strategic Policies document states that the Council expects development in Growth Areas to maximise site opportunities. The High Road West site allocation does not specify how many dwellings should be delivered at 867-879 High Road rather the site is expected to contribute to the overall target of 1,200 net residential units within the wider allocation.</p> <p>Policy SP2 of the Local Plan Strategic Policies document sets out that high quality new residential development in Haringey will be provided by ensuring that new development, amongst other things, meets the density levels set out in the Density Matrix of the London Plan. In December 2019 the Mayor published his Intend to Publish version of the new London Plan. This has been subject to examination and includes changes in response to the Inspectors' recommendations. It moves away from the use of a density matrix to a more holistic approach to making the best use of land and achieving sustainable densities. Regard should be had to policy D3 of the Intend to Publish London Plan when assessing the quantum of proposed development on the site. Policy D3 seeks to optimise site capacity through a design-led approach. This approach is consistent with policy DM11 of the Council's Development Management DPD which expects optimum housing potential of a site to be determined through a rigorous design-led approach.</p> <p>Mix of housing. Policy DM11 of the Development Management DPD requires that proposals for new residential development should provide a mix of housing. The application documentation indicates that only 14% of homes would be 3+ bed units. Consideration should be given as to whether it would be appropriate for the scheme to deliver more family sized housing as the proposed amount is low.</p> <p>Affordable Housing. The proposal provides 25% affordable housing by habitable room. An affordable housing viability appraisal has been provided to justify this level of provision which is short of the borough wide affordable housing target of 40% set out in Policy SP2 of the Local Plan Strategic Policies document. The viability appraisal should be scrutinised to ensure that the level proposed is the maximum reasonable amount of affordable housing provision. The Council's Housing team should be consulted in relation to the proposed tenure mix.</p> <p>Transport & Access. We note that detailed comments have been provided by the Transport team in connection with the application. It is important that the access and movement proposals support comprehensive development across the High Road West allocation.</p>	

Stakeholder	Comment	Response
	<p>Parameter Plan 05 addresses potential future accesses to the site from the south. It should be demonstrated that these are deliverable and will facilitate the connections envisaged in the High Road West Masterplan Framework.</p> <p>Tall building. It is noted that a tall building is proposed within the site. Only outline planning permission is sought for the tall building as part of this application. North Tottenham has been identified as being potentially suitable for the delivery of tall buildings as set out on Figure 2.2 of the Development Management DPD. Regard should be had to policy AAP6 of the Tottenham Area Action Plan and policies DM1 and DM6 of the Development Management DPD when deciding if the proposed tall building is appropriate in this location.</p> <p>Heritage. The south eastern corner of the site falls within the North Tottenham Conservation Area. The part of the site falling within the Conservation Area contains a Grade II Listed Building (867-869 High Road). The proposal retains the Listed Building and seeks to convert it to residential use. The retention of the Listed Building is supported. Policy AAP8 of the Tottenham Area Action Plan sets out that the Council will encourage heritage-led regeneration and development on Tottenham High Road. Policy DM9 sets out development that conserves and enhance the significance of a heritage asset and its setting will be supported. The Council's Conservation Team should be consulted to ensure that the proposals will not have an unsatisfactory impact on the historic environment.</p>	
Pollution	No objections subject to securing the mitigation referred to in Section 8 of the applicant's Air Quality Assessment and specific conditions (land contamination, management and control of dust, combustion and energy plant, gas boilers, Non-Road Mobile Machinery, impact piling method statement, Demolition/ Construction Management Plans, Electric Vehicle Charging Points) and specific informatives (asbestos and dust).	Some of the mitigation referred to in the Air Quality Assessment is embedded in the design. Other mitigation referred to is secured via conditions.
Public Health	<p>Recommendations:</p> <ul style="list-style-type: none"> Public health would like more details on how the developer will address some of the health and wellbeing issues in the area particularly the High Road i.e. crime More details on how the developer intends to contribute to the achievement of sustainable development: Economic, Social and Environmental (National Planning Policy Framework, Paragraph 7 and 9). More details on the cycle design and parking in line with the 2016 London Cycle Design 	Most of these issues are addressed in the supporting documents and are reflected in the officer report and the recommended conditions and s106

Stakeholder	Comment	Response
	<p data-bbox="443 140 577 172">Standard</p> <p data-bbox="394 213 1704 357">Housing - Please clarify the plans where 3 and 4-bed house seem to have the same square footage? How does the development's design account for children and adults who may have special needs such as autism and other older adults who may have conditions such as dementia?</p> <p data-bbox="394 399 1704 469">Further information: A checklist of recommendations for designing dementia-friendly outdoor environments Neighbourhoods for life.</p> <p data-bbox="394 510 1727 724">Access to open spaces - Public Health is glad to see the open spaces will accommodate young people and the design elements of the park are all inclusive and aesthetically pleasing. The communal courtyards are well designed to allow residents to personalise and take care of their shared environment and foster new community groups and friendships. The developers must ensure the play area proposal is compliant with the GLA Shaping Neighbourhoods: Play and Informal Recreation SPG.</p> <p data-bbox="394 766 1733 909">Crime reduction and community safety - We are pleased to see the screening of the playground and would like to see more details of the screening. Planning applications should consider the new contextual safeguarding framework. Further information and resource can be found on the Contextual Safeguarding website.</p> <p data-bbox="394 951 1727 1133">Transport and Cycling - According to the Ground Floor Plan (20) we would like to have more information on the design of the cycle store – we would like to see that it caters for different size bikes and the quality and security of the facility. The developers need to ensure the cycle parking infrastructure is in line with the 2016 London Cycle Design Standard. More clarity on access to pedestrian cycle (6.5 planning statement).</p> <p data-bbox="394 1174 1733 1356">Health & Wellbeing – In Northumberland Park more than one in five residents have a limiting long-term health problem or disability (21.4%). This is substantially higher than the rate seen in Haringey (16.7%) and London (16.4%) more widely. We are working to reduce health inequalities in Northumberland Park Ward, we would like the developer to address the following:</p> <ul data-bbox="394 1398 1585 1465" style="list-style-type: none"> • In the community consultation 9 and 12th March – how was health and wellbeing addressed? 	<p data-bbox="1771 140 1935 172">obligations.</p> <p data-bbox="1771 213 2063 357">The officer report addresses concerns relating to children's safeguarding</p>

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> • How does this development improve the area for the existing residents? <p>Amendments on background information supplied on the location</p> <ul style="list-style-type: none"> • Meridian Water Station was not included. 2.9 • Remove 4.48 - Small local area no longer operating as an open access adventure playground. it is used as a private nursery for under 5s. 	
Regeneration	<p>In September 2017, the Council agreed the selection of Lendlease to enter into a development agreement to deliver the High Road West scheme. The successful bid progresses the proposals provided in the 2014 Arup masterplan, towards a site wide comprehensive scheme, which optimises the opportunities provided by the site so that it can deliver an extent of affordable homes, jobs, business opportunities and community spaces in a high quality sustainable neighbourhood that responds to a recognised local need in the area. Some of the most significant elements of the scheme include:</p> <ol style="list-style-type: none"> a. Over 2,000 high-quality, sustainable homes. b. At least 750 affordable homes (a net increase of 539), which will meet the Council’s housing strategy on affordability, ensuring that the homes will be affordable for local people. c. A minimum of 191 high quality, safe, replacement homes for council tenants and resident leaseholders which meet resident aspirations as set out in the Resident Charter and will be built to new fire and safety standards. d. Over £10m of funding for social and economic support for both businesses and residents, including a contribution of c.£8m for supporting the Tottenham People Priority overall commitments. e. A cutting-edge new Library and Learning Centre and a refurbished Grange Community Hub which will provide improved community facilities early in the scheme. f. Over 100,000sqft of green spaces for the community including a large new linear community park with an outdoor gym, children’s play area and Grange Gardens; a safe, central green space for local people. g. A welcoming new civic square which will be an important focus of local events and activities, bringing the community together, promoting cultural activities and enhancing activity and safety at night. h. Over 130,000sqft of commercial, retail and leisure space throughout the scheme providing a wide range of leisure, employment space, shops, cafes and restaurants around a new civic square. i. £500k of investment in the town centre and also a £500k fund for events and activities, as 	

Stakeholder	Comment	Response
	<p>well as meanwhile uses which will revitalise the local centre during construction and afterwards.</p> <p>j. Over 3,300 construction jobs and more than 500 end-user jobs once the development is complete.</p> <p>k. High quality new industrial and maker/artisan space to support local businesses.</p> <p>The Council are currently seeking ways to increase the number of Council-owned social rent homes as part of the scheme. A conclusion to this matter would permit the Council to undertake a ballot, currently scheduled for 2020, and progress towards a planning consent for the scheme.</p>	
Transportation	<p>a. Proposal is redevelopment of site for a residential led mixed-use development scheme with up to 330 residential units, retail/café, are of public open space, and other associated works. Detailed permission is sought for Blocks D and G. change of use at 867 and 869 High Road (Block F), and outline permission is sought for remainder.</p> <p>b. The site is currently occupied by B&M Home Store (4760sqm GEA), associated car parking (195) and five smaller units (319sqm GEA) and Sui generis (806 sqm GEA).</p> <p>c. The site has moderate/good public transport accessibility (PTAL3/4) and is located within a CPZ.</p> <p>i. The main access is gained from High Road with new pedestrian / cycle links to the Cannon Road development site to the north and to the rest of High Road West Masterplan area to the south, including the Good Yard development site. The existing vehicular access to the site from High Road is modified and will include provision of an advanced cycle stop line on the access arm of the junction. The design based on vehicular swept path for a refuse vehicle requires to be reviewed to allow for 300mm error margins. In addition, vehicular swept paths (with 300mm error margins) should be provided for all routes indicated on Image 5.3 – Vehicle connectivity Plan.</p> <p>ii. A s278 agreement will be required for all highway works. These works must be implemented prior to occupation of the development.</p> <p>iii. As106 agreement for a contribution of £115,700 for Highway and public realm improvements, (based on appeal for Good Yard site) will be required.</p> <p>d. A parking ratio of 0.16 is proposed for residential units (54 residents car park spaces). This</p>	<p>These issues are addressed in the report, with recommended conditions and planning obligations securing relevant issues.</p> <p>The applicant has submitted additional swept-path analysis drawings (although not with a 300mm error of margin) and amended the detailed cycle parking layout for Blocks D, F and G.</p>

Stakeholder	Comment	Response
	<p>will include provision of 33 spaces for disabled users and 2 spaces for Car Club vehicles). Active EVCP will be provided at 12 spaces with the rest enabled for passive EVCP provision. Two short stay and one disabled bay will be provided for commercial uses. Justification is required for provision of all parking other than for disabled users. The location of car club should be indicated on drawing and justification is required for how the proposed provision of two car club bays, was determined.</p> <p>e. The remaining standard car parking spaces should prioritise allocation to larger residential units through a Car Park Management Plan. The car Park Management Plan should include details of how the number of parking spaces available will correspond to the phased number of dwelling constructed, to maintain the 0.16 parking ratio. Details of arrangements for parking enforcement should be included.</p> <p>f. The Design Code (1.4.61) indicates that car parking will be provided within 100m of the residential dwelling. This should be amended to ensure that provision for disabled user car parking spaces is within 25m of the residential dwelling.</p> <p>g. A s106 (car capped) agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking Permits.</p> <p>h. A s106 agreement is required for residents of all dwellings to be offered one free car club membership and £50 user voucher, for a period of two years.</p> <p>i. Cycle parking provision for 608 bicycles including 10 short stay spaces within the public realm is proposed and will meet draft London Plan standards. Cycle parking for the commercial use will include 2 long stay and 4 short stay spaces. In addition, 10 short stay cycle parking spaces will be provided for visitors to the park. The proposals should include 5% provision for larger bicycles as indicated in London Cycle Design Standards.</p> <p>j. Where two-tiered cycle parking is proposed, there should be an aisle width of 2.5m beyond the lowered, upper cycle parking stand – see London Cycle Design Standards.</p> <p>k. Transport Assessment: Trip generation has been based on TRICS sites used for the Good Yard application together with Census travel to work mode shares. The assessment indicate that the proposals will result in approximately 40 (two way) vehicular trips during the morning and evening peak periods.</p>	

Stakeholder	Comment	Response
	<p>The development will result in an overall reduction in vehicular trips when compared to results of survey of existing use.</p> <p>The assessment also indicated that there is adequate capacity on buses and trains to accommodate the trips generated by the proposed development.</p> <p>l. Travel Plan – A s106 agreement for Travel Plan monitoring fee of £3000 is required.</p> <p>m. Servicing and Delivery vehicle movements are envisaged to very low and are proposed to be accommodated on-street within the site - using parking bays and with appropriate Road Traffic Orders along the access road.</p> <p>n. Construction Management Plan (CMP): A condition requiring submission of a CMP, for approval prior to start of construction, is required.</p> <p>o. TfL should be consulted regarding cumulative demand / implications for public transport.</p> <p>p. L.B. Enfield should be consulted.</p>	
Waste	<p>Both the planning and Listed Building Consent applications have been given a RAG traffic light status of AMBER for waste storage and collection.</p> <ul style="list-style-type: none"> • There has been no provision made for food waste storage within the residential proposal. • We would also recommend that there is a bulky waste storage area within the provision. • The acceptance of a second collection charge would need to be confirmed. • It would need to be confirmed if waste storage and collection would be part of the wider development under planning application HGY/2019/2929 or as separate application with different service provision 	<p>The applicant has submitted a revised Operational Waste Management Plan and amended the proposals to improve the waste collection areas and include bulky waste storage areas for Blocks D and G.</p>
EXTERNAL		
Cadent Gas	<p>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</p>	

Stakeholder	Comment	Response
	<p>from the landowner in the first instance.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
Environment Agency	We have assessed this application as having a low environmental risk. We therefore have no comments to make. Although we have no comments on this planning application, the applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.	
Historic England	On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.	
Historic England (GLAAS)	The planning application lies in an area of archaeological interest and potential for archaeological heritage is illustrated by Roman finds that have been made in the area immediately to the north of the site. Given this, it is recommended that field evaluation is undertaken at this stage to inform a planning decision. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.	
LB Enfield	<p>In general terms London Borough of Enfield (LBE) support plans to improve this part of Tottenham, which has close links to Fore Street and Edmonton.</p> <p><u>Social Infrastructure</u>. The impact of the changing density and housing will have implications on community and social infrastructure, in particular school places. It is acknowledged that an upgrade has been made to an existing school (Brooke House) and further improvements are planned to other existing schools in LBH. However, there are concerns the uplift may impact</p>	

Stakeholder	Comment	Response
	<p>school provision within Enfield (St John and St James Primary School and Raynham Primary School). Justification should be provided there would be no adverse impact in terms of social infrastructure as a result of the development within Enfield.</p> <p><u>Transport and Traffic:</u> Assessment. The site is currently commercial. Therefore, the overall vehicle trip generation to the new residential site will likely be reduced, which is reflected in the submitted TRICS data. It is noted from the submitted Transport Assessment that cycle parking for the proposed development is being provided in accordance with Draft London Plan standards, which is welcome.</p> <p>20% of the car parking spaces being provided are being given active Electric Vehicle parking, and again in accordance with Draft London Plan standards, the remaining 80% will be equipped with passive provision for future EV spaces.</p> <p>With regards to the car parking, and quoting Haringey policy DM32, the TA states that car parking is being provided at levels “significantly less than 1 space per unit.” It is noted that 54 car parking spaces are proposed for the 330 units, which works out as a parking ratio of 0.16 space per unit.</p> <p>The site is partially in PTAL 4 and partially PTAL 3. The main concern is that while the site is within the Tottenham North CPZ, that CPZ ends at the Haringey / Enfield boundary, which is within walking distance of the site; this has not been addressed at any point in the TA. LBE have significant concerns that this will result in overspill parking onto streets north of the site. As such, LBE object. Assessment of and appropriate mitigation, in the form of a contribution to a CPZ being established to cover streets such as Langhedge Close, Langhedge Lane and Snells Park is required. This would be in accordance with Enfield DMD 8, which requires that developments must provide adequate mitigation for any adverse effects.</p> <p>There is a general concern with the TA assessment, that despite the site being located in the northernmost part of Haringey, none of the assessments carry past the Haringey / Enfield border, for example the census output data only relates to Haringey and it would make more sense for the development to be the centre point and for data to be taken from a radius around that, which would encompass developments and data in Enfield.</p> <p>It is noted that the committed developments list or any other part of the TA does not consider any Enfield developments, such as the nearby Meridian Water development, which is</p>	

Stakeholder	Comment	Response
	<p>significant and should be considered. While not yet committed development, it is also recommended that the applicant is aware of the Joyce Avenue and Snells Park Estate regen.</p> <p><u>Conservation and Design:</u> Fore Street Conservation is in the vicinity of the proposal. The southern designated area is an informal cluster of buildings of varied form and use, numerically dominated by early 19th century survivals of suburban type but entered through the gateway of later buildings – the Phoenix public house and the County Court.</p> <p>The significance of this part of the Conservation Area can be summarised as a vibrant, varied shopping centre which dominates the historic dimension of the place, historic character established by the surviving early 19th century buildings, giving a strong sense of time depth and evolution and corners marked by landmark buildings, mostly of red brick of c1900, often with gables or turrets.</p> <p>Historic England Good Practice Advice note states, the contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset. Views should be taken into account in terms of the highest part of the development to establish harm to the designated heritage asset.</p>	
Metropolitan Police (Designing Out Crime Officer)	<p>We have met with the project Architects to discuss Crime Prevention or Secured by Design (SBD) for the overall site. The Architects have made a positive contribution with reference to design out crime or crime prevention and have positively engaged with police regarding the outline and layout of the development. They have also stated that “should it be required; consultation will take place with a Designing Out Crime Officer during the detailed design stage”. At this point it can be difficult to fully design out any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects was to discuss this project in greater detail prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is</p>	

Stakeholder	Comment	Response
	<p>adhered to.</p> <p>Conditions: (1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. (2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the local authority/ architect. Site specific advice may change depending on further information or site limitations as the project develops:</p> <ul style="list-style-type: none"> • Boundary Treatments – Site specific recommendations for each block as and when the detailed plans are available for review. • Car Parking – Site specific recommendations for each block as and when the detailed plans are available for review • Door/Window Specifications – Site specific recommendations for each block as and when the detailed plans are available for review. • Balconies/Climbing Aids – Balconies should be designed so that they have flush fitting glazed balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any external drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. The design should not provide opportunities to climb. If such examples cannot be designed out and climbing may be possible then vulnerable properties must have PAS 24:2016 doors and glazing. • Communal Entrance – Site specific recommendations for each block as and when the detailed plans are available for review. • Lobby/Airlock – Site specific recommendations for each block as and when the detailed plans are available for review • Access Control - Site specific recommendations for each block as and when the detailed 	

Stakeholder	Comment	Response
	<p>plans are available for review</p> <ul style="list-style-type: none"> • Compartmentation - Site specific recommendations for each block as and when the detailed plans are available for review. • CCTV – It is advised that CCTV is installed covering the main entrances, the hallway/airlock/post-boxes as minimum. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use. • Postal strategy – It would be advised that all post is delivered into an airlock (preferred) or through the wall to reduce the likelihood of tailgating and postal theft. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If post is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard. • Bike Storage – Site Specific Recommendations. We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency. • Bin Storage – External entrance door should be to LPS 1175 SR2 standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers, if they incorporate a slatted ventilation design. This should be data logged and fob controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually. • Lighting – A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is compliant to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime. A level of competence must be shown to sign off the lighting scheme. • Management Plan - Site specific recommendations for each block as and when the detailed plans are available for review. • Landscaping - Site specific recommendations for each block as and when the detailed plans are available for review. • Boundary Treatment - Site specific recommendations for each block as and when the 	

Stakeholder	Comment	Response
	<p>detailed plans are available for review.</p> <ul style="list-style-type: none"> • Emergency services - Site specific recommendations for each block as and when the detailed plans are available for review. • Lighting – It is unclear what levels of illumination will be provided. A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime. A Certificate of Competence will be required to sign off the lighting scheme. 	
Natural England	No objection.	
Network Rail	After reviewing the application, I would like to inform you that Network Rail have no objections to the proposals.	
Thames Water	<p><i>Waste Comments</i></p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p>	

Stakeholder	Comment	Response
	<p data-bbox="394 140 647 169"><i>Water Comments</i></p> <p data-bbox="394 213 1727 724">The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p data-bbox="394 769 1727 983">There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p data-bbox="394 1027 1727 1460">The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p>	

Stakeholder	Comment	Response
	<p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either: - all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development"</p> <p><i>Supplementary Comments</i> Waste: We confirm that there will be sufficient capacity in our sewerage network to accept the surface water discharge rate provided as part of the enquiry, however this does not preclude the requirement as set out by Policy 5.13 of the London Plan. Management of surface water from the site should follow policy 5.13 of the London Plan, development should 'aim to achieve greenfield run-off rates' utilising Sustainable Drainage and where this is not possible information explaining why it is not possible should be provided to both the LLFA and Thames Water.</p>	

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**Graham Harrington
Haringey Council
6th Floor River Park House,
Wood Green, London
N22 8HQ**

**Our ref: GLA/4953/TO/01
Your ref: HGY/2019/2929
Date: 27 January 2020**

Dear Mr Harrington

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

**867-879 High Road, Tottenham , London , N17 8EY
Local Planning authority reference: HGY/2019/2929**

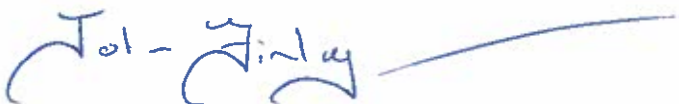
I refer to the copy of the above planning application, which was received from you on 13 November 2019. On 27 January 2020, Jules Pipe, the Deputy Mayor for Planning, Regeneration and Skills, acting under delegated authority, considered a report on this proposal, reference GLA/4953/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that the application does not yet comply with the London Plan and Intend to Publish London Plan, for the reasons set out in paragraph 74 of the above report; but that possible remedies set out in that paragraph could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Conor Brady, e-mail conorbrady@tfl.gov.uk.

Yours sincerely,



John Finlayson

Head of Development Management

cc Joanne McCartney, London Assembly Constituency Member
Andrew Boff, Chair of London Assembly Planning Committee

National Planning Casework Unit, DCLG
Lucinda Turner, TfL
Rebecca Burnhams, DP9

27 January 2020

B&M Home Store, 867-879 High Road, Tottenham

in the London Borough of Haringey
planning application no. HGY/2019/2929

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Hybrid planning application (part Full/part Outline) for the demolition of existing buildings and structures, and redevelopment of the site for a residential led mixed use scheme with up to 330 residential units (Class C3), retail/cafe use (Use Classes A1/A3), an area of new public open space, landscaping and other associated works.

The applicant

The applicant is **Tottenham Hotspur Football & Athletic Co. Ltd.**, and the architect is **F3**.

Strategic issues

Principle of development: The principle of a high-density residential-led development on this site is supported (Paragraphs 12-15).

Affordable housing: The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered (Paragraphs 16-26).

Urban design and historic environment: The general layout, massing and heights principles are supported. Concerns are raised over the omission of the tower from the detailed application given its prominence and the need to secure exemplary design quality. Less than substantial harm would be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised. The outline form of the tower element of the application raises concerns about the quality of the proposals (Paragraphs 31-48).

Transport: The applicant is required to address issues in respect of Active Travel, disabled persons parking provision and parking management and cycle parking provision. Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition or planning obligation (Paragraphs 51-65).

Climate change: Further information on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions (Paragraphs 66-71).

Recommendation

That Haringey Council be advised that the application does not comply with the London Plan and the intend to publish London Plan, for the reasons set out in paragraph 74 of this report.

Context

1 On 20 November 2019, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has to provide the Council with a statement setting out whether he considers that the application complies with the London Plan and the intend to publish London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1A, 1B(c) and 1C(c) of the Schedule to the 2008 Order:

- *1A "Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats."*
- *1B(c) "Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres."*
- *1C(c) "Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London."*

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The application site is a 1.2 hectare rectangular parcel of land located on the west side of Tottenham High Road. The site comprises primarily a large car park, a large two storey retail store (B&M Home Store), located at the western end of the site and 6 single storey retail units. The site contains two listed (Grade II) Georgian townhouses (867 & 869 Tottenham High Road) and is bound by Brook House school and residential blocks of 5-23 storeys as part of the mixed use Cannon Road development to the north, Tottenham High Road to the east, low rise commercial development and the site known as The Goods Yard to the south, and the tree-lined embankment of the railway viaduct of the London Overground Line to the west. The area to the west beyond the railway is predominantly in low-rise residential use. Tottenham High Road contains a mix of retail uses as well as Tottenham Hotspur's football stadium to the south-west of the site, which was completed to provide a new stadium, with residential, hotel, sports centre, community and health uses also permitted as part of the scheme (GLA Ref: D&P/2292g/02; LPA Ref: HGY/2015/3000). A small part of the east of the site containing the listed buildings is within the North Tottenham Conservation Area.

6 The site is within the Upper Lee Valley Opportunity Area and the Tottenham Hale/North Tottenham Housing Zone.

7 The site is located on Tottenham High Road, which forms part of the Strategic Road Network (SRN). The closest part of the Transport for London Road Network (TLRN) is the A406 Angel Road, 800 metres north. The nearest station is White Hart Lane, 300 metres south, served by the London Overground, providing connections north to Enfield and Cheshunt and south to central London via Hackney. TfL has recently made enhancements to White Hart Lane station, providing increased station capacity, step-free access and additional ticket vending machines. The closest London Underground station is Tottenham Hale on the Victoria line, 2.1 kilometres south. The nearest bus stop is on the A1010 High Road Tottenham at Brantwood Road served by routes 149, 259, 279, 349 and N279. These routes provide direct connections to destinations including Enfield, Edmonton, Dalston, Finsbury Park, and other parts of Tottenham. The site has a Public Transport Access Level (PTAL) of 4 on a scale of 0 to 6b, where 6b represents the highest level of connectivity. The closest part of the Strategic Cycle Network is 600 metres south of the site at Church Street.

Details of the proposal

8 The proposal is in the form of a hybrid planning application, comprised of full and outline elements. Outline planning permission is sought for the demolition of existing buildings and construction of a residential-led mixed-use development in buildings of up to 29 storeys, comprising up to 35,000 sq.m. of residential floorspace (up to 330 units), and up to 102.2 sq.m. of non-residential space (Use Classes A1 and A3). Details of layout, scale, appearance, and landscaping within Blocks A, B and C are reserved for later approval. Details of appearance and landscaping only are reserved in relation to proposed Block E, and detailed permission is sought for Blocks D and G, including the change of use of the listed buildings (Block F). Works to the listed buildings are also subject of a separate listed building application with the outline application subject to parameter plans, design codes, and a development specification. An illustrative scheme is included in the design and access statement, which shows how the application could be delivered at reserved matters.

Case history

9 A series of pre-planning application meetings have been held between the applicant, Haringey Council and the Greater London Authority with an in-principle meeting held with the GLA on 06 February 2019 and a further detailed meeting on 12 March 2019. GLA officers concluded that, noting the existing use and the site allocation, the principle of high quality high density residential-led mixed use redevelopment of this site would be strongly supported in strategic planning terms. Further information was suggested relating to housing, urban design, and transport prior to the submission of any application.

Strategic planning issues and relevant policies and guidance

10 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2017), Development Management DPD (2017), and Site Allocations DPD (2017); Tottenham Area Action Plan (2017); and the 2016 London Plan (Consolidated with Alterations since 2011).

11 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- The London Plan intend to publish version (December 2019). In line with paragraph 48 of the NPPF, the weight attached to the intend to publish London Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.
- Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013)
- The Tottenham High Road West Masterplan Framework (2014).
- Opportunity Areas *London Plan; intend to publish London Plan*
- Housing *London Plan; intend to publish London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; intend to publish London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Affordable Housing and Viability SPG*
- Urban design *London Plan; intend to publish London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Historic environment *London Plan; intend to publish London Plan*
- Inclusive design *London Plan; intend to publish London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; intend to publish London Plan; Transport Strategy; draft Transport Strategy*
- Climate change *London Plan; intend to publish London Plan; Sustainable Design and Construction SPG; Climate Change Adaptation Strategy; Climate Change Mitigation and Energy Strategy; Water Strategy; draft Environment Strategy*

Principle of development

12 The site falls within the Upper Lee Valley Opportunity Area, for which the London Plan and the Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013) identify an employment capacity of 15,000 and at least 20,100 new homes. The Mayor's intend to publish London Plan identifies the Opportunity Area's capacity for at least 21,000 new homes and 13,000 new jobs.

13 The Council's Tottenham Hale Area Action Plan (AAP, 2017) identifies the site as a relatively small part of Site Allocation NT5: High Road West, which envisages masterplanned, comprehensive development to create a new residential neighbourhood and a new leisure destination for London including a new public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure. The indicative capacity for the Site Allocation is 1,200 homes, 4,353 sq.m. of commercial space, 11,740 sq.m. of town centre uses, and 1,200 sq.m. of other uses. The Tottenham High Road West

Masterplan Framework (2014) shows the application site comprising of medium density residential use with a new community park.

Residential

14 Policy H1 'Increasing Housing Supply' and Table 4.1 of the Mayor's intend to publish London Plan sets Haringey a 10 year housing target of 15,920 (increased from 15,019 in the current London Plan) per year between 2019/20 and 2028/29. The site is allocated for residential-led development in the Tottenham AAP and the Masterplan Framework. The redevelopment of the site including up to 35,000 sq.m. of residential floorspace (up to 330 units) is in accordance with local Policy and would contribute to London Plan and the Mayor's intend to publish London Plan housing targets and is supported.

Loss of retail floorspace

15 Both London Plan Policy 2.15 and Policy SD6 of the Mayor's intend to publish London Plan adopt a town-centre first approach, which recognises that town centres should be the foci for commercial development beyond the CAZ. London Plan Policy 4.7 and Policy E9 of the Mayor's intend to publish London Plan support a successful and diverse retail sector and resist the loss of retail facilities that provide essential convenience or specialist shopping. The proposed development would result in the loss of approximately 4,800 sq.m of retail floorspace. However, the development is not within a town centre location and the High Road West Masterplan identifies the site for predominantly residential use, with a range of retail uses provided elsewhere within the masterplan area. Furthermore, the existing big box retail use within the site does not provide a specialist or essential retail requirement. Accordingly, having regard for the strategic objectives of the site, the loss of retail floorspace is acceptable.

Housing

Affordable housing

16 London Plan Policies 3.11 and 3.12 and Policy H5 of the Mayor's intend to publish London Plan seek to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H6 of the Mayor's intend to publish London Plan identifies a minimum threshold of 35% affordable housing (by habitable room), with an upper threshold of 50% for industrial sites and public land. Applications providing the relevant threshold level of affordable housing before public subsidy; with an appropriate tenure split; having explored potential additionality through grant funding; and, meeting all other relevant Policy requirements and obligations to the satisfaction of the Mayor and the Local Planning Authority can follow the 'Fast Track Route'. Such applications would not need to submit a viability assessment, and would not require a late stage viability review mechanism to be secured as part of any legal agreement attached to any permission.

17 The Mayor's preferred tenure mix is outlined in Policy H7 of the intend to publish London Plan provided as at least 30% low cost rent (social rent or London Affordable Rent), at least 30% intermediate (London Living Rent or shared ownership), and the remaining 40% as determined by the local planning authority. As set out in the

Tottenham Area Action Plan, within the Tottenham AAP area, Haringey requires a tenure split of 60% intermediate accommodation and 40% affordable rented accommodation.

Unit type	Market Housing		Social rent		Intermediate (shared ownership)		Total		unit mix	
	Unit	Hab room	Unit	Hab room	Unit	Hab room	Unit	Hab room		
One bed	72	144	5	10	10	20	87	174	27%	
Two bed	147	443	16	48	29	91	192	582	59%	
Three bed	24	103	8	36	8	35	40	174	12%	
Four bed	6	30	0	0	0	0	6	30	2%	
Total	249	720	29	94	47	146	325	960		
			76 units (23% by unit) 240 hab rooms 25% by hab room)							

Table 1: Affordable Housing offer on illustrative 325 unit scheme

18 The application proposes 25% affordable housing by habitable room, without public subsidy. The affordable housing tenure mix comprises: 61% intermediate housing (composed of shared ownership) and 39% Low-cost Rent (composed of social rent), as set out in the table above showing a 325 unit illustrative scheme.

19 The proposed affordable housing offer falls significantly short of the 35% Fast Track threshold and is unacceptable as schemes are expected to deliver at least the threshold level of affordable housing without grant or public subsidy and to increase this proportion through the use of grant and other subsidy where this is available. Only where there are clear barriers to delivery and it is fully justified through detailed viability evidence in line with the methodology and assumptions set out in Policy H5 of the intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG, would a lower level of affordable housing be supported. Accordingly, the applicant must seek to increase the level of affordable housing provision.

20 As outlined in policies H5 and H6 of the Mayor's intend to publish London Plan, given the level of affordable housing proposed, the application must follow a viability tested route. The applicant has submitted a financial viability appraisal (FVA) which is currently under review by GLA officers. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan.

21 The Council must publish, in full, the FVA in accordance with Policy H5 of the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information in accordance with the SPG and it is noted that a redacted version of the FVA has been published by the Council. Officers accept that in very exceptional circumstances there may be legitimate reasons for keeping limited elements of viability information confidential. However, for this to be the case, the LPA should be convinced that the public interest in maintaining the exception outweighs

the public interest in disclosing the information. Boroughs should therefore consider this carefully with reference to the 'adverse effect' and overriding 'public interest' tests. At this stage, GLA officers are not aware of exceptional circumstances for this case and expect an unredacted FVA to be published.

22 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made within two years of any permission being granted in accordance with Policy H5 of the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG. Early stage viability reviews may also be required relating to the timing of the submission and implementation of reserved matters applications. A late stage review will be required when 75% of the units are sold or let.

Affordability

23 The low-cost rented units are proposed at social rent levels to enable the Council to utilise the units to decant tenants from the Love Lane Estate should it wish to do so. The provision of the social rent as the low-cost rent component is strongly supported and should be secured as such within any S106 agreement along with any decant agreement between the applicant and the Council.

24 The affordability of the intermediate units are proposed in accordance with the Mayor's qualifying income levels as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. In addition to this, annual housing costs (including service charges, rent and any interest payment) should be no greater than 40% of net household income. Affordability thresholds for all tenures must be secured in the section 106 agreement attached to any permission.

Housing choice

25 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, with affordable family housing confirmed as a strategic priority. Policy H12 'Housing size mix' of the Mayor's intend to publish London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes; and for low cost rent, boroughs should provide guidance on the size of units required to ensure housing meets identified needs.

26 The applicant states that 14% of the units would be family-sized, defined as three-bedrooms and above, with the mix to be determined at reserved matters stage. In accordance with the London Plan and the Mayor's intend to publish London Plan, it is recommended that the Council secures a minimum proportion of family-sized low cost rent units.

Children's play space

27 London Plan Policy 3.6 and Policy S4 of the Mayor's intend to publish London Plan seek to ensure that development proposals include suitable provision for play and recreation and incorporate good-quality, accessible play provision for all ages, of at least 10 square metres per child, with further detail in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.

28 Based on the applicant's illustrative scheme, this equates to a requirement for 798 sq.m. of play space, with 379 sq.m. for under-fives. On site play space of up to 1,250 sq.m. is proposed in residents' communal courtyards, public open spaces (including the new park), and a dedicated play space, and an indication of the design of play space has also been provided. Any reserved matters application would need to fully detail play space proposals taking account of existing and proposed off-site facilities, which should be appropriately secured and all play areas should be equally accessible to all household tenures.

Fire Safety

29 In line with policy D12 of the Mayor's intend to publish London Plan, development proposals must achieve the highest standards of fire safety and ensure that they: are designed to incorporate appropriate features which reduce the risk to life in the event of a fire; are constructed in an appropriate way to minimise the risk of fire spread; provide suitable and convenient means of escape for all building users; adopt a robust strategy for evacuation which all building users can have confidence in and provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

30 The applicant is as such required to submit a Fire Statement by a third party suitably qualified assessor. The statement should detail how the development proposal will function in terms of: the building's construction; the means of escape; access for fire service personnel and equipment, and the ongoing maintenance and monitoring of these how provision will be made within the site to enable fire appliances to gain access to the building. The Fire Statement should be submitted prior to determination.

Urban design

31 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 and intend to publish London Plan Policy D1 set out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views, and the public realm. New development is also required to have regard to its context and make a positive contribution to local character within its neighbourhood as set out in London Plan Policy 7.4 and intend to Publish London Plan policies D2 and D3.

Density

32 The London Plan and the Mayor's intend to publish London Plan seek to optimise housing capacity, taking into account a range of factors including local context, character, public transport provision and good design. Policies D1 and D3 of the Mayor's intend to publish London Plan place a greater emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out above. The residential density of the proposed development would equate to approximately 271 dwellings per hectare (800 hr/ha). The proposals have been subject to independent design review through Haringey's Quality Review Panel as well as pre-application meetings with GLA

and Haringey Council design officers. The pre-application process has positively informed the evolution of the proposals. The site is located within the Tottenham AAP area where the principle of high density development, including tall buildings, is supported. Accordingly, noting the positive evolution of the scheme in response to the above-mentioned pre-application and design review processes, and having regard to the urban design and residential quality considerations within this report more generally, the proposed density is supported.

Site layout

33 The Council's approach to masterplanning the redevelopment of the area is fully supported in accordance with policies in Chapter 7 of the London Plan and Policies D1 and D2 of the Mayor's intend to publish London Plan. The general layout, massing and heights principles are supported and successfully aligned with the emerging wider context of the Tottenham AAP. The block layouts are arranged around legible residential streets that connect with neighbouring sites as well as framing the northern end of the park, which is welcomed.

34 The ground floor of each block positions a mix of maisonette and 2-bed units with individual front door access to the street with car parking and ancillary servicing areas located away from the primary areas of public realm and within the podiums of blocks C and D. This will help to promote activity, passive surveillance and a sense of ownership for residents.

35 The northern frontage at the base of the tower is taken up by refuse frontage and basement access. There does not appear to be a designated pedestrian footway serving the units to the rear of the tower which consequently risk becoming isolated from the wider scheme. The design team should therefore explore ways to reduce the size of the refuse/ancillary space to allow sufficient space for a safe and accessible footway to wrap around the north and west edges of the tower.

Residential quality

36 London Plan Policy 3.5 and Policy D4 of the Mayor's intend to publish London Plan set out housing quality, space, and amenity standards, and as discussed above, residential quality is particularly important for high density proposals such as this.

37 At the upper levels, residential layouts are efficient with a good distribution of cores and proportion of dual aspect overall. Single aspect south facing units should be designed to avoid overheating through passive measures such as shading.

Height, massing and appearance

38 The submitted Design Code is fairly limited in detail but provides sufficient information to secure the key design principles including definition of the three character areas, architectural principles to each block and landscaping/access principles. The detailed application for blocks D, F and G should be used as a benchmark for securing high design quality for the future phases of the development. Given the limited detail provided in the Design Code, the outline form of the application in relation to Block B raises concerns about the quality of the tower.

Further detail of the appearance of the tower should be submitted to enable this element to be fully assessed.

39 The heights arrangement responds successfully to the pattern and heights of emerging development and sets up a simple increase in height from the east to the west of the site. The tower itself is positioned to appear distinct, with elegant proportions in local views and the design team have given due attention to all four facades. The principle of defining the top, middle and base of the tower is welcomed however, the top of the tower appears poorly resolved at present and the inclusion of corner balconies at this level is questioned given the microclimatic conditions at this height.

40 The architectural treatment to the remainder of blocks is well-considered and appropriate for the proposed typologies and heritage context at the eastern end of the site.

Historic environment

41 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*” and in relation to conservation areas, special attention must be paid to “*the desirability of preserving or enhancing the character or appearance of that area*”. Case law has established that there should be a strong presumption against granting permission that would harm a listed building or the character or appearance of a conservation area. A finding of harm must be given considerable importance and weight.

42 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation; significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset’s physical presence or its setting. Where a proposed development will lead to ‘substantial harm’ to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to ‘less than substantial harm’, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HC1 ‘Heritage conservation and growth’ of the Mayor’s intend to publish London Plan, like London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.

43 The buildings 867 and 869 High Road, Tottenham on the eastern edge of the site are statutorily listed (Grade II) buildings which will be retained and refurbished for residential use. This part of the site is also within the North Tottenham Conservation Area which contains a number of listed buildings focused along Tottenham High Road. Other listed buildings affected by the development include: the Grade II listed ‘Grange’

250 metres to the south of the site, 797 and 799 High Road, and 819 and 812 High Road to the south east. These listed buildings are also located within the North Tottenham Conservation Area. Other Conservation Areas are more than 250 metres to the west, beyond the railway viaduct, and south.

44 An assessment of the impact on heritage assets is contained within the applicant's Heritage Statement which includes an analysis of all heritage assets in the vicinity, and an analysis of the impact of the proposals. This takes account of the applicant's Townscape and Visual Impact Assessment (TVIA), which includes a visual analysis of the impact of the massing parameters on 19 views.

45 The proposals will provide some enhancements to the Conservation Area and its setting, and the setting of the listed buildings at 867 and 869 High Road through the removal of the unattractive car park and fragmented townscape to the rear of the listed buildings, refurbishment works and bringing the listed buildings back into viable use, the creation of a new street immediately to the north of the conservation area lined with good quality buildings, using complementary materials at an appropriate scale and set at comfortable distance. Due to the scale, distance and topography, and having regard for the approved development at the adjacent Good Yards site where the development is visible from other nearby conservation areas, the proposals would not affect their significance.

46 However, although the proposals locate a landmark tall building in an appropriate location as identified in the Masterplan Framework, it is considerably taller than envisaged, rising to 29 storeys, compared to 18 storeys in the Masterplan Framework. As currently proposed, the height of the proposed 29 storey block, will have some impacts on the setting of identified heritage assets if developed to the maximum parameters. The heights proposed in the Masterplan Framework were intended to limit impacts on the Conservation Area and listed buildings when viewed from Tottenham High Road.

47 The Heritage Statement concludes that the impacts are beneficial to heritage assets when considering cumulative impacts with the recently approved development on the Goods Yard site and GLA officers consider that less than substantial harm would be caused to heritage assets by the proposals. The public benefits arising from the proposals include the delivery of new homes, including affordable homes; the regeneration of the site; and new public space. However, as discussed under 'affordable housing' above, the application does not achieve the 35% affordable housing threshold, nor has it been established if the maximum viable amount of affordable housing has been provided, which limits the ability to assess the potential of public benefits. It should be noted that GLA officers must take account of the strong presumption against granting permission that would harm the character or appearance of the Conservation Area, and place considerable importance and weight to the harm caused to the setting of the listed buildings. The public benefits of the proposal could outweigh the less than substantial harm to the HAs but further discussion/interrogation is required in relation to the AH offer and in relation to how the other benefits will be secured/delivered.

48 It is therefore suggested that the applicant should seek to increase the public benefits its proposals would lead to by significantly increasing the level of affordable housing.

Inclusive design

49 London Plan Policy 7.2 and Policy D3 of the Mayor's intend to publish London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum).

50 Policy 3.8 of the London Plan and Policy D5 of the intend to publish London Plan require at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The application materials state that the proposals will meet these requirements and include plans of wheelchair accessible units which the Council should secure by condition as part of any permission.

Transport

Healthy Streets

51 The Mayor's Healthy Streets Approach aims to reduce vehicle dominance, improve air quality, increase walking and cycling, and make attractive places to live, work and do business. All development should to deliver improvements that support the ten Healthy Streets Indicators in line with Policy T2 of the Mayor's intend to publish London Plan.

52 The development should also support the Mayor's aims for all Londoners to do 20 minutes of active travel each day and for at least 80 per cent of trips across London to be made by walking, cycling and public transport by 2041. It is expected that new development makes a greater contribution to achieving this aim, particularly in well-connected parts of London such as the application site.

53 The proposed development provides opportunities to improve connectivity to the north and south which is strongly welcomed. These connections should prioritise walking and cycling.

54 The Transport Assessment does not include a full Active Travel Zone (ATZ) assessment which should be amended to include an ATZ assessment which identifies measures that could support the expected high walking and cycling mode shares. This should also identify locally important walking and cycling routes within a 20 minute cycle radius.

55 Any necessary mitigation identified through this work should be secured in the S106 agreement, S278 agreement or by condition as appropriate.

Car parking

56 The applicant proposes providing 54 car parking spaces for the residential part of the development which the proposed 2 car club parking spaces and 10 disabled persons parking spaces would count towards. Based on development of up to 330 dwellings as set out in the Planning Statement, this yields a car parking ratio of 0.16

spaces per dwelling. Should a lower number of homes be consented, the maximum car parking ratio should be capped at 0.16 spaces per dwelling. Should a greater number of homes be consented, the car parking should be capped at 54 spaces (including disabled persons car parking and car club spaces). The applicant is also strongly encouraged to reduce this level of car parking in order to make better use of land which could provide additional public realm, soft landscaping or cycle parking.

57 Notwithstanding the above, the provision of 12 spaces for electric vehicle charging points (EVCP) and the remainder enabled for passive provision of EVCPs is welcomed.

58 The site sits in a Controlled Parking Zone. In order to protect the residential amenity of the existing community and to prevent overspill car parking, new residents and business should be restricted from applying for parking permits. As set out in the Mayor's intend to publish London Plan, no car parking spaces should be allocated to any particular home and should instead be leased. This also applies to disabled persons car parking.

59 The applicant should show how car parking could be converted to other uses in future, including conversion to additional disabled persons car parking, cycle parking, soft landscaping or public realm. This should be set out in a Parking Design and Management Plan, which should be secured by condition and discharged prior to occupation.

Cycle parking

60 Cycle parking will be provided to the minimum standards as set out in the draft London Plan which is supported. Given the density of the proposed development, the need to achieve a high level of active travel, and the proximity of the Strategic Cycle Network the applicant is strongly encouraged to provide cycle parking above these minimum standards, and that cycle parking spaces are provided for a variety of cycles. Short stay cycle parking for the residential part of the development should be provided at a rate of at least 1 space per 40 dwellings, in line with the standards set out in the Mayor's intend to publish London Plan.

61 A minimum of 5 per cent of spaces should be provided for larger cycles, adapted cycles and cargo cycles. The remaining spaces should be provided via a combination of Sheffield stands and two-tier stands, in line with the London Cycling Design Standards. Short stay cycle parking should be provided in the public realm as close to building entrances as possible.

Public transport

62 The site must be integrated into the local bus network to support the high proportion of trips expected to be made by sustainable modes. Given the proposed scale of development, in addition to cumulative development impacts, a contribution of £450,000 (£90,000 per annum for 5 years) towards bus service enhancement will be required. Further discussions on the content of any obligation including triggers should be undertaken with Transport for London. This should be secured through a section 106 agreement.

63 The Transport Assessment does not include an assessment of how the number of rail trips will be divided between lines and stations, or the impact of the extra trips on lines or stations. This should be addressed.

Managing travel demand

64 Construction works and delivery and servicing will need careful management to deliver Vision Zero objectives. A full Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP), both in accordance with TfL guidance, should therefore be secured by condition. The CLP should be in place before construction commences and the DSP prior to occupation.

65 A full Travel Plan should also be secured by condition and discharged prior to occupation.

Climate change

66 In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the Mayor's intend to publish London Plan, the applicant has submitted an energy strategy, setting out how the development proposes to reduce carbon dioxide emissions. The strategy comprises a range of passive design features and demand reduction measures. Based on the information provided, the detailed domestic element of the proposed development is estimated to achieve a reduction of 19.5 tonnes per annum (16%).

67 The applicant is proposing a site-wide heat network supplied by a centralised energy centre. It has been confirmed that all apartments and non-domestic building uses will be connected to the heat network. Further information on the heat network and configuration of the energy centre are required in order to confirm conformity with London Plan Policy requirements. Further information is also required on carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

68 Based on the submitted energy assessment, the carbon dioxide savings exceed the on-site target set out in Policy 5.2 of the London Plan for domestic and non-domestic uses. Any remaining shortfall in CO2 reductions should be met through a Section 106 contribution to the Council's offset fund in order to meet the zero-carbon target in place for the residential element, in accordance with London Plan Policy 5.2 and Policy SI2 of the Mayor's intend to publish London Plan.

69 The approach to flood risk management and the surface water drainage strategy for the proposed development complies with London Plan Policy 5.12 and 5.13 (and policies SI.12 & SI13 of the Mayor's intend to publish London Plan).

70 The proposed development generally meets the requirements of London Plan Policy 5.15 (and Policy SI.5 of the Mayor's intend to publish London Plan). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

71 The Applicant should calculate the proposed development's Urban Greening Factor, as set out in Policy G5 of the Mayor's intend to publish London Plan and aim to achieve the specified target.

Local planning authority's position

72 Haringey Council officers are currently considering the application.

Legal considerations

73 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view.

74 Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

75 There are no financial considerations at this stage.

Conclusion

76 London Plan and the Mayor's intend to publish London Plan policies on the principle of development; affordable housing; housing; urban design; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and the Mayor's intend to publish London Plan, for the reasons set out below.

- **Principle of development:** The principle of a high-density residential-led development on this site is supported. However, the outline form of the tower element of the application raises concerns about the quality of the proposals.
- **Affordable housing:** The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable. Accordingly, the applicant must seek to increase the level of affordable housing provision. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG.

- **Urban design and historic environment:** The general layout, massing and heights principles are supported. However, there are concerns that the tower isn't included in the detailed application given its prominence and the need to secure exemplary design quality. GLA officers consider that less than substantial harm will be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised.
- **Transport:** The applicant is required to address issues in respect of; Active Travel, disabled persons parking provision and parking management and cycle parking provision, Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition and obligation as appropriate.
- **Climate change:** Further information on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

for further information, contact GLA Planning Unit (Development Management Team):

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Appendix 9 – Neighbour Representations

Commentator	Comment	Response
Flat 1, Mallory Court, resident.	As a resident of Mallory Court, my flat is south-facing (views out of the windows look out to the stadium) which will be adjacent to the proposed new high-rise block of flats. My concern is such a high-rise tower will block the natural sunlight coming into the flat which will cause my flat to become naturally darker meaning the need to turn the lights on during the day, increasing my energy bills. This demand in unnecessary energy use will put extra pressure on the wider grid and exacerbate climate change. Has Haringey council and the developers thought about local residents (particularly Mallory Court residents) who will be living in the dark and in the shadow of this monstrous high-rise block of flats for years to come?	The proposed development would impact on daylight and sunlight enjoyed by residents of Mallory Court. This is considered in detail in the report.
14 Cooperage Close, resident.	I have examined the planning application and I wish to offer my full support to the proposed regeneration. This development will provide a much-needed facelift to this neglected part of the capital as the current appearance of the area is in need of substantial revitalisation.	
28 Rivers Apartments, resident.	I fully support the planning application. As a lifelong resident in Tottenham, I fully understand the need to redevelop the area, in order to bring prosperity to a part of London that has been neglected since I've lived here. The plans for new residential homes, retail/cafe use and a new public open space will have far reaching benefits to current and new residents in Tottenham, and will help to transform the area.	
38 The Lindales, Grasmere Road, Resident.	Objection – I have no further comments at this time.	
Flat 45, Lorenzo House, 9 College Road, resident.	Concern at accident on a building site in the past that resulted from scaffolding not secure enough.	
58 Newbury House, residnet	<p>TENURE SEGREGATION</p> <ul style="list-style-type: none"> • From the indicative area schedules in Appendix 1 to the Financial Viability statement, we can see how the architects have artfully separated the housing tenures in this proposed development. • Blocks A and B are 100% market homes, Block C has market homes accessible by the core, and 2 accessible intermediate and 1 accessible social rent homes which do not use the lifts. Block D has 16 market and 16 intermediate apartments in separate wings (D1 and 	

D2) which use the core, and 6 accessible social rent homes which do not use the lifts. Block E is 100% social rent homes, Block F has 6 intermediate dwellings, and Block G has 23 intermediate dwellings, with 2 accessible market homes which do not share the core or lifts.

- Therefore, no Market and social rent resident will ever use the same core and lifts. This is social segregation, which is unacceptable.
- Presumably the developer believes that owner occupiers and private renters are prejudiced against social renters, and unwilling to share any internal communal spaces with them. We do not believe that this is true.
- As we have seen at Welborne at Tottenham Hale, this segregation is likely to mean that internal finish and standards in the communal areas will be lower in Block E (100% social rent homes), and this is unacceptable.

ADDRESSING LOCAL HOUSING NEEDS

- This application does not comply with the Local Plan in that it provides only new (23% affordable homes by number of dwellings (and 25% by habitable room) as opposed to the policy requirement of 40%.
- This proposal would tend to price local people out by over providing unaffordable housing, tending to increase house prices and market rents in the surrounding area. The applicant should demonstrate its commitment to the area by proposing a policy-compliant scheme.
- The affordable housing tenure split used in this application, a 60:40 preference for intermediate rather than low cost rent, does not address local housing need.
- Intermediate affordable housing requires deposits or advance payments, in a borough where 48% of households have no savings or are in debt, according to Haringey Council's most recent Housing Needs Survey (2013).
- Nor does it address the equalities issues, where the Housing Needs Survey shows that by ethnicity of household reference person, 74% of households headed by an Asian person have no savings or are in debt; 69% of households headed by a black person have no savings or are in debt; and 61% of households headed by someone of mixed heritage have no savings or are in debt.
- The GLA's most recent Council's Strategic Housing Market Assessment shows a net annualised requirement for 65% affordable housing, consisting of 47% low cost - social - affordable rent and 18% intermediate. This is the minimum provision needed to begin to address local housing need.
- Low Cost Rent and Affordable Rent must mean Social Rent, in accordance with the amended Appendix C of Haringey Council's Housing Strategy.
- The social housing provided should be in the form of Council housing with secure permanent tenancies and Social Rents set according to the government's social rent setting

	<p>Guidance.</p> <ul style="list-style-type: none"> Haringey Council has started a Full Scrutiny Review of the High Road West project. This will consider the issues of affordable housing and the gentrification effect, and this present application should be paused until the Full Scrutiny Review has been completed. 	
<p>Brook House Primary School</p>	<p>Tottenham Hotspur have been highly proactive in building relationships and working in collaboration with Brook House Primary School to positively impact our children's education and create memorable learning experiences. We have already received many benefits, including high quality coaching from their youth development team, for our children as part of the Tottenham Hotspur Foundation community offer. As a Primary school, we sincerely believe that the new residential development would further increase their capacity to further build upon their already strong community links and offer more services; which would ultimately contribute and impact the aspirations of our children positively.</p> <p>In addition, their proposals would have a wider impact for our community including a new public square to be enjoyed by local residents and promote increased community cohesion, new cafes, multi-use games areas and events and community programmes. The plans will undoubtedly provide new jobs and employment opportunities to promote community aspirations and contribute to an increased sense of pride, community spirit and cohesion.</p> <p>As a neighbouring Primary School to the proposed development, we wholeheartedly support their application.</p>	
<p>Cannon Road Residents' Group</p>	<p>Proximity of Mallory Court to the new building proposed directly south (Block D), appears to be in places as tight as 10m away, which seems uncomfortably close, from both a privacy and sunlight perspective. If it's essential to have some areas as close as this, can we confirm on the new build it will be low use spaces at these 'pinch points' that retain privacy e.g. stairwells without windows. If not, we would ask to alter the design to reduce this impact. Otherwise, sunlight reports indicate a notable impact on Mallory Court, so we would ask about brightening/reflective exteriors to bounce light between Mallory Court and block B. The same comment goes with block C: use of a lighter exterior than shown in the plans to aid natural brightness, especially for residents towards the bottom floors of Rivers Apartments.</p> <p>We recognise several resident concerns around height of the tallest building and obstruction of views. Plans here significantly differ from the tapering of height implied in the original masterplan. We request information on distance between south facing wall of Rivers Apartments and the north face of Block B, alongside an indicator of the 'degrees' of view that</p>	

will be restricted by the new building, to truly understand this impact.

The positioning proposed for Block B feels messy, not fully aligned with other high-rises in the vicinity, as first indicated in the master plan. Understanding that this is mostly down to National Rail ownership of a small triangle of land along the rail track, it seems sensible that National Rail would be approached to take control of this space into the development. Repositioning this tower would provide a better visual cohesion between all the developments in the high road west plans, which is sensible given the significant long term investment being made here. Alongside, the lack of practical usage National Rail will ever have of this land (it doesn't seem to currently have a use or a foreseeable use), makes its lack of inclusion in the development even more frustrating: By adding this land to the site, further provision could be provided, such as bike racks, outdoor café seating, car club parking etc.

(Electric) Car club spaces - car club spaces were indicated on the Cannon Road site in planning stages but never delivered. In a development where parking facilities are not available to all this has a notable impact and should be implemented here to future-proof the community.

We also request for pre-school facilities to be integrated in the plan, as our development is working through family stages and there is lack of choice very locally.

Regarding the park and pathway leading to the station, security is a concern - lighting and CCTV feels essential for these areas to be a success.

The current site boundary wall and its importance for security on the Cannon road site - both to underground parking areas and resident gardens will need more detailed consideration. Our residents group would like to be involved in the decisions being made here when appropriate.

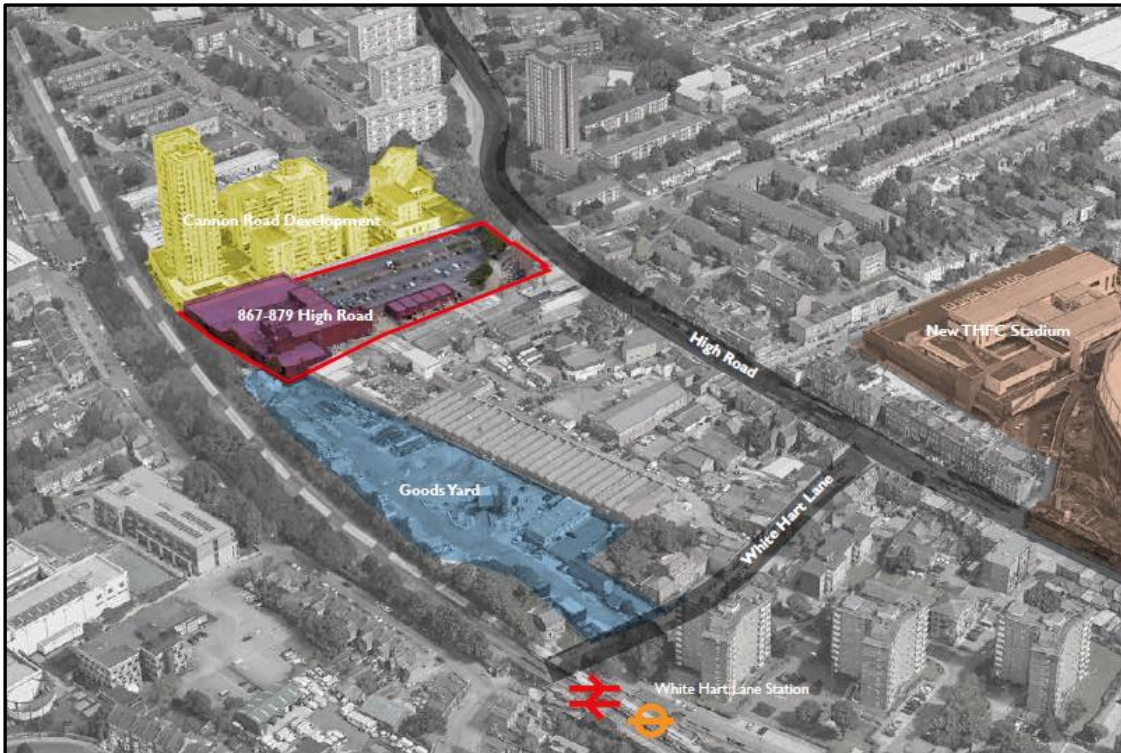
We also welcome an ability and intention to collaborate with Cannon Road services where possible to reduce service charges for both existing and new residents – notably here, standing charges on the heating systems and a shared concierge service. If the role of a shared concierge is taken, it will be critical to provide a post storage space for this role to be valued by new residents. Currently, concierge on our site are unable to take parcels for residents due to a lack of storage facilities. With proliferation of online retail this is an essential concierge service for residences - it may have been an oversight in building Cannon Road, but shouldn't be for future developments.

Although this comment mostly contains criticism and suggestions for improvement, it should be

	<p>noted that we are broadly in favour of the changes proposed and welcome positive impacts from redevelopment here.</p>	
<p>Newlon Housing Trust</p>	<p>As the scheme's immediate neighbour, we welcome a residential led planning application. The proposed scheme is well designed and will integrate our affordable housing estate (Cannon Road) into a completely rejuvenated neighbourhood;</p> <p>In particular, we support and welcome the following:</p> <ul style="list-style-type: none"> • The existing superstore and car park have been a source of Anti-Social Behaviour. This has noticeably improved in the last two years but it is still an inhospitable area at night and a source of concern for some residents. A residential led scheme will transform the area, making it safer and much more welcoming. • The new scheme will link into Cannon Road and will result in the opening up of Newlon's roadways and access routes, leading to the integration of our estate into the wider masterplan area. Our residents will have access to new landscaped areas, better connectivity to public transport and community resources. This was part of our s106 commitment and we welcome its implementation. • Getting rid of the wall between Cannon Road and the proposed scheme will perhaps be the biggest improvement. The previous site owner refused to lower the wall and, due to its condition, we were forced to build a false wall to protect our estate. With hindsight this is quite ugly, it also blocks light and creates a huge barrier. Our residents will strongly welcome this aspect of the proposed scheme. • We also welcome the proposed playground extension as this will transform the Brook House School's ability to access safe play areas. The school is an important community asset and hub for our residents and the proposed facilities will further strengthen community relationships. • Finally, the proposed scheme is also an opportunity to share resources, which will benefit residents of both developments. For example, our 24-hour concierge service and CCTV at Cannon Road can be extended to residents of the new scheme. This would generate economies of scale and assist in reducing costs and service charges for both residential schemes. 	

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Appendix 12 – Images of the site and proposed scheme



The site in red, the Cannon Road area in yellow and the Goods Yard site in blue

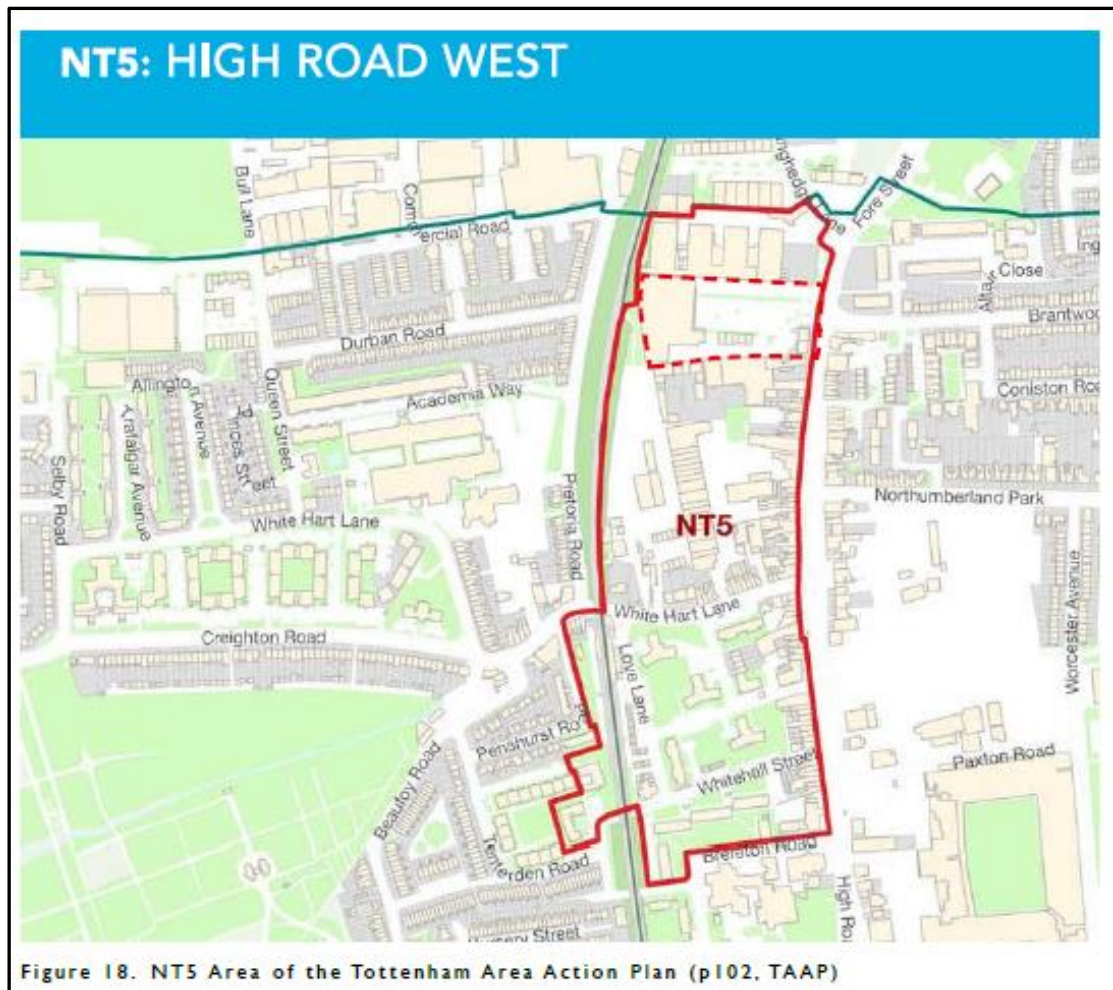
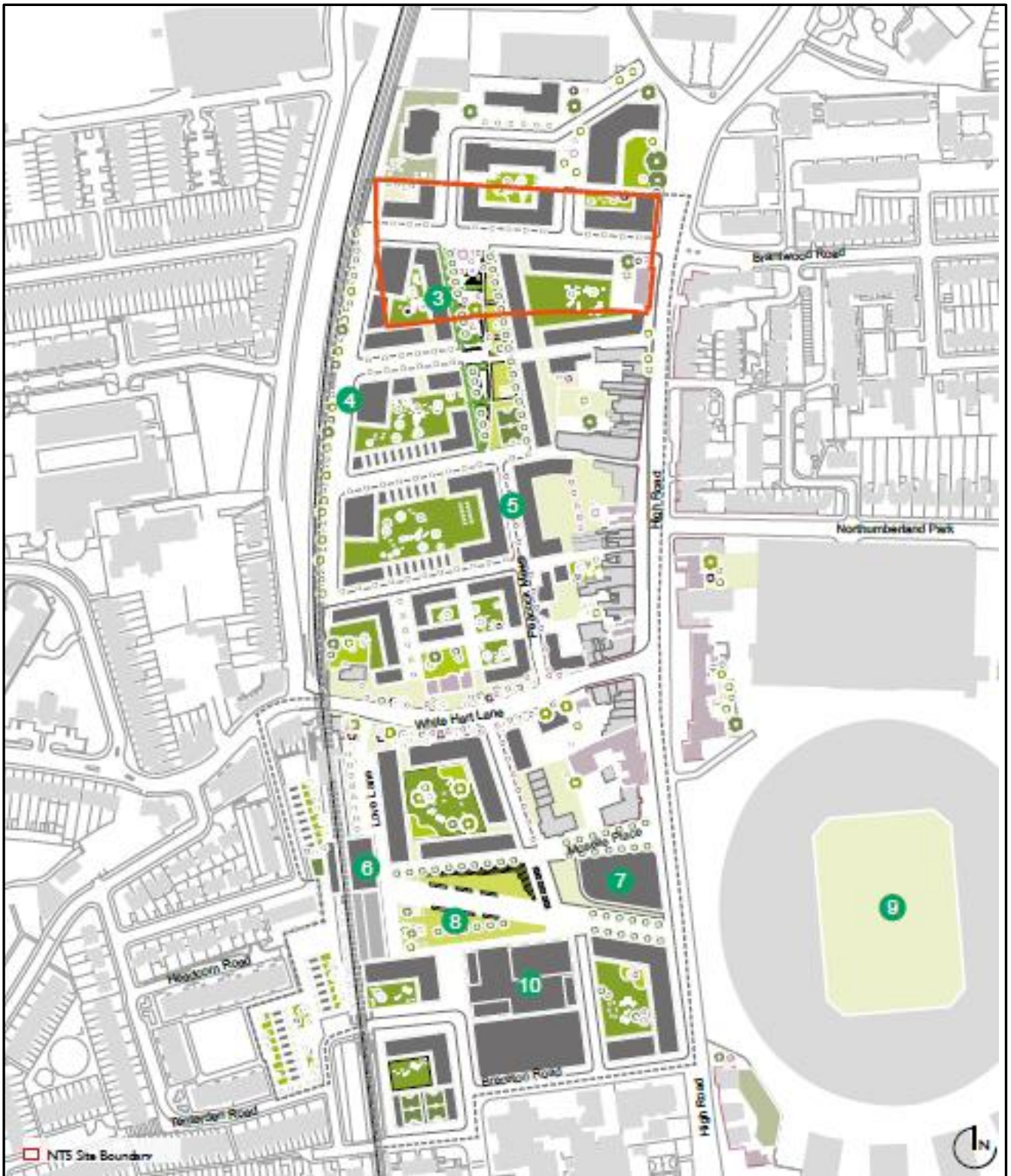
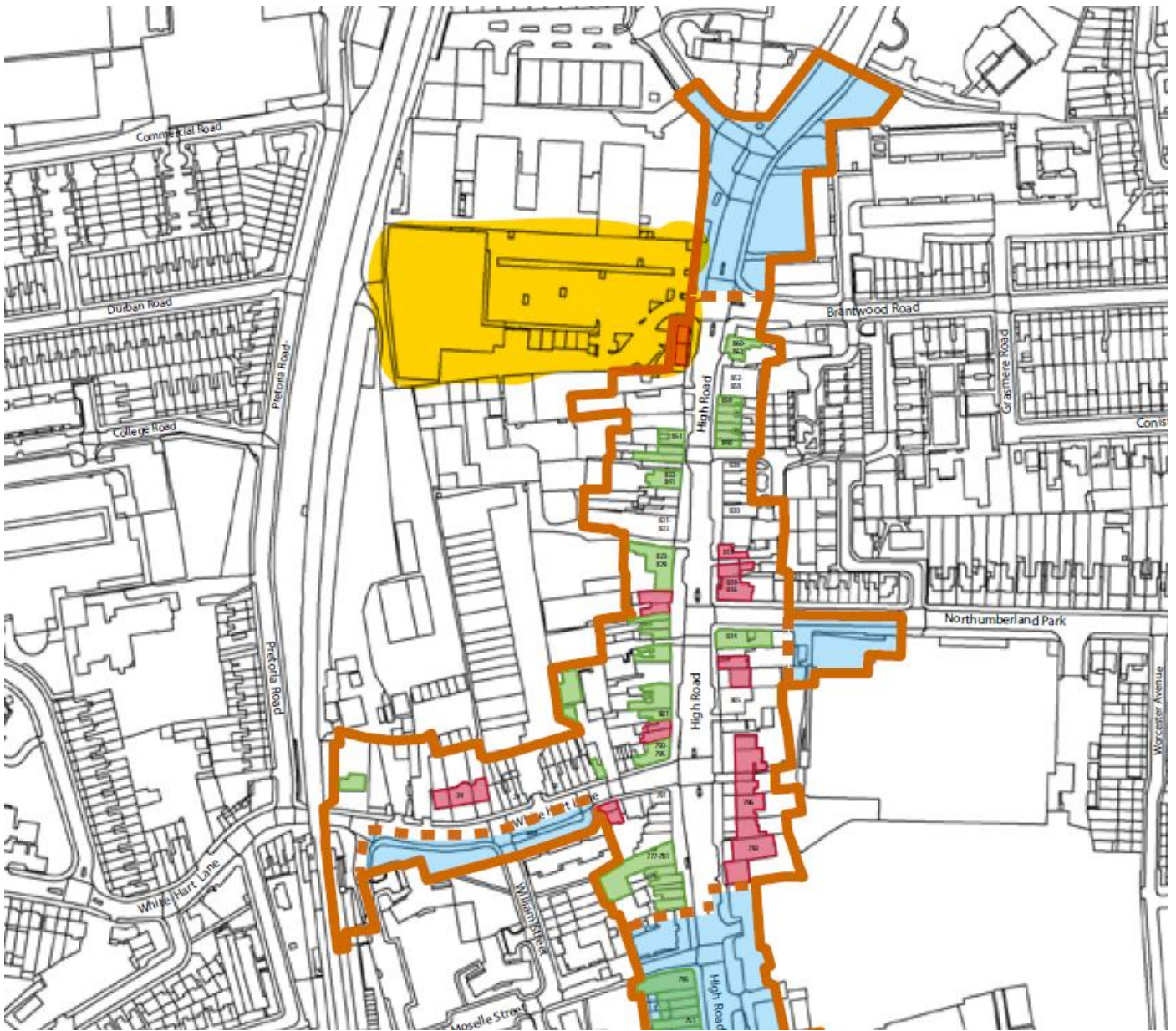


Figure 18. NT5 Area of the Tottenham Area Action Plan (p102, TAAP)

The site (red dashed line) as part of Site Allocation NT5



The site (red line) in the High Road West Masterplan Framework Area



Nos. 867 & 869 are Listed (Grade II) and within the North Tottenham Conservation Area (whereas the majority of the site, in yellow, is outside the Conservation Area). N.B. The Conservation Area has been amended to exclude the blue areas.



Nos. 867-879 High Road (Listed)



Existing trees near the High Road



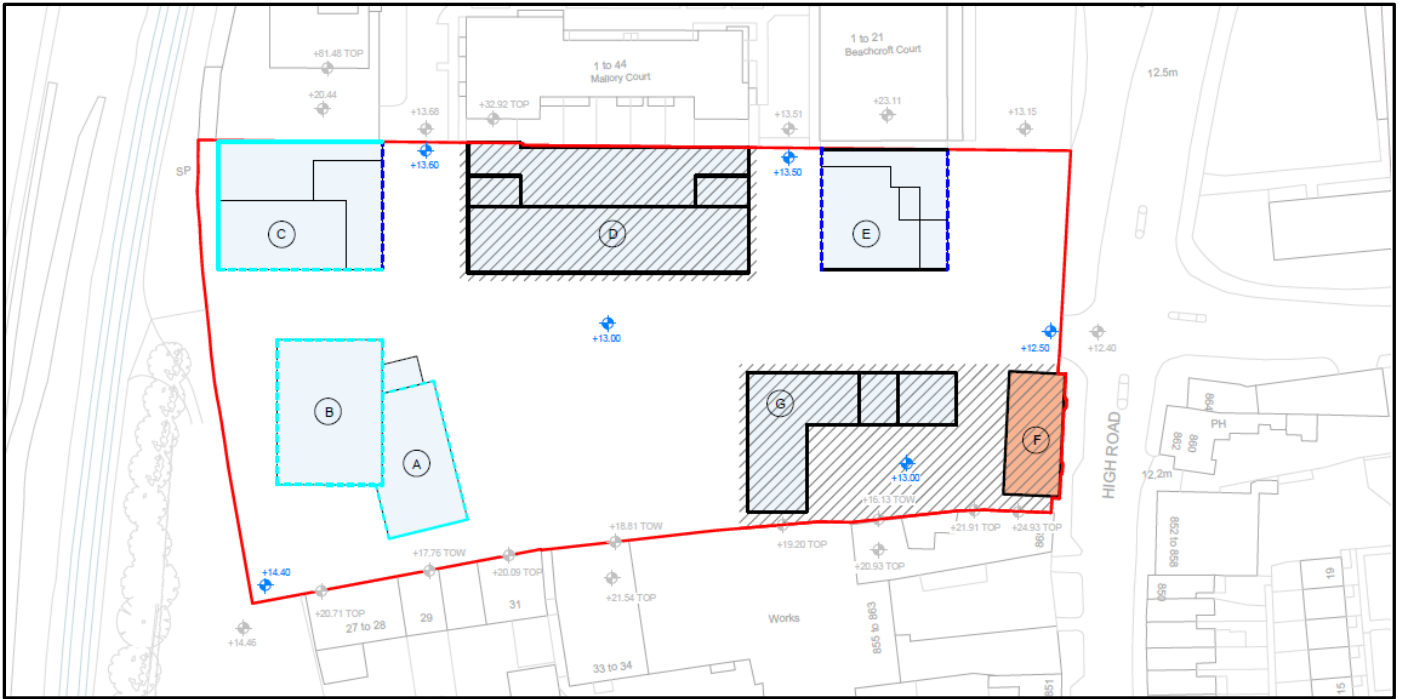
Existing B&M Store



Mallory Court & Beachcroft Court



From the High Road – Rivers Apartments, Mallory Court & Beachcroft Court



Parameter Plan 03- Blocks A- F (the hatched Blocks are in Detail)



Illustrative overview of the proposed scheme (from south east - above the High Road)



Illustrative overview of the proposed scheme (from north west)



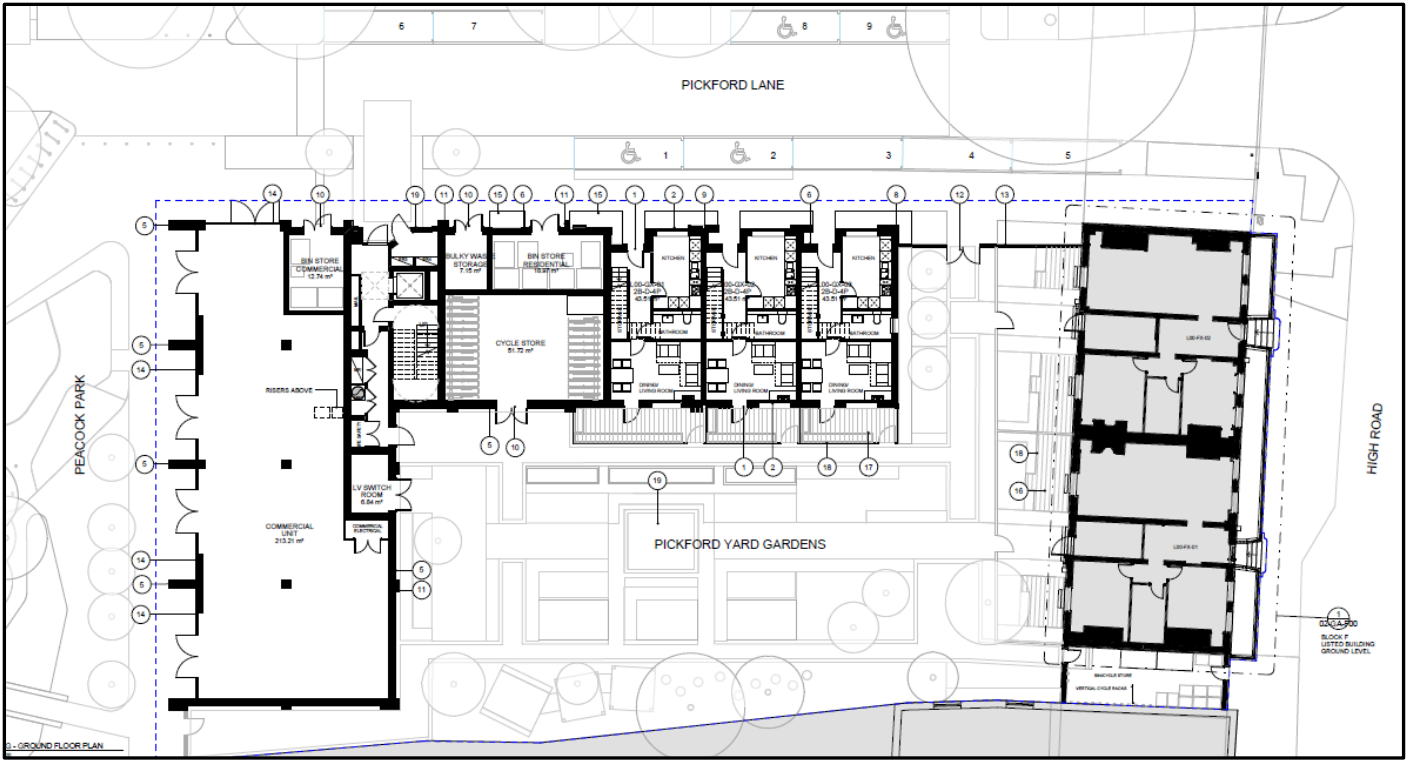
Illustrative landscaping scheme



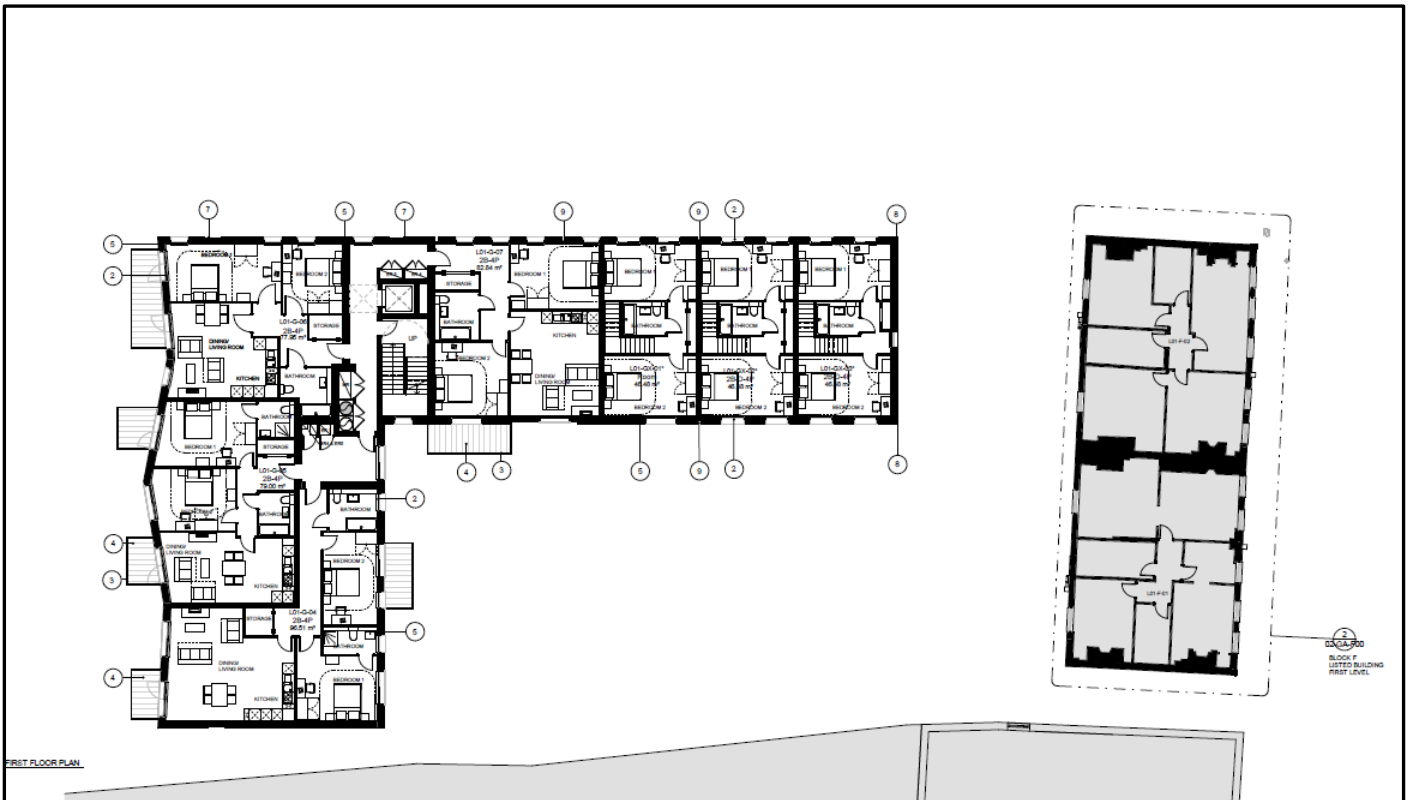
Block D northern elevation (Detailed element)



Block D southern elevation CGI (Detailed element)



Blocks G and F Ground Floor (Detailed element)



Blocks G and F First Floor (Detailed element)



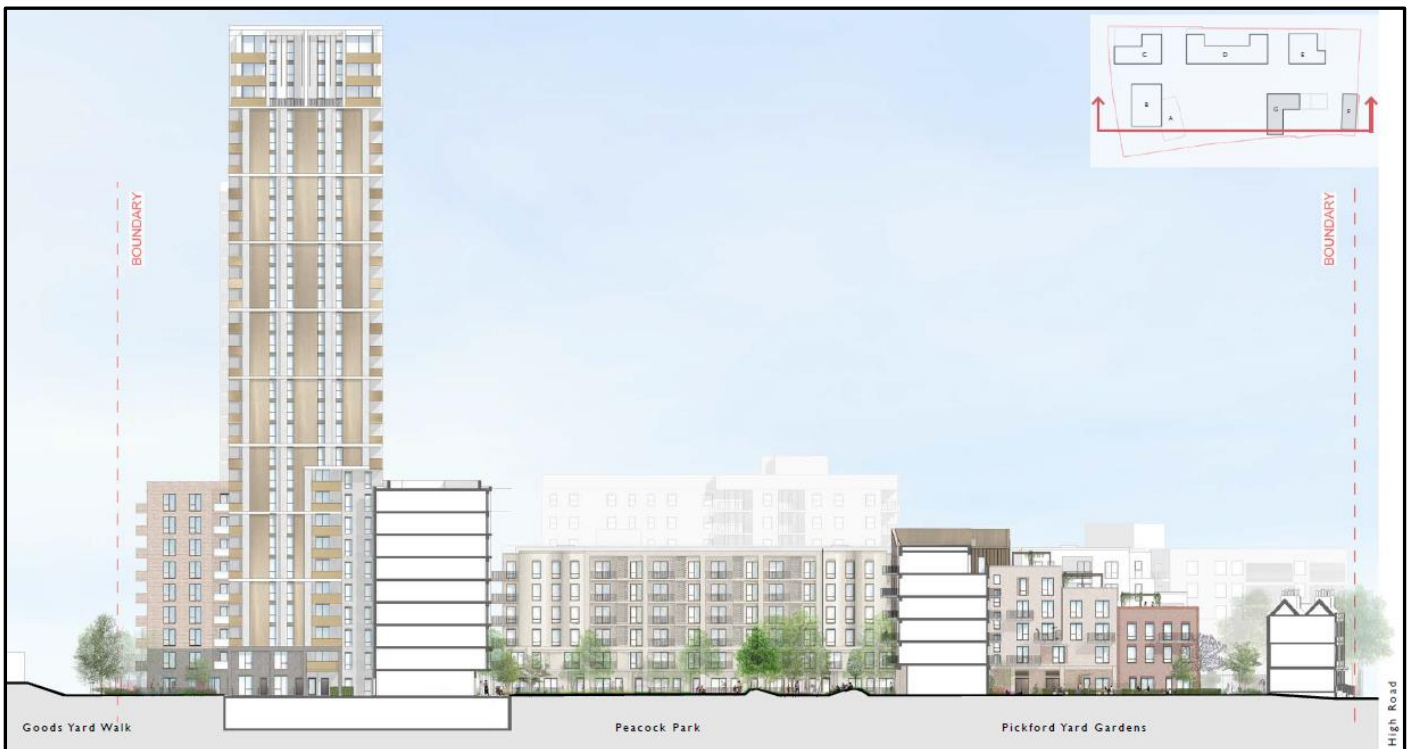
Blocks F and G northern elevation (Detailed element)



Block G western elevation CGI (Detailed element)



CGI from the High Road looking along proposed Pickford Lane. From left to right: Blocks F & Block G (in Detail), Block B tower (in Outline), Block D (in Detail) and Block E and Brook House Yard (in Outline)



Illustrative scheme – south section (Detailed and Outline elements)



Illustrative scheme northern elevation (Detailed and Outline elements)



Illustrative scheme – eastern elevation Blocks A & (Outline elements)

Appendix 11 - Conditions

Hybrid planning application – Detailed Element

Time Limit

A1. The development shall be begun within five years of the date of the permission.

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

Approved Plans

A2. The Development of the Detailed Element of the permission hereby approved shall be carried out in accordance with the following approved plans:

- SEE APPENDIX 1

The Detailed Element of the permission hereby approved, as depicted on the approved plans, shall be completed in accordance with the approved plans, except where conditions attached to this planning permission or S106 obligations related to this planning permission indicate otherwise.

REASON: For the avoidance of doubt and in the interests of proper planning.

Block G – Noise Attenuation

A3. (a) No development of Block G at slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the ground floor commercial unit and dwellings on the first floor have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between dwellings and the ground floor commercial unit, the internal noise insulation level for the dwellings is no less than 60 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the first-floor dwellings directly above the commercial unit are first occupied and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

Block G - BREEAM Accreditation

A4. (a) The ground floor commercial unit in Block G shall not be occupied for retail (Use Class A1) or Café/restaurant (Use Class A3) until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Excellent' for that unit has been achieved.

(b) The Accreditation of 'Excellent' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: to ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.

Block G – Wind Mitigation

A5. (a) The ground floor commercial unit in Block G shall not be occupied as a Café/Restaurant (Use Class A3) until such times as landscaping details for the associated space immediately to the west of the unit (in the Detailed Element) that include wind mitigation measures that are designed to ensure the Lawson Criteria Comfort Rating for ‘Long-term Sitting’ (C4) have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved wind mitigation measures shall be implemented prior to the first occupation of the unit as a Café/Restaurant (Use Class A3) and shall be permanently maintained thereafter when the unit is in use.

REASON: In order to prevent adverse impact on wind microclimate, in accordance with Policy 7.7. of the London Plan (2016) and Policy DM6 of the Haringey Development Management Policies DPD July 2017.

Block G – Ventilation/Extraction

A6. (a) The ground floor commercial unit in Block G shall not be occupied as a Café/Restaurant (Use Class A3) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved ventilation and fume extraction measures shall be completed and made operational prior to the first occupation of the unit as a Café/Restaurant (Use Class A3) and shall be permanently maintained thereafter.

REASON: In order to prevent adverse impact on air quality.

Block G – Café/Restaurant Opening Hours

A7. Any café/restaurant use (Use Class A3) of the ground floor commercial unit in Block G shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

Block F – Noise Attenuation

A8. (a) The dwellings hereby approved in Block F shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in the eastern façade of the dwellings have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ and meet the following noise levels;

Time	Area	Average Noise level
------	------	---------------------

Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A) (L _{Aeq,16hour})
	Dining Room Area	40dB(A) (L _{Aeq,16hour})
Night Time Noise 11pm -7am	Bedrooms	30dB(A) (L _{Aeq,8hour})

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in the eastern façade of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings in Block F and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

Accessible Housing

A9. (a) The detailed design for each dwelling in Block D and G hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows:

- Dwelling reference numbers L00-DX-01, L00-DX-06, L02-D-03, L02-D-04 and L02-G-06, L03-G-03, L04-G-04 shall meet Approved Document M M4(3).
- All other dwellings shall meet Approved Document M M4(2).

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

Blocks D, F and G – Detailed Fire Statement

A10. (a) No development relating to Blocks D, F or G shall commence, save for investigative work, until a detailed Fire Statement for the relevant Block has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall include full details on:

(i) the building's construction: methods, products and materials used, including manufacturers' details

(ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

(iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment,

firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

(f) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

(b) The Block shall be thereafter be constructed and managed in accordance with the relevant approved Fire Statement

Reason: To enable the Local Planning Authority to assess the detailed fire strategy for these buildings in accordance with PolicyD12 in the Intend to Publish London Plan (2020).

Landscape Details

A11. (a) The following external landscaping details of external areas and amenity areas shall be submitted to and approved by the Local Planning Authority before any Block in the relevant Phase in which it is located commences above ground floor slab level:

i) Hard surfacing materials;

ii) Children's play areas and equipment;

ii) Boundary treatments

iii) Wind mitigation measures (as identified in Condition A5 in relation to Block G);

iv) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);

v) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);

vi) Bird and bat boxes and bee bricks;

vii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;

viii) Any food growing areas and soil specification:

ix) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and

x) Implementation programme.

(b) The external landscaping shall be carried out in accordance with the approved details and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments.

External Materials and Details

A12. (a) No development shall commence above ground floor slab level of Block D or G until details of all proposed external materials for that Block have been submitted to and approved by the Local Planning Authority. These details shall include

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

Block D – Living Roof and Photovoltaic Panels Details

A13 (a) No development shall commence above ground floor slab level of Block D until details of Living Roofs and photovoltaic array have been submitted to and approved in writing by the Local Planning Authority. These details shall include

- i) A roof plan identifying where the living roofs will be located;
- ii) Substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- ii) Details on the diversity of substrate depths and types across the roof which shall provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- iv) Details of the location of log piles / flat stones for invertebrates;
- v) Range and location of plant species (which, where possible, shall be predominantly native species);
- vi) Relationship with photovoltaic array; and
- vii) Irrigation, management and maintenance arrangements.

(b) The approved Living Roofs and photovoltaic array shall be provided before the final dwelling in Block D is occupied and shall be retained and managed thereafter in accordance with the approved management arrangements.

REASON: To ensure satisfactory details of Green and Brown Roofs and photovoltaic arrays.

Block D – Ground Floor Rear Boundary Details

A14. (a) No development shall commence above ground floor slab level of Block D until details of either a stand-alone boundary fence and/or details of the treatment of the rear ground floor boundary elevation of the ground floor parking area have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved boundary fence and/or building elevation shall be provided before any dwelling in Block D is first occupied and shall be maintained thereafter.

REASON: To ensure a satisfactory boundary treatment between Block D and Mallory Court to the north.

Cycle Parking Provision

A15. The cycle parking spaces shown on the approved plans for Blocks D, F and G shall be provided and made available before any of the dwellings to which they relate are first occupied and shall be maintained thereafter.

REASON: To ensure adequate cycle parking provision and promote environmentally sustainable travel.

Overheating

A15 (a) Prior to occupation of Block D, F and G, details of internal blinds to all habitable rooms for the relevant Block shall be submitted for approval by the Local Planning Authority. These details shall include:

- i. Internal blinds to all habitable rooms, including the fixing mechanism, specification of the blinds, shading coefficient, etc.
- ii. Free openable area of windows (30% for restricted windows, 50% for all other bedroom windows; 80% for all others living/kitchen/dining room windows);
- iii. G-values of 0.4 to all south, east and west-facing living/kitchen/dining room windows.

(b) The approved details shall be implemented prior to occupation and maintained thereafter, with internal blinds being retained or replaced with blinds with equivalent or better shading coefficient specifications.

Reason: To comply with London Plan 2016 Policy 5.9 and Local Plan Policy SP4 and in the interest of adapting to climate change and to secure sustainable development

Hybrid planning application – Outline Element

Time Limit

B1. All applications for the approval of Reserved Matters within the Outline Element of the permission hereby approved, as depicted on the approved plans, shall be made to the Local Planning Authority no later than the expiration of five years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

- a) The expiration of three years from the date of this permission, or
- b) The expiration of two years from the final date of approval of any of the reserved matters.

REASON: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

Submission of Reserved Matters

B2. The Outline Element of the permission hereby approved, as depicted on the approved plans, has been granted permission under Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced in respect of the Outline Element, the approval of the Local Planning Authority shall be obtained for the following Reserved Matters:

- (a) appearance (Blocks A, B, C & E);
- (b) landscaping (Blocks A, B, C & E and open space);
- (c) layout (Blocks A, B, C & E);
- (d) scale (Blocks A, B, C & E) and
- (e) internal access

Full particulars of these Reserved Matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

REASON: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of Reserved Matters.

Development in Accordance with Approved Plans

B3. The Outline element, as depicted on the approved plans, shall be carried out in accordance with the following approved plans:

- SEE APPENDIX 1

The Outline Element shall be completed in accordance with the approved plans and documents, and subsequently approved Reserved Matters applications except where conditions attached to this planning permission or S106 obligations related to this planning permission indicate otherwise.

REASON: To ensure that the Development is carried out in accordance with the approved plans and assessments undertaken.

Development in Substantial Accordance with Control Documents

B4. All submissions of Reserved Matters pursuant to the Outline element, as depicted on the approved plans, shall be in substantial accordance with the approved Revised Development Specification & Framework (February 2020) and Revised Design Code (January 2020).

REASON: In order to ensure that the details of the development are within the parameters assessed at outline stage.

Quality Review Panel

B5. Unless otherwise agreed in writing with the Local Planning Authority, prior to the submission of any Reserved Matters, the proposed detailed design shall have been the subject of a review by the Council's Quality Review Panel or equivalent.

REASON: In order to ensure the design quality of the proposals is maintained in each Reserved Matters application.

Wheelchair Accessible Dwellings

B6. (a) At least 10% of all dwellings hereby approved in the Outline Element shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) in conformity with the submitted Design and Access Statement (October 2019).

(b) Applications for approval of Reserved Matters relating to Layout for any Block submitted pursuant to this permission shall be accompanied by a statement which details the size, location, tenure and layout of proposed wheelchair accessible units in that Blocks.

(c) The development shall be carried out in accordance with the approved details.

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

Accessible and Adaptable Dwellings

B7. (a) All dwellings that do not meet Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015), as required by Condition B6, shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 unless otherwise agreed in writing with the Local Planning Authority.

(b) Applications for approval of Reserved Matters relating to Layout for any Block shall be accompanied by a statement which details the size, location, tenure and layout of proposed accessible and adaptable dwellings in that Block.

(c) The development shall be carried out in accordance with the approved details.

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

Blocks A & B - Detailed Basement Impact Assessment

B8. Each application for approval of Reserved Matters for Layout for Blocks A and B that relate to a basement shall be accompanied by a detailed Basement Impact Assessment (BIA), setting out how the design and construction will not adversely affect the structural stability of buildings and infrastructure within 50m of the approved building or result in an increased risk of flooding to properties within 50m of the approved Block.

REASON: To enable the Local Planning Authority to assess the any likely adverse impacts on nearby properties associated with the construction of a proposed basement.

Blocks A, B and C – Full Fire Statement

B9. Each application for approval of Reserved Matters relating to the Layout, of Blocks A, B and C shall be accompanied by a full Fire Statement covering the following matters

(a) the building's construction: methods, products and materials used, including manufacturers' details

(b) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

(c) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

(d) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

(e) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

(f) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

Reason: To enable the Local Planning Authority to assess the detailed fire strategy for these buildings in accordance with PolicyD12 in the Intend to Publish London Plan (2020).

Block B – Detailed Wind & Microclimate Assessment

B10. (a) Each application for approval of Reserved Matters relating to Scale for Block B and Landscape for areas within 30m of the ground floor base of Block B shall be accompanied by a detailed Wind & Microclimate Assessment (WMA) based on wind tunnel testing, submitted for the written approval of the Local Planning Authority. The WMA shall set out details of any wind mitigation measures considered necessary to ensure the achievement of specified pedestrian condition.

(b) Any additional wind mitigation measures identified in an approved WMA shall be implemented before any of the dwellings in Block B are first occupied and retained thereafter.

REASON: To enable the Local Planning Authority to assess likely wind conditions associated with Block B and ensure that all necessary mitigation measures are implemented to ensure a satisfactory environment for pedestrians and cyclists.

Block B – Energy Centre

B11. (a) Each application for approval of Reserved Matters relating to Layout for Block B shall be accompanied by details of a single plant room/energy centre to serve the whole development hereby approved, boiler specifications, communal network and future proofing measures, submitted for the written approval of the Local Planning Authority. The details shall include:

- i) Technical specifications for the energy centre, and proposed plant and buffer vessels, and its operation;
- ii) Evidence showing that the combustion plant to be installed meets an emissions standard of 32mg/kWh. Where any installations do not meet this emissions standard, it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions following installation (emissions certificates will need to be provided);
- iii) Full details of the location and appearance of the flues, including height, design, location and siting;
- iv) A plan showing the energy centre and pipe route for the communal network for the development;
- v) Details of the design of building services to future proof to connect to an area wide Decentralised Energy Network in the future; and
- vi) Details of other future proofing measures to enable connection to an area wide Decentralised Energy Network, such as provision in the building fabric, external buried pipework routes from the plant room to the site boundary, and space allocation for a heat exchanger.

(b) The energy centre and onsite network shall be installed and made operational before any dwellings in Block B are first occupied and maintained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To maintain the opportunity for the development to connect to a district heating scheme and contributes to a reduction in overall carbon dioxide emissions as well as to protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

Block B – Accurate Visual Representations

B12. Each application for approval of Reserved Matters relating to the Appearance of Block B shall be accompanied by fully rendered Accurate Visual Representations (AVRs) of the proposed Block from representative views 2, 3, 4, 5, 6, 7, 8, 13 and 14 as identified in the submitted Townscape and Visual Impact Assessment (October 2019), which shall include fully rendered images of the approved Goods Yard scheme if Reserved Matters approval of Appearance for that scheme has been granted at the time of the application.

Reason: To enable the Local Planning Authority to assess the design quality of the proposed detailed design and appearance of Block B.

Blocks B, C & E – Noise Attenuation

B13. (a) Each application for approval of Reserved Matters relating to Appearance for Blocks B, C & E shall be accompanied by full details of the glazing specification and mechanical ventilation for all habitable rooms in the western façade of dwellings

in Blocks B and C and the northern façade of dwellings in Block E, submitted for the written approval of the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A) (L _{Aeq,16hour})
	Dining Room Area	40dB(A) (L _{Aeq,16hour})
Night Time Noise 11pm -7am	Bedrooms	30dB(A) (L _{Aeq,8hour})

With individual noise events not to exceed 45 dB L_{Amax} (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures shall be installed and made operational prior to the occupation of any of the dwellings in the Block to which they relate and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

Blocks B, C & E – Green/Brown Roofs

B14. (a) Each application for approval of Reserved Matters relating to Landscaping for Blocks B, C and E shall be accompanied by details of Living Roofs for that Block. These details shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) Substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- ii) Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- iv) Details of the location of log piles / flat stones for invertebrates;
- v) Range and location of plant species (native species);
- vi) Relationship with photovoltaic array; and,
- vii) Irrigation, management and maintenance arrangements.

(b) The approved Living Roofs shall be provided before more than 90% of the dwellings in the Block to which they relate are first occupied and shall managed thereafter in accordance with the approved management arrangements.

REASON: To ensure satisfactory details of Green and Brown Roofs.

Brook House Yard Management Plan

B15. (a) The Public Realm/Children's Play Space immediately to the east of Block E (as identified on Parameter Plan 04) shall not be brought in to use until such times as a Management & Maintenance Plan has been submitted to and approved in writing by the Local Planning Authority. The Management & Maintenance Plan shall set out details of the following:

- i) Days and times when the space is to be used exclusively by children and staff of Brook House Primary School
- ii) Days and times when the space is to be open for use by residents of the approved development
- iii) Management, maintenance and liability/insurance responsibilities for the above periods

(b) The Management & Maintenance Plan may be revised from time to time with the written approval of the Local Planning Authority and all those responsible for managing and maintaining the space.

(c) The Space shall be used, managed and maintained only in accordance with an approved Management & Maintenance Plan.

REASON: To ensure that the Space is satisfactorily managed and maintained and in the interest of community safety.

All Blocks – Operational Waste Management Plans

B16. (a) Each application for approval of Reserved Matters relating to Scale for a particular Block shall be accompanied by a detailed Operational Waste Management Plan (OWMP) for that Block. The OWMP shall be submitted for the written approval of the Local Planning Authority and shall set out details of storage of general waste, recycling and food waste.

(b) The waste management arrangements in an approved OWMP shall be implemented before any of the dwellings in the Block to which it relates are first occupied and retained thereafter.

REASON: To enable the Local Planning Authority to assess waste management arrangements and to ensure that satisfactory waste management measures are implemented and maintained.

All Blocks – Overheating Assessments

B17 (a) Each application for approval of Reserved Matters relating to Scale for a particular Block shall be accompanied by a detailed Overheating Assessment for that Block. The Overheating Assessment shall be submitted for the written approval of the Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 guidance and TM49 weather files for London's future weather/temperature projections. The assessment shall be undertaken in line with the following: .

- The urban dataset for the three DSYs;
- Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s, all time periods should be modelled. Mitigation for the 2020s period

must be integrated into the design through passive design measures. The risks and the mitigation strategy for the periods of the 2050s and 2080s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk;

- Include any replacement / repair cycles and the annual running costs for the occupiers;
- Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings:
 - At least 15% of all rooms across the development site;
 - All single-aspect dwellings facing west, east, and south;
 - At least 50% of rooms on the top floor;
 - 75% of all modelled rooms will face South or South/west;
 - Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments).

(b) Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter.

REASON: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented and maintained, in accordance with Policy 5.9 of the London Plan.

Open Space – Landscape Details

B18. Any application for Reserved Matters relating to Landscaping shall provide the following details:

- i) Hard surfacing materials;
- ii) Children's play areas and equipment;
- ii) Boundary treatments
- iii) Any relevant wind mitigation measures (as identified in the submitted Wind Microclimate Report, dated October 2019);
- iv) Any relevant SuDs features (as identified in the Flood Risk Assessment & Outline Drainage Strategy, dated October 2019)
- v) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- vii) Bird and bat boxes and bee bricks;
- viii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- ix) Any food growing areas, soil specification and required storage of maintenance equipment (tool shed), adequate plant waste bins/compost areas and water points accessible to food growers;
- x) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and

xi) Implementation programme.

(b) The external landscaping shall be carried out in accordance with the approved details and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments.

Temporary Landscaping/Use

B19. (a) Within 30 days of the demolition of any existing buildings on the Outline part of site, written details of temporary landscaping and/or the temporary use of the land left vacant by the demolition shall be submitted to the Local Planning Authority for its approval.

(b) The implementation of approved temporary landscaping and/or temporary use of the land shall be implemented within 90 days of the written approval of details (as required by part (a) above and, unless agreed in writing by the Local Planning Authority, shall be maintained thereafter until work commences on any of the Outline works development hereby approved.

REASON: To safeguard the amenity and community safety of the Outline site pending its redevelopment.

Tree Protection Measures (PRE-COMMENCEMENT)

B20. (a) No Development shall commence until adequate steps have been taken in accordance with Section 8 of BS 5837 Trees to safeguard all trees to be retained (Tress 6001, 6002, 6003 and 6004 as identified on Drawing CC38-1046.01 in, the submitted Tree Survey (October 2019)) against damage prior to or during building works, including the erection of fencing.

(b) Protective fences shall be erected to the extent of the crown spread of the trees, or where circumstances prevent this, to a minimum radius of 2m from the trunk of the tree and such protection shall be retained until works of demolition and construction have been completed.

(c) No excavation site works, trenches or channels shall be cut, or pipes or services laid in such a way as to cause damage to the root structure of trees to be retained (as identified in (a) above).

(d) Any of the retained trees which die, are removed or become seriously damaged or diseased within five years of the completion of the last Landscaping Matters approved under Condition B2 shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

Reason: To safeguard the health of trees that are to be retained in accordance with Policy 7.21 of the London Plan 2016.

Hybrid planning application – Both Detailed and Outline Elements

Phases (PRE-COMMENCEMENT)

C1. (a) No Development excluding site preparation works shall commence in any Phase until a Phasing Plan has been submitted to and approved in writing by the Local Planning Authority, which may only be varied with the prior written approval of the Local Planning Authority.

(b) The Phasing plan shall set out a breakdown of the following for each identified Phase:

- (i) Number of dwellings (including dwelling mix and tenure);
- (ii) Children's play space
- (iii) Car parking spaces
- (iv) Cycle parking spaces.

(c) The development shall be carried out in accordance with an approved Phasing Plan, which may be varied from time to time, subject to the prior written approval of the Local Planning Authority.

REASON: To assist with the identification of each chargeable development (being each Phase) and the calculation of the amount of CIL payable in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and to ensure that housing and other uses are delivered in a co-ordinated way.

Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)

C2. No development shall commence in each relevant phase until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for each relevant phase. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: to protect the historic environment

Stage II Written Scheme of Investigation of Archaeology

C3. If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: to protect the historic environment

Water Supply Infrastructure (PRE-COMMENCEMENT)

C4. No development for each relevant phase shall commence until impact studies of the existing water supply infrastructure for that phase have been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. Should additional capacity be required, the impact study should include ways in which this capacity will be accommodated.

The development within each phase, as approved under Condition X above, shall then be implemented in accordance with the recommendations of the approved impact study and retained in perpetuity thereafter.

REASON: To ensure that the water supply infrastructure has sufficient capacity to supply the development hereby approved.

Land Contamination – Part 1 (PRE-COMMENCEMENT)

C5. (a) No development shall commence in each relevant phase other than investigative work until:

i) Taking account of information in the Phase I Environmental Site Assessment Report (Reference 325713.0000.0000, TRC Companies Ltd, September 2019), a site investigation for that phase shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

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

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

Land Contamination – Part 2

C6. Where remediation of contamination on the site is required pursuant to the condition above, 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 first occupied.

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

Unexpected Contamination

C7. (a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

(b) The remediation strategy shall be implemented as approved.

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

Updated Energy Strategy

C8. (a) An updated Energy Strategy based on the revised Energy Statement dated February 2020 (200224) shall be submitted to in writing to the Local Planning Authority before the commencement of development of Blocks D, F or G or before a Reserved Matters application relating to Layout for Blocks A, B, C or E is submitted, whichever is the sooner.

(b) The updated Energy Strategy shall include details of the following:

- Achieve minimum carbon reductions at the Be Lean Stage of 10% for the domestic new build and 15% for the non-domestic new build elements;
- Achieve a minimum of 38.5% reduction at the Be Lean stage for the refurbishment element of Block F; and,
- Consideration of the feasibility of including PVs on Block G;
- Carbon offset contributions and split between 'initial offset' (100% of which to be paid on commencement) and 'deferred offset'.
- Detailed design of the heat network within the Blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification;
- Set out a strategy for the supply of heat to any phases occupied before the site-wide energy centre is available; and
- How the performance of the system will be safeguarded through later stages of design, construction and commissioning including provision of key information on system performance required by CoP1.

(b) The approved Updated Energy Strategy shall be implemented as approved.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, Policy SI2 and Local Plan Policy SP4 and, in particular, to ensure the heat network is designed to be efficient. Details are required before construction to ensure works do not constrain compliance.

Railway Infrastructure Protection Plan

C9. (a) No development in a Phase (as identified in an approved Phasing Plan) that adjoins the western boundary of the site shall commence until an Infrastructure Protection Plan (IPP) for that Phase relating to London Overground has been submitted to and approved in writing by the Local Planning Authority.

(b) Any protection measures approved in a an IPP shall be implemented in accordance with approved details

REASON: to protect infrastructure in close proximity to London Overground track.

Secured by Design

C10. (a) Prior to the first occupation of each Block or part of a Block or use, a 'Secured by Design' accreditation shall be obtained for such Block or part of such Block or use and thereafter all features are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each Block or Phase of the development.

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

Domestic Boilers

C11. Gas boilers to be provided for space heating and domestic hot water for any particular Block (as opposed to in a site-wide energy centre, as covered by Condition **XX**) shall have dry NO_x emissions not exceeding 32 mg/kWh (0%).

REASON: As required by The London Plan Policy 7.14.

Trees & Planting – 5-year Replacement

C12. Any trees or plants which within 5 years from them being planted die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other similar size and species.

REASON: To ensure that the approved soft landscaping thrives and makes a positive contribution to residential amenity, publicly accessible open space and (in the case of Block F) the setting of Listed Buildings.

Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)

C13. (a) No development in each relevant Phase (as identified in an approved Phasing Plan) shall commence until a Demolition Environmental Management Plan (DEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) No development in each relevant phase shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

(c) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting;
- x. Details of any other standard environmental management and control measures to be implemented.

(d) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved DEMP and CEMP for that Phase.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

Construction Logistics Plan (PRE-COMMENCEMENT)

C14. (a) No development shall commence in each relevant Phase (as identified in an approved Phasing Plan) until a Construction Logistics Plan (CLP) for that Phase has been submitted to and approved in writing by the Local Planning Authority. The CLP for that Phase shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development replace lorry routeing;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff/ personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

(b) Construction works shall only be carried out in a particular Phase in accordance with an approved CLP for that Phase.

REASON: To protect the amenity of the locality.

Management and Control of Dust (PRE-COMMENCEMENT)

C15. (a) No development in each relevant Phase (as identified in an approved Phasing Plan) shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii) a Dust Risk Assessment.

(b) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved AQDMP for that Phase.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

Non-Road Mobile Machinery (PRE-COMMENCEMENT)

C16. (a) No development in each relevant Phase (as identified in an approved Phasing Plan) shall commence until all plant and machinery to be used for demolition and construction purposes in that Phase 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 NO_x and PM.

(b) No works shall be carried out in each relevant Phase until all Non-Road Mobile Machinery (NRMM) and plant to be used in that Phase 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 in that Phase.

(b) 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

Impact Piling Method Statement (PRE-COMMENCEMENT)

C17. (a) No piling shall take place in each relevant Phase (as identified in an approved Phasing Plan) until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for that Phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling in each relevant Phase must be undertaken in accordance with the terms of the approved piling method statement for that Phase.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

Business and Community Liaison Construction Group (PRE-COMMENCEMENT)

C18. For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- a) informing local residents and businesses of the design and development proposals;
- b) informing local residents and businesses of progress of preconstruction and construction activities;
- c) considering methods of working such as hours and site traffic;
- d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- e) providing advanced notice of exceptional works or deliveries; and
- f) providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

Telecommunications

C19. The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

Energy Monitoring

C20. Upon final completion of the development, suitable devices for the monitoring of the energy use (by unit) and renewable/low-carbon energy generation shall have been installed, and the monitored data shall be submitted to the Local Planning Authority at daily intervals for a period of five years from final completion. The installation of the monitoring devices and the submission of the data shall be carried out in accordance with the Council's approved specifications as published on the website. Installed renewable energy generation technology must be maintained and cleaned at least annually to ensure it generates renewable energy at its full potential.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2 and Local Plan Policy SP4 before construction works prohibit compliance.

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. Community Infrastructure Levy. 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 Mayor's CIL would be £1,813,056 (30,400 x £59.64) and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.96 with indexation) the Haringey CIL charge would be £632,000 (20.96 x 30,161), giving a total of £2,445,056. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

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

5. Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

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

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

9. Deemed Discharge Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

Geoarchaeological Assessment and Coring

Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

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

12. Piling Method Statement Contact Details. Contact Thames Water
<https://developers.thameswater.co.uk/Developing-a-largesite/>
Email: developer.services@thameswater.co.uk

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

14. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection

15. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

16. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

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

18. Network Rail Asset Protection. Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East Asset Protection anglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

19. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

Listed Building Consent Conditions

Time Limit

D1. The works hereby permitted shall be begun before the expiration of 5 years from the date of this consent.

REASON: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

Approved Plans & Documents

D2. The approved plans and documents comprise:

- SEE APPENDIX 1

The Listed Building Works shall be completed in accordance with the approved plans and documents except where conditions attached to this Listed Building Consent indicate otherwise.

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

Contract

D3. Prior to any works of demolition or alteration to No. 867 or No. 869 High Road, evidence of contract(s) for the carrying out of the completion of the entire scheme of works to the building to which they relate shall be submitted to and accepted in writing by the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

Matching materials

D4. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

Hidden Historic Features

D5. Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority shall be notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

Redundant plumbing etc.

D6. All redundant plumbing, mechanical and electrical services and installations shall be carefully removed from the listed building before the completion of the consented works to Nos. 867 to 869 High Road hereby approved, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

Making good redundant plumbing etc.

D7. In the event the removal of redundant plumbing, mechanical and electrical services and installations within Nos. 867 to 869 High Road reveals visual inconsistency in the appearance of the building fabric, the retained building fabric shall be made good with regard to material, colour, texture and profile of the existing building.

REASON: In order to safeguard the special architectural or historic interest of the building.

Approval of Details (PRE-COMMENCEMENT)

D8. (a) Prior to the commencement of any relevant works, details in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant work is begun.

- i) Full external and internal condition survey to include structural assessment in relation to roof, walls, floors, doors, windows, stairs, fireplaces, decorative features and fixtures
- ii) Material specification for facade repair, repointing and replacement of brickwork, repairs and replacements to window cills, window surrounds, doorsteps, parapets. Material samples of these works to be approved on site by the Local Planning Authority's Conservation Officer.
- iii) Detail section drawings to scale 1:20 to record existing structures, make up of walls, floors, roof, doors, decorative cornices and windows and associated mechanical ventilation, including details of acoustic glazing required by Condition X on planning permission HGY/2019/2929 dated XX);
- iv) Detail section drawings to scale 1:20 and 1:10 as necessary to show proposed structures, walls, floors and finishes
- v) Detail elevation and section drawings to scale 1:10 to show interfaces between new partitions and original cornices or historic fabric
- vi) Detail drawings to scale 1:10 and 1:5 plus material specification for new panelled doors, surrounds, shutters and ironmongery to match historic details
- vii) Schematic drawings in plan and section to scale 1:50 to show Mechanical, Electrical and Plumbing services
- viii) Detail drawings to scale 1:10 showing penetrations within historic fabric
- ix) Method statements for installing Mechanical, Electrical and Plumbing services
- x) Method statements for proposed demolition works related to internal partitions, fixtures, fittings and new internal openings within load-bearing walls
- xi) Method statements for removal and making good of external gates, doors, windows, window bars, fixtures and fittings such as alarm boxes, vents, timber posts, lights
- xii) Method statements, material specification for proposed works to chimneys and roof. Material samples of replacement slates, bricks, repointing, chimney pots to be approved onsite
- xiii) Method statements and material specification for both proposed repair and alteration works to retained cornices, staircases, fireplaces, doors, windows,

panelling and all surviving 18th and 19th Century elements. Trial samples of cleaning and material samples of integrations and replacement works to be approved on site
xiv) Method statement and material specification for reinstatement of fireplaces

(b) The relevant work shall be carried out in accordance with such approved details and method statements.

REASON: In order to safeguard the special architectural or historic interest of the building.

Masonry Cleaning

D9. Before any masonry cleaning commences, details of a masonry cleaning program and methodology shall be submitted in writing to and for approval by the Local Planning Authority. The programme shall demonstrate protection of internal and external surfaces.

The cleaning programme shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

No New Plumbing etc.

D10. No new plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of the buildings unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

No New Grilles etc.

D11. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

Listed Building Consent - Informatives

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Details of external materials are required to be submitted to and approved in writing by the Local Planning Authority pursuant to Planning Permission HGY/2019/2929.

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2019/0015

Ward: Muswell Hill

Address: Cranwood House, 100 Woodside Avenue, Muswell Hill, London, N10 3JA

Proposal: Demolition of former Cranwood residential care home; and erection of 2 buildings, 1 of 4 storeys and 1 of 8 storeys, to deliver 42 homes. 36 homes (86%) would be affordable Council homes let at council social rent levels.

The drawings also identify indicative proposals for a potential further development to the south of the site. This satisfies the requirement to masterplan the entire site set out in the site allocation (SA51).

Applicant: London Borough of Haringey

Ownership: London Borough of Haringey

Case Officer Contact: Philip Elliott

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the 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 later in 2020. The applicant has engaged in pre-application discussions with Council Planning Officers over the last few months.

3. SITE AND SURROUNDINGS

- 3.1. The application site is located within Site Allocation SA51: 'Cranwood Care Home' as indicated in the Site Allocations DPD. This adopted document allocates the site for housing. The site allocation includes a vacant building formerly used as a care home (located within the central/northern part of the red edge); and a row of homes (located within the southern part).
- 3.2. The red edge in the site allocation is approximately 0.39ha in size and is located on the southern side of Woodside Avenue, at the junction with Muswell Hill Road - which runs close to the eastern boundary. Highgate Wood adjoins the southern boundary and St James C of E Primary School and its playground adjoins the western boundary.
- 3.3. The application site itself only includes the central/northern part of the red edge in the site allocation which is currently occupied by a vacant building

formerly used as a care home. The application site excludes the southern section of the red edge which includes the existing row of 8 low-rise, and predominantly Council-owned, homes near to Highgate Wood.

- 3.4. The Parkland Walk and its underpass link that runs east to west under Muswell Hill Road sits immediately adjacent to the eastern boundary of the site alongside the road itself. The southern boundary of the Muswell Hill Conservation Area (MHCA) is located on the opposite side of Woodside Avenue to the north and includes the houses on Muswell Hill Road to the north/northeast of the site.
- 3.5. Residential avenues of 2-3 storeys line Muswell Hill Road to the north/northeast and Cranley Gardens to the east of the site. To the north of Woodside Avenue, the St. Luke's Woodside Hospital development has a more open and landscaped quality. Its buildings (which include one that is statutorily listed and several that are listed locally) are set back from the road, which is lined by mature trees that filter views of the buildings from the street.
- 3.6. To the south of the site (beyond the existing row of homes) on the western side of Muswell Hill Road is a 4-storey terrace building with a parade of shops on the ground floor and homes above. Muswell Hill Road rises steeply from south to north creating a noticeable level change within the site from the highest point at the corner of Woodside Avenue and Muswell Hill Road to the rear (southern elevation) of the existing vacant building formerly used as a care home.
- 3.7. The site benefits from connections to the local bus network with two bus stops within 100m of the site. The stops serve route numbers 43 (to Friern Barnet / London Bridge) and 134 (to North Finchley / Warren Street). Highgate Underground Station is a 13-minute walk / 5-minute bus ride from the site; and Muswell Hill is a 6-minute walk / 2-minute bus ride away.

4. PROPOSED DEVELOPMENT

- 4.1. Planning permission is sought for the demolition of the former residential care home and the redevelopment of the central and northern part of the site. 2 buildings, 1 of 4 storeys and 1 of 8 storeys, are proposed. The development would deliver 42 homes. 36 homes (86%) would be affordable Council houses let at social rent levels.
- 4.2. The proposal shows the redevelopment of the central and northern part of the site allocation that contains the vacant building formerly used as a care home.
- 4.3. The site allocation (SA51: 'Cranwood Care Home') includes the row of homes which are located outside of the site beyond its southern boundary. An indicative masterplan has been provided showing the potential redevelopment of this area in order to satisfy the requirement to masterplan the entire site set out in the site allocation (SA51). This other element of the site allocation may not come forward.

- 4.4. The scheme would be 'car capped' with 9 accessible parking spaces which would be prioritised for wheelchair users and families.

5. PLANNING HISTORY

- 5.1. The site has no recent relevant planning history. However, by way of background, it is noted that the site was previously occupied by Cranley Gardens railway station from 1902-1957. The station was on a branch line that connected Finsbury Park to Alexandra Palace. The station closed in 1957 and was demolished in the late 1960s.
- 5.2. In the early 1970s, Cranwood Care Home and St James' Primary School were constructed on the former railway line. The row of 8 terraced houses were subsequently built to the south of the application site. The former railway route to the east of Muswell Hill Road now forms part of the Parkland Walk Local Nature Reserve & Green Chain linking Finsbury Park with Alexandra Palace.

6. CONSULTATIONS

Public Consultation

- 6.1. This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken. A Development Management Forum will take place after the pre-election period. The applicant will also carry out its own pre-application consultation.

Quality Review Panel

- 6.2. The proposal was assessed by the Quality Review Panel (QRP) on 05th February 2020. The QRP's full report is attached as **Appendix 1**.
- 6.3. The panel's summary is as follows:

"The Quality Review Panel welcomes the opportunity to consider the proposals for Cranwood House at an early stage. It recognises the level of thought shown in the design process so far but considers that the brief for the development is overambitious. The site sits on a key corner opposite the Muswell Hill Conservation Area and adjacent to Highgate Woods, so achieving an appropriate scale, massing and texture for the development must be given the highest priority if Policy DM1 of the Haringey Development Management DPD is to be met.

As the scheme continues to evolve, the panel considers that the massing of the buildings fronting onto Muswell Hill Road and Woodside Avenue should be reduced significantly in order to respond better to the neighbouring context. It would also encourage a rethink of the role and nature of the central space within the site, and of the location of the pedestrian route that will link the Parkland Walk to Highgate Wood.

The architectural expression of the scheme, which is currently generic and anonymous, must draw on the special character of Muswell Hill, which implies a varied roofscape, contrasting materials and rich detailing. The panel commends the aspiration to design the buildings to Passivhaus standards and feels that the scheme could be an exemplar in this regard.”

- 6.4. Officers note that following the QRP the massing of the scheme has been significantly reduced and the route through the site has been removed. However, further changes in relation to the architecture and the detailed design will be made prior to the scheme moving forward.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. Planning Officers initial views on the development proposals are outlined below:

Principle of Development

- 7.2. The proposed development is within a site identified for housing by Site Allocation SA51 of the Site Allocations DPD. Therefore, the proposed development would be acceptable in land use terms and would provide much needed housing in line with Local Plan requirements. The applicant has demonstrated, by the submission of the masterplan, that the development of the site will not prejudice the development of the remainder of the site allocation.

Affordable Housing

- 7.3. The site has the potential to deliver a significant proportion of the 1000 Council homes Haringey has committed to build by 2022 through the Council Housing Delivery Programme.
- 7.4. 36 homes (86%) would be affordable Council homes let at Council social rent levels.

Design and Appearance and Impact on the setting of the Conservation Area

- 7.5. The site is currently underutilised and offers an opportunity for an increase in built form due to its corner location, set back and separation from adjacent sites and buildings. The proposed development would comprise two contemporary buildings with an indicative masterplan for 2 further buildings shown.
- 7.6. The built form would be set back from the building line of the western side of Muswell Hill Road. Existing planting would be retained to the front of the buildings alongside Woodside Avenue and Muswell Hill Road and supplemented with the introduction of new trees and landscaping.
- 7.7. The intention is to finish the buildings with robust materials that would reflect aspects of neighbouring buildings and be sensitive to the context. The

detailed design of the facades is still under review and will be finessed throughout the pre-application process as it is informed by feedback from the QRP.

- 7.8. The main entrances to the homes would be from Woodside Avenue. The internal layout would provide clear and logical access routes, and good quality residential accommodation that meets or exceeds the internal space requirements of the Mayor's Housing SPG. The homes would all be dual aspect.
- 7.9. The proposed building to the Woodside Avenue/Muswell Hill Road corner would be taller than the surrounding buildings and its impact on the setting of the adjacent Conservation Area will need to be considered. Any harm identified will need to be carefully assessed and balanced against the public benefits of the proposal.

Residential Mix

- 7.10. 9 family-sized units would be included as part of the proposed provision of 42 homes which is considered appropriate given the location and site constraints.

Impacts on Amenity of Surrounding Residents

- 7.11. The adjacent roads and ample spacing between nearby buildings and the site provide a buffer between the proposed buildings and the existing homes and school nearby.
- 7.12. Given the distances & spacing between the site and neighbouring properties, as well as their orientation; adverse impacts on the amenity of neighbouring residents is unlikely. As the scheme progresses, further modelling will be required to ensure the impacts on neighbouring properties remain within acceptable levels.

Transportation and Parking

- 7.13. The proposed development would be 'car capped' with 9 accessible parking spaces prioritised for wheelchair users and the occupants of family sized units. The PTAL rating of the site is set to increase to 3 by 2021 due to slight increases in bus service frequency that are planned by TfL.
- 7.14. It is noted that PTAL assumes that people will only walk for up to 12 minutes to a Tube service. Highgate Underground Station is a 13-minute walk away, so in reality the site has a higher level of accessibility than its PTAL rating suggests.
- 7.15. The site is served by regular busses northbound (to Friern Barnet/North Finchley) & southbound (to London Bridge/Warren Street), providing easy access to Highgate Underground Station. It is also a short walk or bus ride to the amenities of Muswell Hill.

- 7.16. A low level of parking may therefore be acceptable in this instance; however, this would need to be robustly justified and suitable provision and support introduced to encourage walking and cycling, alongside possible parking control measures.

Landscaping

- 7.17. The proposal incorporates existing planting to the frontage of the buildings alongside the adjacent highways. To the centre of the site would be a landscaped amenity space for the residents of the development. Following concerns from the QRP and officers around security, a link directly into Highgate Wood, which is suggested in the site allocation, has been removed from the masterplan.

Sustainability

- 7.18. The proposal includes the ambition to design the development to Passivhaus standards. Passivhaus buildings reduce heat losses to ensure that very little energy is required for heating and cooling. The Passivhaus standard gives a robust method to help the Council achieve significant carbon reductions, whilst simultaneously saving money for residents who would see energy bills vastly reduced.

CONFIDENTIAL

FRAME PROJECTS

Haringey Quality Review Panel**Report of Formal Review Meeting: Cranwood House**

Wednesday 5 February 2020

River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)

Esther Everett

Phyllida Mills

Craig Robertson

Lindsey Whitelaw

Attendees

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Philip Elliot	London Borough of Haringey
Ian Pinamonti-Hyde	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

John McRory	London Borough of Haringey
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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. Project name

Cranwood House, Cranwood Woodside, Highgate, London N10 3JH

2. Presenting team

Peter Exton	London Borough of Haringey
Sadhbh Ní Hógáin	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Jo McCafferty	Levitt Bernstein Associates Limited
Chris Lomas	Levitt Bernstein Associates Limited
Andrew McKay	Levitt Bernstein Associates Limited

3. Aims of the Quality Review Panel meeting

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

4. Planning authority briefing

The application site lies within Site Allocation Development Plan Documents (SA51 – Cranwood Care Home) which provide for redevelopment comprising new residential development and improved connections linking Highgate Wood and the Parkland Walk. The site is 0.43 hectares and has a Public Transport Accessibility Level (PTAL) rating of two with a forecasted rating of three for 2021. It contains a vacant care home to the north of the site and a row of low-rise (predominantly) Council-owned housing to the south. Highgate Wood, a designated Historic Park, Strategic Local Open Land and Site of Importance for Nature Conservation (Borough Grade II) adjoins the site's southern boundary. The southern boundary of the Muswell Hill Conservation Area is located on the opposite side of Woodside Avenue immediately to its north. St James Church of England Primary School and its playground adjoins the western boundary, with Muswell Hill Road and the Parkland Walk subway link abutting the site's eastern boundary.

The Council has embarked on an ambitious Council Housing Delivery Programme and this site could help to deliver a sizable proportion of the 1,000 homes that the Council has committed to building by 2022. Planning officers sought the panel's consideration of the proposed block / building heights, massing and the design quality of the scheme; its relationship to the surrounding area and heritage assets; the public realm proposals and linkages between Highgate Wood, the Parkland Walk and the north / northeast of the site; and the legibility of the scheme on approach to the site and within it.



The scheme presented to the panel is for the whole site; however, the site is likely to come forward in phases and the consequent planning application will be for part of the site and the remainder will be presented as a masterplan for the whole site, in line with the site allocation, in the Design and Access Statement.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for Cranwood House at an early stage. It recognises the level of thought shown in the design process so far but considers that the brief for the development is over-ambitious. The site sits on a key corner opposite the Muswell Hill Conservation Area and adjacent to Highgate Woods, so achieving an appropriate scale, massing and texture for the development must be given the highest priority if Policy DM1 of the Haringey Development Management DPD is to be met (see Appendix below).

As the scheme continues to evolve, the panel considers that the massing of the buildings fronting onto Muswell Hill Road and Woodside Avenue should be reduced significantly in order to respond better to the neighbouring context. It would also encourage a rethink of the role and nature of the central space within the site, and of the location of the pedestrian route that will link the Parkland Walk to Highgate Wood.

The architectural expression of the scheme, which is currently generic and anonymous, must draw on the special character of Muswell Hill, which implies a varied roofscape, contrasting materials and rich detailing. The panel commends the aspiration to design the buildings to Passivhaus standards and feels that the scheme could be an exemplar in this regard. Further information on the panel's view is provided below.

Massing and development density

- The site sits at a prominent junction between the Muswell Hill Conservation Area to the north and Highgate Woods to the south. Its immediate context is defined by richly-detailed three storey Edwardian townhouses to the north and east, and a more plain four storey parade of shops to the south. In the panel's view, an important constraint is the need to protect the glimpsed view of Highgate Woods on the horizon when approaching the site from the north down Muswell Hill Road.
- Given this context, the panel considers that the scale and massing of the scheme proposed is wholly inappropriate. The height of two largest Buildings A and B will probably need to be reduced by at least two storeys, and the reduced massing will need to be carefully articulated to protect views of Highgate Woods. The scale of the more modest Buildings C and D adjacent to the school is considered to be broadly acceptable.



- The design team is therefore encouraged to explore other options for the massing of the development, and the Borough, as the client, is encouraged to scale back its ambition for the site to enable an appropriately-scaled development to come forward.
- Some panel members suggested that it might be possible to increase storey heights towards the rear (western) edge of the site, adjacent to the woods and the school, which would provide residents with views to the woodland and across the roofs to the east and south. While it was suggested that taller development adjacent to schools can be successful – and is not an unusual situation in London - careful modelling to reduce overshadowing of the central space would be required.

Place-making, public realm and landscape design

- The panel understands that the intention is to create a green link across the site that joins the Parkland Walk (from Alexandra Palace) to Highgate Wood.
- It feels that the current brief for the central space within the development is extremely challenging. As a public route, this space would become very compromised in terms of security and amenity space, as the area would be dominated by public pedestrian routes, parking spaces and entrances.
- The panel considers that providing an additional entrance into Highgate Woods directly from the central space is neither necessary nor desirable and would potentially have negative implications for security and management of the development. It would encourage the design team to liaise at an early opportunity with the City of London (which manages and funds Highgate Wood), as it may not even be a realistic or achievable aspiration for the development.
- It would also support a rethink of the role of the space, which would see it shift from a physical link to an ecological link and become a more private amenity space for the residents of the development rather than a route through to the woods beyond. There will potentially be many families living in the development, so optimising the amenity value of the central space for children will be very important.
- The panel feels that the concept of 'rewilding' the central space is interesting, and would encourage the design team to explore further how this might transform into a landscape that reflects 'soft woodland edge', to provide a green area where residents could enjoy the sun – in contrast to the woods which are very shady.
- It would be helpful to better understand the changes in level across the site in section, as this could inform a more responsive interface between the buildings and the landscape.



- Scope exists to move the parking away from the centre of the space so that the focus is on creating an attractive amenity for residents; in this regard, a centrally located structure for residents to use for social purposes could be an option. The inclusion of a potting shed was supported by the panel.
- The panel understands the aspiration to link the Parkland Walk through the centre of the site but raises a number of concerns. Approaching the site along the Parkland Walk requires entering the underpass (under Muswell Hill Road), with a blind corner at the end adjacent to Building A; this potentially poses security, safety and management issues. The Parkland Walk runs alongside Building A, which will create privacy and security issues for residents where living rooms or bedrooms face onto this route.
- The panel would encourage the design team to clarify priorities for the Parkland Walk, as this might inform a different approach to its integration within or around the development, and links into Highgate Wood.

Scheme layout, access and integration

- The panel feels that a further iteration of the scheme layout will be necessary, as the role and location of the pedestrian routes and open spaces evolve further.
- The panel welcomes the level of thought that has gone into the design of the individual blocks but feels that scope for improvement of the configuration of the units and the circulation areas remains. In particular, the layout of Building A (onto Woodside Avenue) would be improved by avoiding deck access fronting onto the street, as deck access on a main road frontage is not typical of this area and could create nuisance to local neighbours from lighting at night.

Architectural expression

- The panel would support further exploration of the local architectural context. It would welcome an approach to architectural expression that reflects the local distinctiveness of Muswell Hill, rather than the bland and generic elevational treatment shown in the current proposal.
- For instance, visual cues from local mansion blocks could be used to create a fluid language for the development – contemporary but complementing the local vernacular.
- The panel points out that enriching the exterior of the scheme in its detail, tone and contrasts can be achieved within a reasonable budget. It is confident that the design team can meet this challenge and achieve something distinctive for this important site.



Design for inclusion, sustainability and healthy neighbourhoods

- The panel commends the ambition to design the development to Passivhaus standards and feels that the Cranwood House development has the potential to be an exemplar scheme for the wider industry.

Next steps

The Quality Review Panel would welcome a further opportunity to review the proposals and adds that panel continuity at the next review will be extremely important. It highlights a number of points for consideration by the design team, in consultation with Haringey officers.

Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

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

Design Standards

Character of development

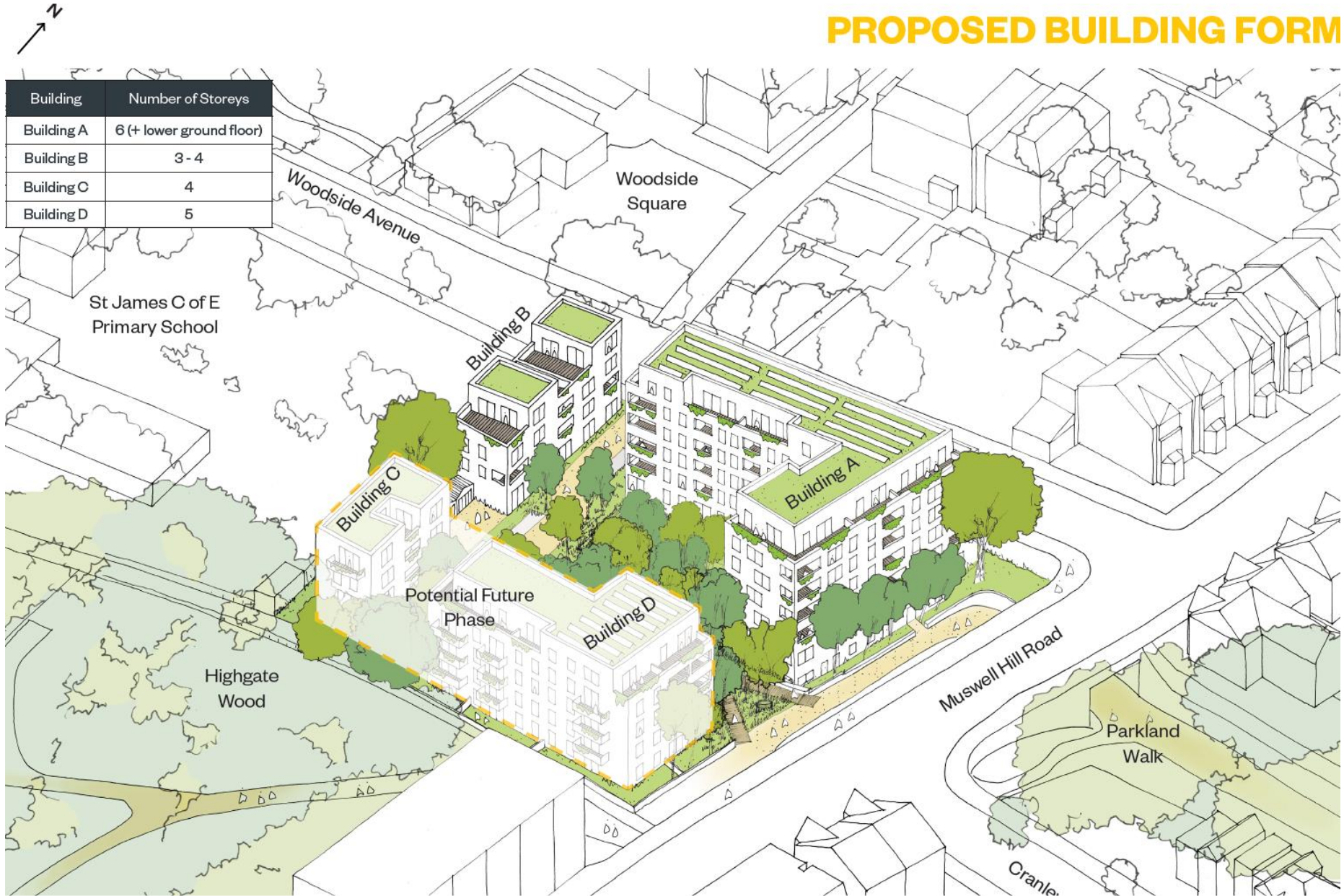
- B Development proposals should relate positively to their locality, having regard to:
- Building heights;
 - Form, scale & massing prevailing around the site;
 - Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - Maintaining a sense of enclosure and, where appropriate, 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.



EXISTING SITE



PROPOSED BUILDING FORM



Building	Number of Storeys
Building A	6 (+ lower ground floor)
Building B	3 - 4
Building C	4
Building D	5

SKETCH STREET VIEW



Muswell Hill Road looking south



Building A

Type of Dwelling	Number of Dwellings
1B2P Flat	13
2B3P Flat	1
2B4P Flat	15
3B5P Flat	3
3B5P Maisonette	4
Total	36

Building B

Type of Dwelling	Number of Dwellings
2B4P Flat	2
2B3P Flat	2
3B5P Maisonette	2
Total	6

Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2020/0006**Ward:** Tottenham Hale**Address:** Former Caxton Road PFS at 76-84 Mayes Road, Wood Green, N22 6TE**Proposal:** Redevelopment of the vacant site for a mixed use development comprising 75 residential units (Use Class C3) and 1015sqm of commercial floor space**Applicant:** Aitch Group**Agent:** DP9**Ownership:** Private**Case Officer Contact:** Tobias Finlayson**2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it 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 summer 2020. The applicant has engaged in pre-application discussions with Council Planning Officers.

3. SITE AND SURROUNDINGS

- 3.1. The site is located at the north eastern corner of Mayes Road (to the south) and Caxton Road (to the west). To the north and east, the site is bounded and constrained by the vehicle ramp serving the Wood Green mall car parking. The site is currently vacant with the petrol filling station (last use on site) having been removed several years ago.
- 3.2. The site is neither listed nor within a conservation area. However, it is within the southernmost part of the Wood Green Library Site Allocation (SA11), the Wood Green Metropolitan Centre and the Wood Green Growth Area. Although a relatively small part of the overall site allocation, the proposed scheme gives consideration to both the Council's future ambitions as well as how a wider masterplan for the site allocation would still be achievable.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for redevelopment of the vacant site for a mixed use development comprising 75 residential units (Use Class C3) (37% affordable housing) and 1015sqm of commercial floor space ranging in height from 4 to 9 storeys.

5. PLANNING HISTORY

- 5.1. The site has no relevant planning history.

6. CONSULTATIONS

Public Consultation

- 6.1. This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken by the Local Planning Authority.

Applicant's Consultation

- 6.2. The applicant has been advised of the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI), which set out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI, applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council.
- 6.3. The applicant held a public exhibition on 24 February 2020 and any feedback/comments resulting from the applicant's own consultation will be included within the forthcoming planning application.

Development Management Forum

- 6.4. The proposal was presented to a Development Management Forum on 19 February. Should a formal planning application be submitted, feedback from the Forum will be included within the written report to a forthcoming Planning Subcommittee.

Quality Review Panel

- 6.5. The proposal has been reviewed twice by the Quality Review Panel (QRP), the first on 4 December 2019 and the second on 12 March 2020. The most recent QRP report is attached at **Appendix 1**. The summary of the QRP views is:

The Quality Review Panel feels that the design team has addressed many of its comments from the previous review in December 2019 and that, subject to some further small refinements, the scheme now promises high quality development.

The panel supports the approach taken to the massing and distribution of accommodation and uses, and welcomes inclusion of deck access to improve the quality and liveability of residential units. While the general approach is supported, the panel feels that scope for further refinement remains within the architectural expression of the proposals, and within the design of the main residential entrance onto Caxton Road.

7. MATERIAL PLANNING CONSIDERATIONS

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

Principle of Development

- 7.2. The proposed development would be acceptable in principle as it would bring a long-standing vacant site back into use, providing additional housing stock along with appropriate commercial uses in accordance with the site allocation (SA11: Wood Green Library). Furthermore, in accordance with the site allocation's site requirements and development guidelines, the proposal gives consideration to the surrounding sites and their further development potential as well as recognising the site's importance in helping to provide/maintain a future link from the High Road into the Haringey Heartlands area.

Design and Appearance

- 7.3. The design is still being refined however, officers are broadly supportive of the approach taken. The QRP are also supportive. Although subject to officers assessing neighbouring amenity in terms of daylight/sunlight etc, the proposed height, bulk and massing of the scheme as currently presented is broadly acceptable and appropriate to the site and its surroundings, particularly when considered in conjunction with the aims and objectives of the site allocation.

Density, Residential Mix and Quality

- 7.4. The site is 0.2 hectares, 75 units are proposed which equates to 213 habitable rooms proposed. Therefore, the density of the proposed development is 1,065 habitable rooms per hectare and 375 units per hectare. As the site is located within the "central" context and has a PTAL rating of 5, it falls with the current London Plan density range of between 650-1100 habitable rooms per hectare (hr/ha) and 2.7-3.0 habitable rooms per hectare (hr/unit).

- 7.5. It is noted that the London Plan density matrix is not taken forward in the new draft London Plan, which instead takes a design led approach to site optimisation. The scheme's density is appropriate in either policy context.
- 7.6. The proposed development at present includes provision of 75 new homes, with a mix of 30% 1 bedroom, 55% 2 bedroom and 15% 3 bedroom. This proposed mix is considered appropriate for a town centre location with a good PTAL (5).
- 7.7. All units will be dual aspect, meet the space requirements of the Mayor's Housing SPG and have individual access to balconies and communal terraces. Whilst the exact child yield is not yet known, the applicant has advised that they will be looking to provide dedicated child playspace on site.

Affordable Housing and Workspace

- 7.8. The scheme is proposing to provide approximately 37% affordable housing on site, with a tenure split of 72% social rented and 28% shared ownership. The level of affordable housing and split is welcomed.
- 7.9. The scheme has been designed to provide double-height affordable workspace to the eastern side of the development at ground/first floor, fronting to the new 'yard'.

Impacts on Amenity of Surrounding Residents

- 7.10. The mall borders the site to the east and the Islamic Community Centre to the north. The nearest residential properties are opposite the site to the west on Caxton Road and to the south/south west on Mayes Road. The applicant has advised initial daylight/sunlight testing indicates that the proposed scheme would meet the BRE Guidelines. Any forthcoming planning application will include a full daylight/sunlight report which will be fully reviewed as part of the planning application assessment process.

Transportation and Parking

- 7.11. The proposed development would be car free, which is acceptable as the site has good public transport connections (PTAL 5). To maintain the rear 'yard' and therefore the site's potential to provide a link from the High Road to the Haringey Heartlands area, no on-site 'blue badge' or delivery and servicing spaces are proposed on site. Instead, it is intended that these be accommodated on street and initial parking surveys indicate that there is sufficient space for 'blue badge' provision on street and within appropriate proximity. The projected demand for delivery and servicing provision (DSP) also indicates that this can be accommodated on street. These matters will be detailed further within the Transport Statement required to be submitted with any forthcoming planning application.

Landscaping

- 7.12. The proposal will increase the number of trees on site and on the adjoining footpath. Indicative designs show four trees being planted in the 'yard' to the rear adjoining the Mall and also two trees along Caxton Road. In addition, the scheme proposes extensive greening and landscaping of the communal terrace areas. The proposed development also seeks to greatly improve the adjoining footway and this would be achieved by way of a financial contributions secured by s278 agreement.

Sustainability

- 7.13. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations on-site and to offset any remaining carbon through a carbon offsetting contribution. The applicant is current working with officers on ensuring this target is met if not exceeded, ideally on-site. It is also expected that the proposed development be able to connect to the Wood Green District Energy Network (DEN). These matters will be detailed further within the Energy Strategy required to be submitted with any forthcoming planning application.

Appendix 1: Plans and Images

Location Plan



Sketch view looking north east



Appendix 2: Quality Review Panel Report

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Haringey Quality Review Panel

Report of Chair's Review Meeting: Caxton Road

Wednesday 12 February 2020

Unit D, 199 Eade Road, Harringay Warehouse District, London N4 1DN

Panel

Peter Studdert (chair)
Hari Phillips

Attendees

Richard Truscott	London Borough of Haringey
Tobias Finlayson	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Rodney Keg	London Borough of Haringey
John McRory	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

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

Caxton Road, Wood Green, London N22 6TN

2. Presenting team

Luke Cadman	Aitch Group
Craig Sheach	PRP LLP
Yiling Wang	PRP LLP

3. Aims of the Quality Review Panel meeting

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

4. Planning authority briefing

The site is located at the north eastern corner of Mayes Road (to the south) and Caxton Road (to the west). To the north and east, the site is bounded and constrained by the vehicle ramp serving the Wood Green Mall car parking. The site is currently vacant; a petrol filling station (last use on site) was removed several years ago.

The site is neither listed nor within a conservation area. However, it is within the southernmost part of the Wood Green Library site allocation (SA11), the Wood Green Metropolitan Centre and the Wood Green Growth Area. Although a relatively small part of the overall site allocation, the proposed scheme takes into account both the Council's future ambitions as well as how a wider masterplan for the site allocation would still be achievable. In terms of parking, the site is PTAL 5 and therefore, aside from the requirement to provide 10 per cent Blue Badge spaces on site, development with limited or no on-site car parking will be supported.

The current proposal is for redevelopment of the vacant site to provide a residential led mixed use development comprising approximately 75 C3 units and 1,000sqm of commercial floor space within a varied block form of a maximum nine storeys.

Subject to meeting other material planning considerations, officers generally support the approach to redevelopment of the site to create a mixed use development, while not prejudicing the wider aims and objectives of the site allocation. However, officers highlight the need for development heights on parts of the site directly opposite the residential buildings on Caxton and Mayes Roads to respect their residential amenity.



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5. Quality Review Panel's views*Summary*

The Quality Review Panel feels that the design team has addressed many of its comments from the previous review in December 2019 and that, subject to some further small refinements, the scheme now promises high quality development.

The panel supports the approach taken to the massing and distribution of accommodation and uses, and welcomes inclusion of deck access to improve the quality and liveability of residential units. While the general approach is supported, the panel feels that scope for further refinement remains within the architectural expression of the proposals, and within the design of the main residential entrance onto Caxton Road. Further details of the panel's views are provided below.

Massing and development density

- The panel welcomes the adjustments to the distribution of the massing, and considers that locating the tallest element to mark the termination of the view down Brook Road is appropriate.
- It also supports the approach to visually break up the mass into simpler elements, and feels that this is particularly successful at the frontages onto Caxton Road and Mayes Road.
- Creating a more uniform scale for the development fronting onto Caxton Road, as currently proposed, helps to establish a positive relationship to the existing houses opposite.

Place-making

- The panel welcomes the wider masterplan, outlined to provide the immediate context of this development, in order to anticipate some of the future possibilities. It feels that the proposed scheme is a sensible and pragmatic response. Future links into the market hall and north east towards the library and the centre of Wood Green would be very desirable.
- It supports the clarity of the nature and roles of Caxton Road and Caxton Mews / New Road. The makers' space in the yard area seems well considered.

Layout of residential accommodation

- The panel commends the design team's work to minimise single aspect residential units.
- It also supports inclusion of generous deck access circulation, and considers that pulling the deck away from critical windows as proposed could



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significantly mitigate privacy issues. The deck is also likely to have amenity value as a space to watch over children playing in the courtyard below. This could be accommodated in the detailed design of the deck.

- The panel would encourage further work to unify the existing residential entrances by bringing the external stair inside, within the lobby area. This would create a single entrance, which could be very generous and glazed to allow light inside and views through - and up the stairs - to the landscaped courtyard beyond.

Architectural expression

- The panel supports the simpler approach to the architectural expression and the articulation of the different block-forms within the proposals.
- It welcomes the use of a lighter brick within the courtyard area. However, it would encourage the design team to wrap the edge of the outer façade of darker brick round into the courtyard, rather than the lighter brick wrapping onto the outer façade, as currently proposed.
- A more generous glazed residential entrance onto Caxton Road would be encouraged, as suggested above.
- The panel asks whether a more muted colour scheme should be used for balconies and window frames rather than black, which would result in quite a stark contrast.
- In addition, the detailed design of the parapets and balconies could strike a better balance between achieving openness on the one hand and privacy and screening on the other.
- Further consideration of how the relationship between the residential entrance on Caxton Road and deck access circulation above might be perceived would also be welcomed, in order to resolve any visually awkward juxtaposition in the elevation.
- The quality of materials and construction, for example the bricks used, and the detailed design of the deck access, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.

Next steps

The Quality Review Panel supports the proposals for development at Caxton Road, subject to some minor adjustments and refinements as outlined above.



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Appendix: Harrogate Development Management DPD**Policy DM1: Delivering high quality design****Harrogate Development Charter**

- A 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

- B 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.



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Report for:	Planning Sub Committee Date: 09 March 2020	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Dean Hermitage		
Lead Officers:	John McRory & Robbie McNaugher		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

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

2. Recommendations

- 2.1 That the report be noted.

3. Background information

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



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

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Iceland, Land at Brook Road, N22 HGY/2017/2886	Redevelopment of site and erection of four independent residential blocks providing 148 residential units.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed but final draft is near completion. Additional viability information received following GLA meeting in November. This is being assessed by BNPP and GLA.	Samuel Uff	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 for the legal agreement are ongoing	Martin Cowie	Robbie McNaugher

1-6 Crescent Mews, N22 HGY/2019/1183	Redevelopment of site to create residential development comprising approximately 30 residential units	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations for the legal agreement are ongoing	Tobias Finlayson	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
56-68 Stamford Road HGY/2019/1401	Variation of Condition 2 of HGY/2017/0426 to enable the installation of a sub-station, accommodate new structural columns, reduction of the number of parking spaces from 17 to 13 and amendments to the cycle and refuse storage arrangements, all at ground floor level, plus minor changes to other elevations and floor plans	Application to be determined under delegated authority. Negotiations for the legal agreement are to be finalised shortly.	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
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.	Delegated decision, awaiting finalisation.	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.	Agreed to be approved under delegated powers.	Martin Cowie	Robbie McNaugher

		S106 being finalised.		
867-869 Road High N17 8EY (Former Sainsbury's supermarket site)	Hybrid planning application - 300 residential units + approximately 120m ² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces. Height Range of 3 – 6 storeys and there would be a taller building of approximately 26 storeys.	Under consideration. Expected to be presented to March Committee.	Graham Harrington	Robbie McNaugher
300-306 West Green Road N15 HGY/2020/0158	Demolition of existing buildings and erection of a five-storey building (plus basement) comprising of a retail unit at ground and basement levels and nineteen residential units above; and associated landscaping and the provision of an outdoor children's play area	Currently at public consultation stage and under consideration.	Valerie Okeiyi	John McRory
Berol Yard	Reserved Matters of appearance, landscaping, layout, scale and access in relation to Berol House pursuant to Condition 1 of planning permission HGY/2017/2044 for the alteration/conversion of ground, first and second floors of Berol House to provide 3,366 sqm (GEA) of commercial floorspace (Use Class B1) and two storey extension to provide 18 residential units (Use Class C3), with cycle parking and all associated works.	Under Consultation.	Phil Elliott	Robbie McNaugher
550 White Hart Lane HGY/2020/0100	Redevelopment of site involving new industrial / warehousing units (Use Class B1(C) and B8) with associated yard and parking area, following demolition of existing building.	Agreed to be decided under delegated powers. Public consultation finished. In the process of agreeing heads of terms / waiting on applicant to provide further details.	Laurence Ackrill	John McRory
Somerlese, Courtenay	Section 73 - amend Condition 2 imposed on	Currently under consideration.	Gareth Prosser	John McRory

Avenue HGY/2020/0247	planning permission LPA ref: HGY/2019/1481, as it relates to the approved plans. Minor changes.			
IN PRE-APPLICATION DISCUSSIONS				
573-575 Lordship Lane	Replacement of glaziers firm with four storey residential development of 17 units.	Pre-app response to be issued.	Chris Smith	John McRory
679 Green Lanes	Redevelopment of the site to provide up to 121 new homes, new office and retail space	Pre-app response to be issued.	Samuel Uff	
44 Hampstead Lane	Use Class C2 high quality specialist dementia care with 45 en-suite bedrooms and communal facilities	Received amended plans reducing scale but issues remain over public benefit of the high-end product to justify demolition.	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	Principle acceptable. To be presented to Members at March committee as part of the pre-application process.	Tobias Finlayson	John McRory
West Indian Cultural Centre Clarendon Road off Hornsey Park Road	Construction of a new West Indian Cultural Centre with approximately 100 residential units, an Aparthotel and flexible workspace, along with a new public square and amenity areas and improved access and parking.	Pre-app response to be issued.	Tobias Finlayson	John McRory
Clarendon	Reserved Matter discussions taking place on E	Pre-application discussions	Valerie Okeiyi	John McRory

Gasworks	blocks within the eastern quarters	commenced		
Cranwood House, Muswell Hill Road/Woodside Ave, N10	Redevelopment of site for residential and associated amenity space, landscaping and parking.	Pre-application meetings planned. QRP 4 th Feb. Presented as pre-app briefing March committee.	Phil Elliot	Robbie McNaugher
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.	Initial pre-app advice sent. Amended proposals now received.	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. Pre-application discussions taking place QRP was held 22nd January	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.	Presented to Pre-App Committee on 10th February 2020.	Chris Smith	Robbie McNaugher
555 White Hart Lane PRE/2019/0255	Redevelopment of site to provide eight new commercial units - A flexible B1(c)/ B2/ B8 use likely to include urban logistics businesses. A total of approximately 16,500 sqm employment floorspace is proposed.	Advice sent out 21/02. Application expected March 2020	Laurence Ackrill	John McRory
30- 32 Summerhill	Redevelop to provide 21 new homes. The	Pre-application meeting 26th	Phil Elliott	Robbie

Road N17	<p>scheme provides underground parking for 20 cars with 2 further spaces accessed direct from Summerhill Road.</p> <p>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.</p>	Sept, advised applicants and agent that proposed density was excessive, written response being prepared.		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. Separate application for No.50 since received.	Chris Smith	John McRory
Braemar Avenue Baptist Church, Braemar Avenue.	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions (204m ²) and 16 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
25-27 Clarendon Road off Hornsey Park Road	Redevelopment of the site to provide new commercial floorspace, 66 flats over in 9 storey high building with associated parking, and amenity space.	Pre-application discussions taking place – principle acceptable. Applicant to consider masterplanned approach.	Martin Cowie	John McRory
Northumberland Terrace 807, 790-814) High Road, Tottenham, N17	THFC proposal 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 ongoing. Presented as a pre-app briefing in Feb.	Graham Harrington	Robbie McNaugher

		Submission expected shortly.		
Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Haringey Warehouse District	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury /Eade Road Sites, further pre-application meetings scheduled, PPA signed.	Phil Elliott	Robbie McNaugher
Warehouse living proposal- Omega Works Haringey Warehouse District	Warehouse Living and other proposals.	Early pre-application discussions taking place	Phil Elliott	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	Officers have met with one landowner to seek a masterplanned approach. Pre-application discussions expected in February.	Chris Smith	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
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 N2 0NY	Upwards extension of buildings to create 12no. additional residential apartments	Additional housing acceptable subject to AH provision.	Tania Skelli	John McRory
Hornsey Parish Church, Cranley Gardens, N10	Retention of church and creation of additional community space and 15 residential units	Pre-application discussions taking place – principle acceptable.	Valerie Okeiyi	John McRory
50 Clarendon Road	Use of Ground Floor as 4 commercial units and 3 upper floors of 13 Flats.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
8 Craven Park Road PRE/2020/0014	Demolishing a single story synagogue building and converting it to a four story building with a basement, The synagogue will be in the basement	Pre-application meeting held 13 th Feb. Advice note to be issued.	Laurence Ackrill	Robbie McNaugher

	with a big office on the ground floor and flats above.			
Selby Centre	Council housing and community centre replacement	Pre-apps to commence in March	Phil Elliott	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	Hearing cancelled. Appeal now being decided by written representations.	Chris Smith Manager: John McRory	
Ashley Park HGY/2019/0108	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 10 th March.	Robbie McNaugher	
Guildens, Courtenay Avenue	Demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.	Appeal submitted, not yet made valid. Rebuttal statement regarding choice of appeal procedure sent 24/12/2019	Laurence Ackrill	

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 26/01/2020 AND 21/02/2020

BACKGROUND PAPERS

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

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

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

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

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

Application Type codes:

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

Recomendation Type codes:

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

WARD: **Alexandra****CLDE Applications Decided: 1**

Application No: **HGY/2020/0009** Officer: Mercy Oruwari
 Decision: REF Decision Date: 28/01/2020
 Location: Maid of Muswell 121 Alexandra Park Road N10 2DP
 Proposal: Certificate of lawfulness for existing 10 year use of rear area to pub as part of the licensed establishment.

FUL Applications Decided: 6

Application No: **HGY/2019/3233** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 28/01/2020
 Location: 38 Coniston Road N10 2BP
 Proposal: Erection of single storey rear extension.

Application No: **HGY/2019/3239** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 03/02/2020
 Location: 69 Victoria Road N22 7XG
 Proposal: Replacement of existing largely glazed side and rear extension with taller extension of same footprint with a solid roof and roof lights; Extension to first floor rear elevation to create a bay window; Formation of roof terrace with balustrade on first floor on flat roof of extension below at recessed side location; Formation of roof terrace with balustrade on second floor on existing flat roof; Associated external alterations to windows/doors to provide access to terraces.

Application No: **HGY/2020/0002** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 13/02/2020
 Location: 71 Grove Avenue N10 2AL
 Proposal: Erection of single storey rear extension, alterations to existing ground floor rear elevation to remove bay window and replace glazing, conversion of adjoining side garage to habitable room with insertion of new glazed door, window, and roof-lights.

Application No: **HGY/2020/0005** Officer: Christopher Smith
 Decision: GTD Decision Date: 20/02/2020
 Location: North East Office Building Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Stabilisation, restoration and refurbishment works to the currently derelict section of the North East Office Building of Alexandra Palace, which includes: replacement of the partially collapsed roof, replacement of all roof lights, repairs and refurbishment to the external facade, installation of new windows and doors to the north-western elevation, and other minor works.

Application No: **HGY/2020/0028** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 10/02/2020
 Location: 21 Alexandra Park Road N10 2DD
 Proposal: Proposed replacement bay sash windows.

Application No: **HGY/2020/0049** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 04/02/2020
 Location: 4 Curzon Road N10 2RA
 Proposal: Erection of replacement part single, part two storey rear extensions (with associated lower ground floor rear excavation) and rear roof dormer extension; Replacement front and rear elevation windows

LBC Applications Decided: 1

Application No: HGY/2020/0006 **Officer:** Christopher Smith
Decision: GTD **Decision Date:** 20/02/2020
Location: North East Office Building Alexandra Palace Alexandra Palace Way N22 7AY
Proposal: Listed building consent application for the stabilisation, restoration and refurbishment works to the currently derelict section of the North East Office Building of Alexandra Palace, which includes: replacement of the partially collapsed roof, replacement of all roof lights, installation of new windows and doors to the north-western elevation, repairs to windows on north-eastern elevation, other window and door installations and repairs, provision of new bathroom facilities and a platform lift, repairs to and replacement of floor joists and ceilings, repairs and refurbishment to the external façade including brickwork and pointing repairs, and other minor works.

PNE Applications Decided: 1

Application No: HGY/2020/0102 **Officer:** Laina Levassor
Decision: PN NOT REQ **Decision Date:** 11/02/2020
Location: 33 Victoria Road N22 7XA
Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.1m, for which the maximum height would be 3.3m and for which the height of the eaves would be 2.3m

Total Applications Decided for Ward: 9**WARD: Bounds Green****CLDE Applications Decided: 1**

Application No: HGY/2020/0096 **Officer:** Mercy Oruwari
Decision: GTD **Decision Date:** 12/02/2020
Location: 67 Clarence Road N22 8PG
Proposal: Certificate of lawfulness: existing use of 4 self-contained flats.

CLUP Applications Decided: 1

Application No: HGY/2020/0288 **Officer:** Laina Levassor
Decision: PERM DEV **Decision Date:** 05/02/2020
Location: 126 Woodfield Way N11 2NU
Proposal: Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate a loft conversion.

COND Applications Decided: 1

Application No: HGY/2019/3221 **Officer:** Roland Sheldon
Decision: GTD **Decision Date:** 20/02/2020
Location: 35 Maidstone Road N11 2TR
Proposal: Variation of condition 2 (approved plans) of appeal decision APP/Y5420/W/17/3191445 for the following amendments:

- Change in layout of loft flat 6
- Amendment to the roof design.
- Proposed railing to the front elevation.
- Removal of (fixed-translucent) windows from the side elevation (north).

FUL Applications Decided: 6

Application No: HGY/2019/3246 **Officer:** Samuel Uff
Decision: GTD **Decision Date:** 04/02/2020
Location: Flat 2 16 Clarence Road N22 8PL
Proposal: Erection of shepherds hut outbuilding development in centre of rear garden and rear extension

Application No: **HGY/2019/3261** Officer: Matthew Gunning
 Decision: GTD Decision Date: 14/02/2020
 Location: 96 Marlborough Road N22 8NN
 Proposal: Single storey rear and side infill extension

Application No: **HGY/2019/3263** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/02/2020
 Location: Flat A 15 Thorold Road N22 8YE
 Proposal: The project proposes the replacement of the existing single-glazed doors and windows to the rear of the property.

Application No: **HGY/2019/3271** Officer: Tania Skelli
 Decision: GTD Decision Date: 06/02/2020
 Location: Flat A 30 Marlborough Road N22 8NB
 Proposal: Erection of single storey rear extension and single storey infill extension (Class use C3)

Application No: **HGY/2020/0071** Officer: Roland Sheldon
 Decision: GTD Decision Date: 14/02/2020
 Location: 20 Myddleton Road N22 8NR
 Proposal: Erection of single storey ground floor side to rear infill extension with single storey rear element.

Application No: **HGY/2020/0137** Officer: Matthew Gunning
 Decision: GTD Decision Date: 19/02/2020
 Location: 23 Trinity Road N22 8LB
 Proposal: Conversion from a single family dwelling to a House of Multiple Occupancy (6 bedroom/ 9 person HMO), including loft extension & exterior work to no. 23 Trinity Road, London N22 8LB.

LCD Applications Decided: 1

Application No: **HGY/2019/3281** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 11/02/2020
 Location: 43 Finsbury Road N22 8PA
 Proposal: Change of use from a retail unit at ground floor with accommodation above to a single residential dwelling house including the erection of a single storey side extension to replace the existing lean-to garage structure; Associated works including replacement windows and doors, making-good of the existing shopfront, and provision of front fence and gate.

NON Applications Decided: 2

Application No: **HGY/2019/3279** Officer: Tania Skelli
 Decision: GTD Decision Date: 05/02/2020
 Location: 86 Clarence Road N22 8PW
 Proposal: Alterations to previously approved planning permission ref. HGY/2018/3748 granted on 05/02/2019; namely for the
 -Side extension set back at least 100mm behind expressed wrap around horizontal plaster detail.
 -Structural glazed oriel window to align with front elevation of host building but set back from host building bay windows.
 -Concrete coping stone to raised party parapet wall .
 -Side elevation basement slot windows replaced by glazed door.
 -Set back masonry wall adjacent to No56 Nightingale Road party parapet wall to be replaced by wrap around open jointed timber cladding detail
 -2 panel glazed side extension sliding door to be 3 panel glazed side extension sliding door with same width/ height dimensions.

Application No: **HGY/2020/0457** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 21/02/2020
 Location: Flat A 2 Northbrook Road N22 8YQ
 Proposal: Non-material amendment to planning permission HGY/2019/3096 to increase the height of the highest part of the (sloping) roof by approximately 160mm in order to increase the angle of the pitch of the roof from 12 degrees to 15 degrees.

Total Applications Decided for Ward: 12

WARD: **Bruce Grove**

ADV Applications Decided: 1

Application No: **HGY/2019/2469** Officer: Neil McClellan
 Decision: REF Decision Date: 27/01/2020
 Location: Advertising Hoarding 49 Bruce Grove N17 6RN
 Proposal: Replacement of the existing 48-sheet advert hoarding with a new internally illuminated 48-sheet digital advert hoarding.

FUL Applications Decided: 3

Application No: **HGY/2020/0091** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 03/02/2020
 Location: 262 Philip Lane N15 4AD
 Proposal: Conversion of rear part of premises to one bed self-contained flat.

Application No: **HGY/2020/0118** Officer: Gareth Prosser
 Decision: GTD Decision Date: 10/02/2020
 Location: 66 Lordsmead Road N17 6EY
 Proposal: Erection of timber framed gazebo in rear garden.

Application No: **HGY/2020/0125** Officer: Gareth Prosser
 Decision: REF Decision Date: 17/02/2020
 Location: 72 St Margarets Road N17 6TY
 Proposal: Retrospective permission for a House in Multiple Occupation (HMO) for 4 persons and a single storey rear extension

LBC Applications Decided: 1

Application No: **HGY/2020/0160** Officer: Roland Sheldon
 Decision: GTD Decision Date: 14/02/2020
 Location: Public Convenience Bruce Grove N17 6UR
 Proposal: Temporary Works to the Grade II listed Public Conveniences to include: . Investigative works to the pavilion, basement and yards . Protective coverings to the external fabric of the building, including glazed brick lightwells . Construction of scaffolding . Temporary removal and storage of existing roof tiles and installation of felt and battens to roof . Installation of acrow props to basement

LCD Applications Decided: 1

Application No: **HGY/2020/0047** Officer: Gareth Prosser
 Decision: GTD Decision Date: 07/02/2020
 Location: Ground Floor Flat 162 Philip Lane N15 4JN
 Proposal: Replacement Ground floor windows and rear door.

Total Applications Decided for Ward: 6WARD: **Crouch End****FUL Applications Decided: 6**Application No: **HGY/2019/3012** Officer: Gareth Prosser

Decision: GTD Decision Date: 31/01/2020

Location: 31 The Broadway N8 8DU

Proposal: Installation of a new shopfront.

Application No: **HGY/2019/3050** Officer: Laurence Ackrill

Decision: GTD Decision Date: 10/02/2020

Location: Land to the rear of 11-13 Stanhope Gardens N6 5TT

Proposal: Construction of a new detached two storey dwelling house with associated single storey garage, carport, garden outbuildings and landscaping (AMENDED PLANS)

Application No: **HGY/2019/3237** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 29/01/2020

Location: 17 Wolseley Road N8 8RR

Proposal: Demolition and rebuilding of existing single storey rear extension to greater width, formation of rear roof dormer extension and insertion of front and rear roof lights.

Application No: **HGY/2019/3260** Officer: Laurence Ackrill

Decision: REF Decision Date: 05/02/2020

Location: 27 Shepherds Close N6 5AG

Proposal: Construction of 3 bedroom house on land to the west of Shepherds Close.

Application No: **HGY/2020/0026** Officer: Samuel Uff

Decision: GTD Decision Date: 13/02/2020

Location: 22 Highgate Heights 77 Shepherds Hill N6 5RF

Proposal: Proposed replacement top floor front conservatory (to replace existing) and rooflight.

Application No: **HGY/2020/0083** Officer: Samuel Uff

Decision: GTD Decision Date: 17/02/2020

Location: Ground Floor Flat 32 Fairfield Road N8 9HG

Proposal: Proposed single storey rear infill extension

LBC Applications Decided: 1Application No: **HGY/2019/3253** Officer: Laurence Ackrill

Decision: GTD Decision Date: 03/02/2020

Location: 8 The Broadway N8 9SX

Proposal: Listed building consent for internal alterations involving the Installation of marketing posters to front elevation shopfront window; 1no new wall mounted TV; section of new carpet in banking hall and relocation of 1no existing self-service machine.

RES Applications Decided: 2

Application No: **HGY/2019/2654** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/02/2020
 Location: Earl Haig Memorial Hall Elder Avenue N8 9TH
 Proposal: Approval of details pursuant to conditions 3 (travel plan), 4 (secure and covered cycle parking, pram parking and refuse facilities) and 5 (Community Use Plan) attached to planning permission HGY/2019/1026

Application No: **HGY/2019/3083** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 10/02/2020
 Location: 163 Tottenham Lane N8 9BT
 Proposal: Approval of details pursuant to condition 15 (sound insulation) attached to planning permission HGY/2018/1874.

TPO Applications Decided: 1

Application No: **HGY/2019/3185** Officer: Janey Zhao
 Decision: GTD Decision Date: 18/02/2020
 Location: 16 Coolhurst Road N8 8EL
 Proposal: Works to tree protected by a TPO: T2. rear garden Ash tree crown reduction of 30% reshape removal of 3-4 metre length with wound size proportionate for B.S. 3998 and healthy recovery of no more than 60mm in diameter (works to other trees will be considered under a Section 211 Notice)

Total Applications Decided for Ward: 10WARD: **Fortis Green****CLUP Applications Decided: 1**

Application No: **HGY/2020/0250** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 06/02/2020
 Location: 396 Muswell Hill Broadway N10 1DJ
 Proposal: Certificate of lawfulness for the proposed change of use of first and second floors from A1 to C3 to form 1 x 3 bedroom flat.

FUL Applications Decided: 6

Application No: **HGY/2018/3686** Officer: Gareth Prosser
 Decision: REF Decision Date: 07/02/2020
 Location: 35C Eastern Road N2 9LB
 Proposal: Subterranean excavation of rear garden to create a below-ground swimming pool outbuilding at lower ground floor and a plant room at basement level, and associated alterations including a green roof, walk-on floorlight and balustrade at garden level.

Application No: **HGY/2019/3159** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 10/02/2020
 Location: Flat 1 45 Midhurst Avenue N10 3EP
 Proposal: Erection of single storey rear extension

Application No: **HGY/2019/3258** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 31/01/2020
 Location: 5 Wellfield Avenue N10 2EA
 Proposal: Construction of a new single storey rear extension including the extension of the existing basement, the construction of 2no rear dormers, reinstatement of the front porch and side entrance and the replacement of all the existing timber sash windows on the front and rear elevations.

Application No: **HGY/2019/3323** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 28/01/2020
 Location: 16 Fortis Green Avenue N2 9NA
 Proposal: Construction of a single storey rear extension.

Application No: **HGY/2020/0011** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 06/02/2020
 Location: 19 Greenfield Drive N2 9AF
 Proposal: Construction of a single storey rear extension.

Application No: **HGY/2020/0013** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 14/02/2020
 Location: 84 Twyford Avenue N2 9NN
 Proposal: Demolition of existing conservatory and construction of a single storey side and rear extension, front rooflight, side and rear dormers and garage conversion

RES Applications Decided: 1

Application No: **HGY/2019/2333** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 29/01/2020
 Location: 25 Dukes Avenue N10 2PS
 Proposal: Approval of details pursuant to conditions 3 and 7 of planning permission HGY/2017/2827.

Total Applications Decided for Ward: 8WARD: **Harringay****FUL Applications Decided: 7**

Application No: **HGY/2019/3079** Officer: Sarah Madondo
 Decision: GTD Decision Date: 17/02/2020
 Location: 69 Sydney Road N8 0ET
 Proposal: Conversion of existing two storey terraced house into two self-contained flats

Application No: **HGY/2019/3084** Officer: Sarah Madondo
 Decision: GTD Decision Date: 18/02/2020
 Location: 122 Effingham Road N8 0AD
 Proposal: Erection of single storey side return and rear extension to a Victorian terraced house, including 2 skylights and additional rear glazing.

Application No: **HGY/2019/3297** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/02/2020
 Location: 1 Queens Parade Green Lanes N8 0RD
 Proposal: Proposed roof extension to replace existing roof over restaurant courtyard.

Application No: **HGY/2020/0016** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 04/02/2020
 Location: Flat 2 132 Beresford Road N8 0AH
 Proposal: Single Storey Rear Extension.

Application No: **HGY/2020/0041** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 14/02/2020
 Location: 90 Sydney Road N8 0EX
 Proposal: Side return rear extension.

Application No: **HGY/2020/0151** Officer: Matthew Gunning
 Decision: GTD Decision Date: 18/02/2020
 Location: Flat A 92 Allison Road N8 0AS
 Proposal: Single storey rear extension (AMENDED DESCRIPTION/ AMENDED PLANS)

Application No: **HGY/2020/0152** Officer: Matthew Gunning
 Decision: REF Decision Date: 12/02/2020
 Location: 19-19A Turnpike Lane N8 0EP
 Proposal: Erection of a first and second floor rear extension and conversion of first and second floor to 4No. studio flats.

RES Applications Decided: 2

Application No: **HGY/2019/2998** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/01/2020
 Location: 590-598 Green Lanes N8 0RA
 Proposal: Approval of details pursuant to condition 19 (details of all chimney heights calculations, diameters and locations (for CHP units and boilers)) attached to planning permission HGY/2016/1807.

Application No: **HGY/2019/2999** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/01/2020
 Location: 590-598 Green Lanes N8 0RA
 Proposal: Approval of details pursuant to condition 20 (details of the CHP demonstrating that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B) attached to planning permission HGY/2016/1807.

TEL Applications Decided: 1

Application No: **HGY/2020/0339** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 07/02/2020
 Location: Hornsey Snooker Club Salisbury Promenade Green Lanes N8 0RX
 Proposal: Notification under the Electronic Communications Code Regulations 2003 (As Amended) to utilise permitted development rights for the replacement of 3no. antennas at the same locations as the existing, the replacement of 1no. cabinet and ancillary works thereto

Total Applications Decided for Ward: 10

WARD: Highgate

CLDE Applications Decided: 1

Application No: **HGY/2020/0095** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 03/02/2020
 Location: Flat 1 387 Archway Road N6 4ER
 Proposal: Certificate of lawfulness: existing use of 1 self-contained flat at the rear of the ground floor.

FUL Applications Decided: 9

Application No:	HGY/2019/3157	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	11/02/2020
Location:	51 Langdon Park Road N6 5PT		
Proposal:	Erection of rear ground floor extension and side door in connection with existing house (Class use C3).		
Application No:	HGY/2019/3250	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	03/02/2020
Location:	5 Southwood Lawn Road N6 5SD		
Proposal:	Conversion of 3 flat into 2 flats, by merging the ground and first floor flats, in conjunction with the erection of a single storey rear extension (previously approved), first floor windows in west and east side elevations and to increase window size to west side elevation.		
Application No:	HGY/2019/3284	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	30/01/2020
Location:	5 Milton Road N6 5QD		
Proposal:	Installation of French doors, full-height glazing and balcony railings to replace existing windows to rear elevation in connection with existing top floor flat (Class use C3).		
Application No:	HGY/2019/3289	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	04/02/2020
Location:	6 Southwood Mansions Southwood Lane N6 5SZ		
Proposal:	Replacement of existing timber windows to east and north elevations of flat 6 within the existing building with timber windows (Class use C3)		
Application No:	HGY/2020/0048	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	12/02/2020
Location:	53 Hornsey Lane Gardens N6 5PA		
Proposal:	Erection of rear infill extension, demolition of existing garage structure, and construction of side extension and rebuilt porch, alterations to front boundary wall, new timber bin and bike store (Class use C3).		
Application No:	HGY/2020/0050	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	18/02/2020
Location:	Somersese Courtenay Avenue N6 4LP		
Proposal:	Approval of details pursuant to Condition 3 (Landscaping) attached to Planning Permission HGY/2019/1481.		
Application No:	HGY/2020/0072	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	12/02/2020
Location:	51 Cholmeley Crescent N6 5EX		
Proposal:	Erection of rear and side extension with three rooflight, three dormers to front, side and rear roofslopes and associated alterations (Class use C3)		
Application No:	HGY/2020/0077	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	13/02/2020
Location:	5 Bishopswood Road N6 4NY		
Proposal:	External paving and seating with associated landscaping and tree replacement to facilitate underground electrical infrastructure.		
Application No:	HGY/2020/0078	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	18/02/2020
Location:	38 Cholmeley Crescent N6 5HA		

Proposal: Replacement of the existing rear dormer with a new dormer. Formation of a new side dormer. Erection of new single storey rear extension. Installation of rooflights to front and rear pitches. Alterations to side elevation windows and insertion of new side door. Lowering of some areas of the basement floor, to match current lowest floor level. Demolition of existing shed in rear garden and construction of two new timber outbuildings with courtyard between. Installation of AC condenser in acoustic enclosure to the rear of rear garden (class use C3).

RES Applications Decided: 1

Application No: HGY/2019/3262 **Officer:** Conor Guilfoyle
Decision: GTD **Decision Date:** 07/02/2020
Location: 1 Church Road N6 4QH
Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2016/3651.

Total Applications Decided for Ward: 11

WARD: Hornsey

CLUP Applications Decided: 1

Application No: HGY/2020/0425 **Officer:** Laina Levassor
Decision: PERM DEV **Decision Date:** 20/02/2020
Location: 46 Linzee Road N8 7RE
Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion.

FUL Applications Decided: 10

Application No: HGY/2019/3215 **Officer:** Tania Skelli
Decision: GTD **Decision Date:** 29/01/2020
Location: 1 Moselle Close N8 7SE
Proposal: Erection of part single/ part two-storey rear extension. Insertion and replacement of windows and doors to the rear and side elevations (Class C3).

Application No: HGY/2019/3274 **Officer:** Roland Sheldon
Decision: GTD **Decision Date:** 06/02/2020
Location: Shop 73 Tottenham Lane N8 9BE
Proposal: Change of use from retail (Use Class A1) to hair and beauty salon (Sui Generis).

Application No: HGY/2019/3288 **Officer:** Samuel Uff
Decision: GTD **Decision Date:** 28/01/2020
Location: 31a Harvey Road N8 9PD
Proposal: Ground floor rear extension.

Application No: HGY/2020/0051 **Officer:** Tania Skelli
Decision: GTD **Decision Date:** 12/02/2020
Location: 15 Priory Avenue N8 7RP
Proposal: Erection of single storey rear extension (Class use C3)

Application No: HGY/2020/0052 **Officer:** Conor Guilfoyle
Decision: GTD **Decision Date:** 10/02/2020
Location: 20 South View Road N8 7LT
Proposal: Erection of first floor rear extension above existing ground floor rear extension.

Application No: **HGY/2020/0053** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/02/2020
 Location: 18 Clovelly Road N8 7RH
 Proposal: Construction of a ground floor side extension with courtyard.

Application No: **HGY/2020/0089** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/02/2020
 Location: 36 Nightingale Lane N8 7QU
 Proposal: Alterations to front elevation fenestration involving replacement of timber frame, window and door with rendered and painted breeze block cavity wall with window to be replaced with three black aluminium sash windows.

Application No: **HGY/2020/0126** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/02/2020
 Location: Flat 1 276 Ferme Park Road N8 9BL
 Proposal: Erection of ground floor rear extensions and alterations to ground floor window arrangement.

Application No: **HGY/2020/0155** Officer: Samuel Uff
 Decision: GTD Decision Date: 13/02/2020
 Location: 56 Tottenham Lane N8 7EE
 Proposal: Erection of single storey rear extension; rear dormer roof extension and 3 x front rooflights; change of 2x first floor windows to Juliet balconies, installation of ground, first and second floor windows in the rear outrigger; erection of rear outbuilding; and additional front boundary treatment.

Application No: **HGY/2020/0207** Officer: Samuel Uff
 Decision: GTD Decision Date: 19/02/2020
 Location: 16 Church Lane N8 7BU
 Proposal: Erection of ground floor rear extension to serve Flats 2 and 3 and associated terrace and fencing.

LCD Applications Decided: 1

Application No: **HGY/2019/3273** Officer: Roland Sheldon
 Decision: GTD Decision Date: 19/02/2020
 Location: Harvey House Pembroke Road N8 7PU
 Proposal: Change of use of retail unit to a residential flat, single storey front and rear extensions, installation of front railings, external alterations to frontage and rear elevation.

RES Applications Decided: 2

Application No: **HGY/2020/0022** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/02/2020
 Location: 159 Tottenham Lane N8 9BZ
 Proposal: Approval of details pursuant to condition 3 (Communal aerial system) attached to planning permission HGY/2018/2529.

Application No: **HGY/2020/0023** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/02/2020
 Location: 159 Tottenham Lane N8 9BZ
 Proposal: Approval of details pursuant to condition 11 (Residential boiler specification) attached to planning permission HGY/2018/2529.

Total Applications Decided for Ward: 14

WARD: **Muswell Hill****ADV Applications Decided: 1**

Application No: **HGY/2020/0029** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 10/02/2020
 Location: 88 Muswell Hill Broadway N10 3RX
 Proposal: Replacement of existing ATM header signage to comply with new HSBC UK branding.

CLUP Applications Decided: 2

Application No: **HGY/2020/0172** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 04/02/2020
 Location: 47 Woodland Gardens N10 3UE
 Proposal: Certificate of Lawfulness: proposed formation of rear dormer and insertion of six roof lights and one side window

Application No: **HGY/2020/0179** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 31/01/2020
 Location: 58 Woodland Gardens N10 3UA
 Proposal: Certificate of Lawfulness proposed a single storey rear extension.

FUL Applications Decided: 10

Application No: **HGY/2019/3225** Officer: Roland Sheldon
 Decision: GTD Decision Date: 27/01/2020
 Location: 19 Etheldene Avenue N10 3QG
 Proposal: Single storey rear extension and rear dormer, insertion of 2 front rooflights.

Application No: **HGY/2019/3296** Officer: Roland Sheldon
 Decision: GTD Decision Date: 11/02/2020
 Location: Highgate Cricket and Lawn Tennis Club Park Road N8 8JP
 Proposal: Erection of single storey extension to existing single storey storage container.

Application No: **HGY/2020/0021** Officer: Roland Sheldon
 Decision: GTD Decision Date: 07/02/2020
 Location: 15 Cascade Avenue N10 3PT
 Proposal: Insertion of front rooflight and erection of a ground floor single storey rear extension.

Application No: **HGY/2020/0025** Officer: Roland Sheldon
 Decision: GTD Decision Date: 12/02/2020
 Location: 16 Cascade Avenue N10 3PU
 Proposal: The erection of a side and rear dormer, installation of a conservation rooflight to the front elevation, erection of single storey ground floor rear extension.

Application No: **HGY/2020/0044** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/02/2020
 Location: Flat A 46 Palace Road N8 8QP
 Proposal: Single storey ground floor rear infill extension including the installation of a stove flue (Revised plans received 24.01.20 to increase width of extension by 0.1 metres).

Application No:	HGY/2020/0076	Officer:	Tania Skelli
Decision:	GTD	Decision Date:	14/02/2020
Location:	5 St James's Lane N10 3DA		
Proposal:	Formation of rear dormer extension with roof lights to front roof slope in association with first floor flat (class use C3)		
Application No:	HGY/2020/0087	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	14/02/2020
Location:	Pavement adjacent to 105 Muswell Hill Road N10 3HS		
Proposal:	Erection of a temporary structure to host retail unit (flower seller) during the construction works at 1-9 Fortis Green Road.		
Application No:	HGY/2020/0101	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	18/02/2020
Location:	Upper Flat 66 Hillfield Park Mews N10 3QR		
Proposal:	Erection of rear dormer, alterations to rear roof to create roof terrace with associated balustrades, insertion of 2 rear rooflights.		
Application No:	HGY/2020/0107	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	06/02/2020
Location:	Crouch End Cricket Club Crouch End Playing Fields Park Road N8 8JP		
Proposal:	Works to Crouch End Cricket Club requiring new non-turf practice facilities to tie in with and enhance existing facilities. Breakdown of works: removal and disposal of the current nets, steel work and netting. Installing a 2 lane 33m enclosed facility; height 4m, length 25.55m, width 3.65m steel framework components - 48mm galvanised steel tubes connect with fast clamps; upright poles are placed into a 52mm galvanised steel tube sockets 500mm in length; sockets are installed to a depth of 500mm and secured using concrete.		
Application No:	HGY/2020/0256	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	31/01/2020
Location:	3 Eden House (Land to rear of) 3 New Road N8 8TA		
Proposal:	Approval of details pursuant to condition 20 (aerial) attached to planning permission HGY/2016/1562.		

RES Applications Decided: 1

Application No:	HGY/2019/3269	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	07/02/2020
Location:	45 Hillfield Park N10 3QU		
Proposal:	Approval of details pursuant to condition 5 (Method of Construction Statement) attached to planning permission HGY/2018/2946.		

TPO Applications Decided: 1

Application No:	HGY/2020/0192	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	07/02/2020
Location:	37 Park Avenue South N8 8LU		
Proposal:	Front Garden: Cypress: Approximately 6.00-8.00m. Reduce height back to previous reduction point (up to 1.00m reduction). Trim lateral and sub lateral growth back into main crown structure by up to 0.50m and up to 0.75m from the top. Reason: General maintenance.		

Total Applications Decided for Ward: 15

WARD: Noel Park

ADV Applications Decided: 1

Application No: **HGY/2019/3232** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 27/01/2020
 Location: 205-207 High Road N22 6DR
 Proposal: Fascia signage

FLEX Applications Decided: 1

Application No: **HGY/2020/0329** Officer: Neil McClellan
 Decision: FLEXREF Decision Date: 17/02/2020
 Location: 75 Westbury Avenue N22 6SA
 Proposal: Flexible Change of Use under Class D of Part 4 of Schedule 2 (Temporary Buildings and Uses) of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), for the proposed temporary change of use of the ground floor premises from A1 use (retail) to A2 use (financial and professional services), for a period of up to 2 years starting from 01.03.2020.

FUL Applications Decided: 3

Application No: **HGY/2019/2599** Officer: Gareth Prosser
 Decision: GTD Decision Date: 21/02/2020
 Location: 617 Lordship Lane N22 5LE
 Proposal: Erection of single storey ground floor rear extension.

Application No: **HGY/2019/3144** Officer: Matthew Gunning
 Decision: GTD Decision Date: 10/02/2020
 Location: 10 Moselle Avenue N22 6ES
 Proposal: Single storey rear extension.

Application No: **HGY/2019/3337** Officer: Anestis Skoupras
 Decision: REF Decision Date: 28/01/2020
 Location: First Floor Flat 163 Westbury Avenue N22 6RX
 Proposal: Proposed dormer to rear outrigger in order to extend the first floor flat.

PNC Applications Decided: 1

Application No: **HGY/2019/3264** Officer: Conor Guilfoyle
 Decision: PN GRANT Decision Date: 28/01/2020
 Location: 123 High Road N22 6BB
 Proposal: Prior Approval for the Change of Use of the upper floors of this property from Pay Day Loan Premises (Use Class A1) to Residential Premises (Use Class C3) to create four self-contained units.

RES Applications Decided: 4

Application No: **HGY/2019/1836** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 30/01/2020
 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 51 (Secured By Design Principles) attached to planning permission HGY/2017/3117 (Partial discharge in relation to Blocks A1-A4 and B1-B4).

Application No: **HGY/2019/2094** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/01/2020
 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 59 (Shopfronts) attached to planning permission HGY/2017/3117 (Partial discharge in relation to Blocks A1-A4 and B1-B4 only).

Application No: **HGY/2019/2928** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/01/2020
 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 49 (Sustainability Standards - Non-residential)) of planning permission HGY/2017/3117 relating to A1-A4 and B1-B4.

Application No: **HGY/2020/0018** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/02/2020
 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 28 (CIL Phasing Plan) of planning permission HGY/2017/3117 relating to blocks D1 & D2 only.

Total Applications Decided for Ward: 10

WARD: **Northumberland Park**

ADV Applications Decided: 1

Application No: **HGY/2020/0092** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 04/02/2020
 Location: Outside 724-726 High Road N17 0AG
 Proposal: Installation of a Free Standing Double Digital advertising Unit.

CLDE Applications Decided: 1

Application No: **HGY/2020/0162** Officer: Janey Zhao
 Decision: GTD Decision Date: 19/02/2020
 Location: 9 Worcester Avenue N17 0TU
 Proposal: Certificate of Lawfulness: Existing use from a single dwelling house to 5 self-contained units.

FUL Applications Decided: 3

Application No: **HGY/2019/2519** Officer: Martin Cowie
 Decision: GTD Decision Date: 29/01/2020
 Location: 29-41 Worcester Avenue N17 0TU
 Proposal: Demolition of seven residential dwellings at 29-41 Worcester Avenue, Tottenham to provide coach parking, and disabled car parking serving a future Community Health Centre.

Application No: **HGY/2020/0105** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 13/02/2020
 Location: 12 Birkbeck Road N17 8NG
 Proposal: Proposed balcony on top of the rear outrigger, including landscaping and all associated works.

Application No: **HGY/2020/0109** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 17/02/2020
 Location: First Floor Flat 57 White Hart Lane N17 8HH
 Proposal: Change of use of the existing 2 bedroom self contained flat (Use class C3) to a 3bedroom HMO (Use class C4) for four person occupancy.

Total Applications Decided for Ward: 5

WARD: **St Anns**

CLDE Applications Decided: 1

Application No: **HGY/2020/0166** Officer: Janey Zhao
 Decision: REF Decision Date: 30/01/2020
 Location: 99 Roseberry Gardens N4 1JH
 Proposal: Certificate of lawfulness: existing rear dormer, side elevation windows and roof terrace

CLUP Applications Decided: 3

Application No: **HGY/2020/0020** Officer: Anestis Skoupras
 Decision: PERM REQ Decision Date: 07/02/2020
 Location: 20 Avondale Road N15 3SJ
 Proposal: Certificate of lawfulness for the proposed use of the property by up to six people living together as a single household and receiving care (C3(b) Use Class).

Application No: **HGY/2020/0167** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 11/02/2020
 Location: 17 Alexandra Road N15 5QT
 Proposal: Certificate of lawfulness - proposed formation of rear dormer, outrigger dormer and insertion of one roof light.

Application No: **HGY/2020/0287** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 07/02/2020
 Location: 71 Glenwood Road N15 3JS
 Proposal: Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion.

FUL Applications Decided: 2

Application No: **HGY/2019/3218** Officer: Samuel Uff
 Decision: REF Decision Date: 05/02/2020
 Location: 19 Roseberry Gardens N4 1JQ
 Proposal: Change of use from Residential (C3) to small HMO (C4) for up to 6 people.

Application No: **HGY/2020/0222** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 20/02/2020
 Location: The Federation Of St Mary's Priory Catholic Schools Hermitage Road N15 5RE
 Proposal: Proposed new site access with new gates and boundary treatments. (works to both vehicular and pedestrian site access to improve public safety).

Total Applications Decided for Ward: 6

WARD: **Seven Sisters**

CLDE Applications Decided: 1

Application No: **HGY/2019/3335** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 14/02/2020
 Location: First and Second Floor Flat 19 Gladesmore Road N15 6TA
 Proposal: Certificate of lawfulness for the existing use of the property as a HMO with no more than 6 occupants

CLUP Applications Decided: 1

Application No: **HGY/2020/0173** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 05/02/2020
 Location: 36 Plevna Crescent N15 6DN
 Proposal: Certificate of Lawfulness: proposed formation of rear dormer with insertion of two roof lights and erection of ground floor rear extension.

COND Applications Decided: 1

Application No: **HGY/2020/0220** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 20/02/2020
 Location: 60 Elm Park Avenue N15 6UY
 Proposal: Variation of a condition 3 attached planning permission HGY/2018/3189 (Change of external materials to the rear facade and change of colour for all window and door frames).

FUL Applications Decided: 6

Application No: **HGY/2019/2937** Officer: Sarah Madondo
 Decision: GTD Decision Date: 20/02/2020
 Location: 66-68 Elm Park Avenue N15 6UY
 Proposal: Basement extensions across No. 66 & 68 with a front lightwell.

Application No: **HGY/2019/3331** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 28/01/2020
 Location: 140 High Road N15 6JN
 Proposal: Formation of a rear dormer window extension to existing second floor flat.

Application No: **HGY/2019/3333** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 30/01/2020
 Location: 8 Clifton Gardens N15 6AP
 Proposal: Single storey rear extension.

Application No: **HGY/2020/0001** Officer: Samuel Uff
 Decision: GTD Decision Date: 14/02/2020
 Location: Roeder House Vale Road N4 1QE
 Proposal: First and second floor extensions for use as self-contained office (B1 use class) accommodation; partial demolition of the northern corner of the building; reconfiguration of parking layout; and insertion of first and second floor side windows

Application No: **HGY/2020/0054** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/02/2020
 Location: 93 Craven Park Road N15 6AH
 Proposal: Erection of additional storey ('Type 3' extension)

Application No: **HGY/2020/0056** Officer: Sarah Madondo
 Decision: GTD Decision Date: 14/02/2020
 Location: 12 Eade Road N4 1DH
 Proposal: Erection of a single storey side extension

RES Applications Decided: 1

Application No: **HGY/2019/2137** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 19/02/2020
 Location: Land rear of Plevna Crescent N15 6DN
 Proposal: Approval of details pursuant to condition 5 (scheme of highways improvement) attached to planning permission HGY/2017/2036,

Total Applications Decided for Ward: 10WARD: **Stroud Green****FUL Applications Decided: 7**

Application No: **HGY/2019/2100** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/02/2020
 Location: 3 Victoria Road N4 3SH
 Proposal: Erection of a single storey rear extension, loft conversion and reduction from 5no. studios and 1no. 1bed flat to 2no. 2bed flats and 1no. 3bed flat.

Application No: **HGY/2019/3226** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/02/2020
 Location: 33 Mount Pleasant Crescent N4 4HP
 Proposal: Single storey rear infill and rear extension.

Application No: **HGY/2019/3247** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/01/2020
 Location: 48 Mount Pleasant Crescent N4 4HP
 Proposal: Construction of rear dormer window, raising ridge towards rear of building and creation of roof terrace and associated balustrade on flat roof of existing outrigger (AMENDED PLANS)

Application No: **HGY/2019/3248** Officer: Samuel Uff
 Decision: GTD Decision Date: 27/01/2020
 Location: 48 Mount Pleasant Crescent N4 4HP
 Proposal: Construction of ground floor rear infill and rear extension to outrigger.

Application No: **HGY/2019/3249** Officer: Samuel Uff
 Decision: GTD Decision Date: 29/01/2020
 Location: Flat A 4 Addington Road N4 4RP
 Proposal: Construction of rear outbuilding and installation of ground floor rear projecting box window and decking with associated fencing.

Application No: **HGY/2019/3295** Officer: Samuel Uff
 Decision: GTD Decision Date: 13/02/2020
 Location: 38 Stroud Green Road N4 3ES
 Proposal: Demolition and rebuilding of increased scale of the rear of the building and subdivision of existing retail unit to create a self-contained flat.

Application No: **HGY/2020/0140** Officer: Matthew Gunning
 Decision: REF Decision Date: 11/02/2020
 Location: Flat A 15 Lancaster Road N4 4PJ
 Proposal: Enlargement of existing basement with the addition of a front light well.

LBC Applications Decided: 1

Application No: **HGY/2019/3257** Officer: Matthew Gunning
 Decision: GTD Decision Date: 28/01/2020
 Location: Stroud Green Primary School Woodstock Road N4 3EX
 Proposal: Listed Building to construct a new enclosure next to Ennis Road to house the main head and electrical meter, constructed from yellow stock bricks to match the main school building with timber double doors.

NON Applications Decided: 1

Application No: **HGY/2020/0352** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/02/2020
 Location: 85 Upper Tollington Park N4 4LP
 Proposal: Non-material amendment following a grant of planning permission HGY/2019/1064 involving reconstruction of rear outrigger 'like for like' with addition of one rooflight.

RES Applications Decided: 1

Application No: **HGY/2020/0150** Officer: Matthew Gunning
 Decision: GTD Decision Date: 14/02/2020
 Location: Stroud Green Primary School Woodstock Road N4 3EX
 Proposal: Discharging condition 3 of listed building consent reference number HGY/2019/1224. Works to upgrade and/or replace existing fire doors, screens, roof loft hatches and associated works of fire stopping within the Main School Building to improve the fire compartmentation and safe means of escape in line with the Fire Risk Assessment. Minor repairs to existing external Timber Doors and Windows.

Total Applications Decided for Ward: 10WARD: **Tottenham Green****CLUP Applications Decided: 1**

Application No: **HGY/2020/0168** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 18/02/2020
 Location: 28 Greenfield Road N15 5EP
 Proposal: Certificate of Lawfulness for the proposed formation of rear dormer, outrigger dormer and insertion of two roof lights.

FUL Applications Decided: 6

Application No: **HGY/2018/3249** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 27/01/2020
 Location: Second Floor Rear Flat 57-59 West Green Road N15 5DA
 Proposal: Material change of use second floor level from 3 flats to 4 flats , including the use of the flat roof as a terrace (Retrospective Planning Application).

Application No: **HGY/2019/0975** Officer: Gareth Prosser
 Decision: GTD Decision Date: 03/02/2020
 Location: 10 West Green Road N15 5NN
 Proposal: Change of use from an existing restaurant (A3 Use) to a mixed restaurant/hot-food take-away (Sui-generis Use) with opening hours extended to between 8am and 1am Sunday to Thursday and to between 8am and 3am Friday to Saturday.

Application No: **HGY/2019/2406** Officer: Neil McClellan
 Decision: GTD Decision Date: 14/02/2020
 Location: 115 Clyde Road N15 4JZ
 Proposal: Replace the existing metal boundary fence into new boundary fence with 650mm brick wall with total height of 1.8m. Also creation of 1 new entrance gate from Clyde Road and 1 new entrance gate from Collingwood Road.

Application No: **HGY/2019/3125** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 19/02/2020
 Location: 86 Beaconsfield Road N15 4SJ
 Proposal: Creation of a basement and erection of loft extensions and conversion of dwellinghouse into three self-contained flats comprising 2 x 3-bedroom and 1 x 2-bedroom units.

Application No: **HGY/2020/0090** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/02/2020
 Location: 40 Townsend Road N15 4NT
 Proposal: Erection of a rear dormer

Application No: **HGY/2020/0272** Officer: Neil McClellan
 Decision: GTD Decision Date: 20/02/2020
 Location: 14 Antill Road N15 4AS
 Proposal: Erection of single storey rear extension at ground floor level with associated external alterations.

LBC Applications Decided: 1

Application No: **HGY/2019/3292** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/01/2020
 Location: Flat 3 2 Tottenham Green East N15 4DQ
 Proposal: Installation of internal secondary glazing to the windows of Flat 3.

NON Applications Decided: 2

Application No: **HGY/2020/0217** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 28/01/2020
 Location: Vehicle Repair Workshop rear 196 West Green Road N15 5AG
 Proposal: Non material amendment following a grant of planning permission HGY/2018/2697 involving replacement of existing windows on 2nd floor rear elevation.

Application No: **HGY/2020/0284** Officer: Philip Elliot
 Decision: GTD Decision Date: 20/02/2020
 Location: Car Wash Centre Broad Lane N15 4DE

Proposal: Non-material amendment following a grant of planning permission - HGY/2016/2232 involving amending the wording of Condition 10 from:

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

to:

10. NRMM

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

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

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

RES Applications Decided: 2

Application No: **HGY/2020/0070** Officer: Roland Sheldon
 Decision: GTD Decision Date: 11/02/2020
 Location: 102 West Green Road N15 5AA
 Proposal: Discharge of condition 4 (cycle storage) of planning permission HGY/2019/3655.

Application No: **HGY/2020/0104** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 11/02/2020
 Location: 2A Westerfield Road N15 5LD
 Proposal: Approval of details pursuant to condition 4 (Details of boundary treatment) and condition 5 (Detail scheme for the provision of refuse and waste storage and recycling facilities) attached to planning permission HGY/2015/3578.

Total Applications Decided for Ward: 12

WARD: **Tottenham Hale**

COND Applications Decided: 1

Application No: **HGY/2019/3242** Officer: Gareth Prosser
 Decision: GTD Decision Date: 07/02/2020
 Location: 500-508 High Road N17 9JF
 Proposal: Variation of a condition relating to application HGY/24414 (hours of operation).

FUL Applications Decided: 1

Application No: **HGY/2020/0093** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 11/02/2020
 Location: Flat C 6 Lansdowne Road N17 9XE
 Proposal: Formation of a loft conversion with a rear dormer window.

LCD Applications Decided: 1

Application No: **HGY/2019/3332** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 29/01/2020
 Location: 22-24 Scales Road N17 9HA
 Proposal: Change of use of a ground floor retail unit with residential accommodation above to 2 no. residential dwellings (council rented homes) including the demolition and rebuilding of a rear single storey extension and the creation of a terrace at first floor level.

RES Applications Decided: 3

Application No: **HGY/2019/2248** Officer: Christopher Smith
 Decision: GTD Decision Date: 21/02/2020
 Location: SW Plot Hale Village Ferry Lane N17
 Proposal: Approval of details pursuant to condition 32 (overheating measures) attached to planning permission HGY/2017/2005.

Application No: **HGY/2020/0085** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 13/02/2020
 Location: 168 Park View Road N17 9BL
 Proposal: Approval of details pursuant to condition 17 (boiler details) attached to planning permission HGY/2018/0076.

Application No: **HGY/2020/0215** Officer: Philip Elliot
 Decision: GTD Decision Date: 27/01/2020
 Location: Berol Yard Ashley Road N17 9LJ
 Proposal: Approval of details pursuant to Condition 60 (Central satellite dish) - Building 4, attached to planning permission HGY/2017/2044.

TEL Applications Decided: 1

Application No: **HGY/2020/0103** Officer: Kwaku Bossman-Gyamera
 Decision: PN GRANT Decision Date: 05/02/2020
 Location: Campbell Court Campbell Road N17 0AU
 Proposal: Installation of 6No. antenna apertures, 3No. 600. diameter dishes, 1 No. 300mm diameter dish and 10No. equipment cabinets onto building, plus ancillary development. (Prior notification)

Total Applications Decided for Ward: 7WARD: **West Green****FUL Applications Decided: 3**

Application No: **HGY/2020/0012** Officer: Neil McClellan
 Decision: GTD Decision Date: 28/01/2020
 Location: 24 Belmont Avenue N17 6AX
 Proposal: Loft Conversion including rear dormer extension and two front roof lights.

Application No: **HGY/2020/0040** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 11/02/2020
 Location: 24 Graham Road N15 3NL
 Proposal: Proposed single storey rear infill extension.

Application No: **HGY/2020/0073** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/02/2020
 Location: Keston Centre Keston Road N17 6PW
 Proposal: Submission of details for the partial discharge of condition 19 (completion of the remediation works) attached to planning permission HGY/2016/3309 in relation to Blocks B & F only.

PNE Applications Decided: 2

Application No: **HGY/2020/0146** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 20/02/2020
 Location: 169 Downhills Way N17 6AH
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4.7m, for which the maximum height would be 3.99m and for which the height of the eaves would be 2.9m

Application No: **HGY/2020/0147** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 20/02/2020
 Location: 88 Boundary Road N22 6AD
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.75m and for which the height of the eaves would be 4m

RES Applications Decided: 2

Application No: **HGY/2020/0161** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/02/2020
 Location: Keston Centre Keston Road N17 6PW
 Proposal: Submission of details for the partial discharge of condition 29 (Secured by Design) attached to planning permission HGY/2016/3309 in relation to Phase 2C (8, 9, 10, 11 Apple Tree Road Townhouses).

Application No: **HGY/2020/0368** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/02/2020
 Location: Keston Centre Keston Road N17 6PW
 Proposal: Submission of details for the partial discharge of condition 29 (Secured by Design) attached to planning permission HGY/2016/3309 in relation to Block B.

Total Applications Decided for Ward: 7WARD: **White Hart Lane****CLDE Applications Decided: 1**

Application No: **HGY/2020/0163** Officer: Janey Zhao
 Decision: GTD Decision Date: 18/02/2020
 Location: 135 Tower Gardens Road N17 7PE
 Proposal: Certificate of Lawfulness for the existing use of the property as five separate self-contained flats.

CLUP Applications Decided: 2

Application No: **HGY/2020/0094** Officer: Anestis Skoupras
 Decision: PERM REQ Decision Date: 11/02/2020
 Location: 175 The Roundway N17 7HE
 Proposal: Certificate of lawfulness for a proposed a hip to gable roof extension and the formation of a rear dormer.

Application No: **HGY/2020/0170** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 29/01/2020
 Location: 19 Waltheof Gardens N17 7EA
 Proposal: Certificate of Lawfulness: proposed formation of rear dormer with insertion of three roof lights.

EIA1 Applications Decided: 1

Application No: **HGY/2020/0117** Officer: Laurence Ackrill
 Decision: EIANOTREQ Decision Date: 19/02/2020
 Location: 555 White Hart Lane N17 7RP
 Proposal: Town & country planning (environmental impact assessment) regulations 2017 (as amended) - regulation 6 - request for a screening opinion

FUL Applications Decided: 1

Application No: **HGY/2020/0119** Officer: Gareth Prosser
 Decision: GTD Decision Date: 13/02/2020
 Location: 318A White Hart Lane N17 8LA
 Proposal: Erection of two storey side extension with minor internal alterations.

PNE Applications Decided: 2

Application No: **HGY/2020/0062** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 04/02/2020
 Location: 19 Waltheof Gardens N17 7EA
 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/2020/0184** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 20/02/2020
 Location: 145 Norfolk Avenue N13 6AL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

TEL Applications Decided: 1

Application No: **HGY/2020/0097** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/01/2020
 Location: Shell Tottenham 311 The Roundway N17 7AB
 Proposal: Removal of the existing 17.5 metre monopole and its replacement with an 18 metre high monopole supporting 6 no. antennas and ancillary works thereto.

Total Applications Decided for Ward: 8WARD: **Woodside****CLDE Applications Decided: 1**

Application No: **HGY/2020/0164** Officer: Janey Zhao
 Decision: GTD Decision Date: 18/02/2020
 Location: 47 Perth Road N22 5QD
 Proposal: Certificate of Lawfulness for the existing use of property as a care home within the C3(b) Use Class for up to 6 residents.

CLUP Applications Decided: 1

Application No: **HGY/2020/0169** Officer: Janey Zhao
Decision: PERM DEV Decision Date: 04/02/2020
Location: 18 Wolseley Road N22 7TW
Proposal: Certificate of Lawfulness - proposed hip to gable extension and formation of rear dormer and insertion of four roof lights

FUL Applications Decided: 2

Application No: **HGY/2019/2473** Officer: Neil McClellan
Decision: GTD Decision Date: 20/02/2020
Location: 63 Bounds Green Road N22 8HB
Proposal: Erection of a first floor rear extension to existing first floor flat and associated internal changes including the creation of a mezzanine floor.

Application No: **HGY/2020/0128** Officer: Neil McClellan
Decision: GTD Decision Date: 10/02/2020
Location: 36 Woodside Road N22 5HT
Proposal: Conversion of single family dwelling house into 3 self-contained flats.

NON Applications Decided: 1

Application No: **HGY/2020/0231** Officer: Samuel Uff
Decision: GTD Decision Date: 06/02/2020
Location: 65 Park Avenue N22 7EY
Proposal: Alterations to the rear dormer approved under HGY/2019/2112 to create a Juliet balcony and window alterations.

Total Applications Decided for Ward: 5

Total Number of Applications Decided: 175
