

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 9th July, 2020, 7.00 pm - MS Teams (watch it [here](#))

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

Quorum: 3

1. FILMING AT MEETINGS

Please note that this meeting will be 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. 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, you are consenting to being filmed and to the possible use of those images and sound recordings.

2. PLANNING PROTOCOL (PAGES 1 - 2)

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 public speakers may mean that they will be removed from the virtual meeting.

3. APOLOGIES

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 8 June 2020.

To follow

7. HGY/2020/0795 FORMER PETROL FILLING STATION, 76-84 MAYES ROAD, N22 (PAGES 3 - 166)

Proposal: Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works.

Recommendation: GRANT

8. HGY/2020/0847 LOCK KEEPERS COTTAGES, FERRY LANE, N17 9NE (PAGES 167 - 304)

Proposal: Redevelopment of the site comprising the demolition of existing buildings and the erection of a new building ranging in height from 3 to 6 storeys to accommodate 13 residential units (Use Class C3), employment floorspace (Use Class B1a) at upper ground and first floor level and retail / café floorspace (Use Class A1 / A3) at lower ground floor level, along with associated landscaping and public realm improvements, cycle parking provision, plant and storage and other associated works.

Recommendation: GRANT

9. HGY/2020/0158 300-306 WEST GREEN ROAD N15 3QR (PAGES 305 - 404)

Proposal: 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.

Recommendation: GRANT

10. UPDATE ON MAJOR PROPOSALS (PAGES 405 - 416)

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

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 417 - 454)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 24 May – 26 June 2020.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 4 above.

13. DATE OF NEXT MEETING

8 September 2020
12 October 2020
9 November 2020
7 December 2020
11 January 2021
8 February 2021
8 March 2021
19 April 2021

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Wednesday, 01 July 2020

Haringey Council Planning Committee

The Planning Committee is a quasi judicial committee which considers planning applications and the extent to which they comply with national, regional and local policy. Planning Committee meetings are held regularly throughout the year so the committee can decide whether to grant or refuse planning permission. The committee's objective is to make informed decisions on the basis of all material planning considerations to ensure that developments granted planning permission help to improve the local area.

The committee has two particular aims:

- To allow local residents to make representations about the application during the meeting. Where local residents make representations objecting to the application, the applicant is afforded a right of reply.
- To discuss items on the agenda of the meeting as quickly as possible to avoid delays and wasted journeys by the public.

How to present your views to the Planning Committee

Although Planning Committee meetings are open to the public, they are held in public as opposed to being a public meeting. Any interruptions from the public may mean that the public gallery needs to be cleared and the meeting continued in closed session.

If you wish to address the Planning Committee you must advise the Council by noon on the working day immediately prior to the committee meeting; for a Monday meeting this would be by noon on the Friday prior to the committee. Persons interested in addressing the committee in relation to an application on the agenda should contact the Committee Secretariat team on 020 8489 2919. The number of speakers will usually be limited to two per application with a time limit of 3 minutes per speaker i.e. a maximum of 6 minutes. Please be advised that speaking slots will be allocated on a strictly first come, first served basis. The applicant is allowed an equivalent amount of time to the objectors to address the committee i.e. up to six minutes. At the Chair's discretion, the number of speakers and the time allowed may be increased for larger, more complex or controversial cases. The meetings follow a formal procedure to ensure that all parties gain a fair hearing. Please be advised that neither the number of objectors or supporters, nor the extent of their opposition or support is of themselves a material planning consideration. To this end, residents addressing the Planning Committee should focus their points on material planning considerations and facts of the application themselves.

What information is considered at the Planning Committee?

During Planning Committee meetings, Members consider at least five days beforehand describing relevant characteristics of the site, planning policies, consideration of the application and recommendation to grant or refuse

- Site Plans
- Drawings of the proposed scheme
- Photographs
- Consultation responses
- Objectors and supporters comments heard during the committee meeting

This range of information is usually sufficient to enable the Members to reach a decision.

Format of the Planning Committee

The procedure followed during the Planning Committee meetings for those wishing to speak is outlined below:

Running Order for planning applications:

1. Announce application
2. Name public speakers
3. Declaration of interests that have been made
4. Officer presents case including update of any late representations
5. Objectors to the development – up to 2 speakers
6. Any interested Councillors who are not members of the committee
7. The applicant or any supporters of the development (limit 6 minutes)
8. Debate
9. Summing up of discussion by Chair and moving of recommendation
10. Vote and record decision

The committee will aim to deal with all applications, except those of exceptional significance, within one hour and the Chair will take active steps to keep to these time-scales in the interests of all participants. Members will also act to deal fairly and expeditiously and will therefore limit themselves to 5 minutes for questions and 5 minutes for comments in relation to each application, and will act jointly to limit themselves as a whole to a maximum of 30 minutes of questions and comments for any one application. In certain cases the procedure may be varied to allow for adjournments in order to obtain confidential legal advice.

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1.0 APPLICATION DETAILS****Reference No:** HGY/2020/0795**Ward:** Noel Park**Address:** Former Petrol Filling Station, 76-84 Mayes Road, N22

Proposal: Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works.

Applicant: Caxton Road LLP**Ownership:** Private**Case Officer Contact:** Tobias Finlayson**Date received:** 18/03/2020

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.2.1 The proposed development is a well-designed, residential-led mixed-use scheme providing a suitable range of residential accommodation and flexible commercial floor space on this brownfield site within the metropolitan centre in accordance with National, Regional and Local Policy.
- 1.2.2 The proposed development would contribute to the housing needs of the borough by providing 75 residential units including affordable housing of 11 Low Cost Rented homes (3 Social Rented and 8 London Affordable Rent) and 14 Shared Ownership homes, representing 39.4% provision by habitable room.
- 1.2.3 The site is 'designated' in the Council's adopted Site Allocations DPD – identified as SA11 - Wood Green Library Site and also forms part of the emerging (preferred options) Draft Wood Green AAP. The layout, density, land-uses and design of the proposed development optimise the potential of the site whilst providing for a potential future link into the Haringey Heartlands in accordance with the objectives of the Wood Green Library Site Allocation and draft Wood Green AAP.

- 1.2.4 The design and scale of the proposed development is acceptable, supported by QRP and would not harm the character or appearance of the surrounding area.
- 1.2.5 The proposed development would not materially harm the residential amenity of neighbouring occupants.
- 1.2.6 The proposed development is car-free, promotes sustainable modes of transport and will not, subject to conditions and s106 obligations, result in significant parking, transport or highway safety impacts.
- 1.2.7 The proposed development will secure a number of s106 planning obligations including financial contributions to mitigate the residual impacts of the development.
- 1.2.8 In accordance with the NPPF, permission should be granted as there are no significant adverse or harmful impacts of doing so that would significantly and demonstrably outweigh the benefits of the development, when assessed against the policies in the NPPF taken as a whole.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-committee.
- 2.3 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 30 September 2020 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 2.4 That following completion of the agreement(s) referred to in resolution 2.1 within the time period provided for in resolution 2.3 above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions listed in full at Appendix 1.

Conditions summary (the full text of Conditions is contained in Appendix 1 to this report):

Compliance:

1. Time limit for implementation (LBH Development Management)
2. Development in accordance with approved drawings and documents (LBH Development Management)
3. Ancillary B8 use only (LBH Development Management)
4. Café/Restaurant Opening Hours (LBH Development Management)
5. Internal Noise Levels within Residential Units (LBH Noise)
6. Plant Noise Design Criteria (residential or noise sensitive receptors) (LBH Noise)
7. Plant Noise Design Criteria (commercial) (LBH Noise)
8. Accessible dwellings (LBH Development Management)
9. Satellite antenna restriction (LBH Development Management)

Pre-commencement:

10. Construction Environmental Management Plan (LBH Carbon Management)
11. and Contamination (LBH Carbon Management)
12. PRE-COMMENCEMENT: Unexpected Contamination (LBH Carbon Management)
13. Piling/intrusive groundworks (Thames Water and Environment Agency)
14. Borehole management (Environment Agency)
15. Sustainable Urban Drainage System (LBH Drainage)
16. NRMM (LBH Carbon Management)
17. Energy Plan (LBH Carbon Management)

Prior to above ground works:

18. Materials (LBH Development Management)
19. Landscaping (LBH Development Management)
20. Sound insulation between commercial and residential (LBH Noise)
21. Cycle parking (LBH Transport)
22. Living Roofs and photovoltaic array (LBH Carbon Management)
23. BREEAM (LBH Carbon Management)
24. Secured by Design (Metropolitan Police)

Prior to installation/first occupation/first use:

25. Odour control equipment (commercial) (LBH Noise)
26. Mechanical Ventilation and Heat Recovery (LBH Carbon Management)
27. Combustion and Energy Plant (LBH Carbon Management)
28. Delivery and Servicing Plan and Waste Management Plan (LBH Transport)
29. Electric Charging Points (LBH Transport)

30. Overheating (LBH Transport)

Informatives summary (the full text of Informatives is contained in Appendix 1 to this report):

1. Working with the applicant (LBH Development Management)
2. S106 agreement (LBH Development Management)
3. CIL (LBH Development Management)
4. Party Wall Act (LBH Development Management)
5. Disposal of commercial waste (LBH Waste Management)
6. Sewers (Thames Water)
7. Underground Water Assets (Thames Water)
8. Pressure (Thames Water)
9. SbD accreditation – Met Advice (Thames Water)
10. Fire safety (London Fire Brigade)
11. Street numbering (LBH Transportation)

Section 106 Heads of Terms:

Affordable Housing

1. Affordable Housing:

- a. Minimum of 39.4% by habitable room
- b. Tenure split: 12% Social Rent, 32% London Affordable Rent, 56% Intermediate (shared ownership) Housing
- c. London Affordable Rent levels and Shared Ownership income bands
- d. LB Haringey to be offered first rights to purchase all of the Low Cost Rented homes
- e. 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)

2. Viability Review Mechanism:

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

3. Access Strategy: To ensure and maintain appropriate access to different blocks and areas of amenity space including child play space

Future access to 'Caxton Mews' through-site link

4. Future Public Access to 'Caxton Mews': To ensure and maintain public access and future management and maintenance in line with the Site Allocation

Transportation

5. Car-free Development

- a. No residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.
- b. The applicant must contribute a sum of £4000 towards the amendment of the TMO for this purpose.

6. Travel Plan (Residential): Submit a Residential Travel Plan with the following measures:

- a. Appointment of a travel plan co-ordinator
- b. Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident
- c. Establishment or 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 residents and £50.00 (fifty pounds in credit) per year for the first 2 years. Car club operator to advise as required.
- d. The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
- e. £2,000 per year for 5 years for monitoring of the travel plan initiatives

7. Travel Plan (Work Place): Submit a Work Place Travel Plan with the following measures:

- a. Appointment of a travel plan co-ordinator working in collaboration with the Facility Management Team
- b. Provide, showers lockers and changing room facility for the work place element of the development
- c. £1,000 per year for 5 years for monitoring of the travel plan initiatives

8. Sustainable and active travel contribution: Contribution of £30,000 towards a package of measures to improve the walking and cycling conditions on the following key routes:

1. Caxton Road/Caxton Mews
2. Mayes Road
3. Brook Road
4. Hornsey Park Road

9. Construction Management Plan (CMP) and Construction Logistics Plan (CLP)

- a. Demonstrate how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Brook Road, Western Road, and the roads surrounding the site is minimised. Must take into consideration other sites that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network

- b. A monitoring fee of £3,000

10. Parking Management Plan

- a. Parking Management Plan including details on the proposed locations for 3 blue badge space on the public highway in the locality of the site, that will be in place prior to occupation of the development
- b. Propose and agree locations for 5 further blue badge bays on the public highway and provide funding for their implementation to meet demands from the development as required.

11. Section 278 - Highway Act 1980

- a. Enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, reinstatement of redundant crossovers, alterations to carriageway arrangements, associated street furniture relocation, carriageway markings, and associated traffic regulation order changes. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment
- b. Details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of the cost estimate for the above

Employment and Training

12. Employment and Skills Plan: Including Construction Apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD)

Carbon Management and Sustainability

13. Temporary heating solutions: Any temporary boilers installed in the development before connection to a district energy network shall be high efficiency condensing gas boilers.

14. Future connection to District Energy Network:

- a. Submission of Energy Plan
- b. Use all reasonable endeavours to negotiate a supply and connection agreement with the DEN within a 10-year window.

15. Carbon offsetting

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

Telecommunications

16. Ultrafast broadband infrastructure: Connections to be provided.

Construction

17. Commitment to Considerate Constructors Scheme

Monitoring

18. Borough monitoring costs in accordance with Paragraph 5.42 of the Planning Obligations SPD

- 2.5 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 2.6 That in the absence of the agreement referred to in resolution 2.1 above being completed within the time period provided for in resolution 2.3 above, the planning permission be refused for the following reasons:
- (i) In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanism, the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to London Plan Policies 3.9, 3.11 and 3.12, Local Plan Strategic Policy SP2, and Development Management DPD Policies DM11, DM13 and DM48.
 - (ii) In the absence of legal agreement securing 1) parking management plan, residential and commercial Travel Plans, Traffic Management Order (TMO) amendments and a Construction Management and Logistics Plan (CMLP) and 2) financial contributions toward travel plan monitoring, car club funding, sustainable and active travel and parking control measures, the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies 6.9, 6.11 and 6.13, Local Plan Strategic Policy SP7 and Development Management DPD Policies DM31, DM32 and DM48.
 - (iii) In the absence of a legal agreement securing a carbon offset payment and updated energy plan, the proposal would fail to mitigate the impacts of climate change. As such, the proposal is unsustainable and contrary to London Plan Policy 5.2, Strategic Policy SP4 and Development Management DPD Policies DM21, DM22 and DM48
 - (iv) In the absence of a legal agreement securing a financial contribution towards child play space, the proposal would fail to deliver an acceptable

level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal is contrary to London Plan policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG and Local Plan Strategic Policy SP13.

- (v) In the absence of a legal agreement securing a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal is contrary to Haringey's Planning Obligations SPD 20184.
- (i) In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme, the development would fail to mitigate the impacts of construction and impinge the amenity of adjoining occupiers. As such, the proposal is contrary to London Plan Policies 5.3 and 7.15, Local Plan Strategic Policy SP11 and Development Management DPD Policies DM1 and DM48.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution 2.6 above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of Planning Sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations;
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management or the Assistant Director within a period of not more than 12 months from the date of the said refusal; and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution 2.1 above to secure the obligations specified therein.

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- 4.0 CONSULATION
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION

APPENDICES

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

Overview

- 3.1.1 The application seeks full planning permission for the following:

Redevelopment of the site to provide a single building of between 4 and 9 storeys in height comprising 75 residential units (C3) and 952 sqm of flexible commercial floor space (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all ancillary works

Scale

- 3.1.2 The proposed new built form is divided into several separate volumes, breaking up the massing of the proposed development. Starting by creating a perimeter block for active frontages with set-backs from the site boundaries, the built form then extends upwards with elements of 4, 6, 7 and 9 storeys proposed.
- 3.1.3 The tallest element of the building (9 storeys) is located along the eastern site boundary, adjacent to the large built-mass of The Mall. The mass of the building then steps down to the west and Caxton Road, to four storeys.

Proposed residential units

- 3.1.4 A total of 75 residential units are proposed as set out below:

Unit type	Number of units	Proposed mix
One bedroom	38	50.7%
Two bedroom	26	34.7%
Three bedroom	11	14.7%

- 3.1.5 The residential units will be accessed from one of two cores at ground floor level facing onto Caxton Road. Deck access, beginning at first floor podium level, would provide the main circulation route from the core to each home.
- 3.1.6 Affordable housing of 39.4% (by habitable room) will be provided and will include 11 Low Cost Rented homes (3 Social Rented and 8 London Affordable Rent) and 14 Shared Ownership homes.

Flexible commercial use

- 3.1.7 The proposed development includes 953sqm (GIA) of flexible commercial floor space (A1-A5, B1 with ancillary B8), which will be located on the ground floor of the building facing Mayes Road and Caxton Road, and extending up to the first floor along the eastern site elevation, along a new outdoor/yard space.

Amenity space, landscaping and public realm

- 3.1.8 The residential units would benefit from private balconies (inset balconies are proposed facing onto Mayes Road to provide additional noise protection) and terraces and two communal roof terraces. At first-floor level, above the podium, is a further communal courtyard amenity area in the centre of the site. These communal areas (residents will be able to visit either through fob access) also include sufficient child play space.
- 3.1.9 The site is currently 'brownfield' and dominated by the site hoardings and limited width footways that are interrupted by three vehicle accesses relating to the previous Petrol Filling Station use. The proposed development offers improvements to the landscape both around and within the site. These improvements include widened footways, achieved through setting the proposed building line back from the site boundary, higher quality hard landscaping materials and additional planting within the public realm.

Access, parking and servicing

- 3.1.10 There are currently three vehicle accesses to the site however, given the development will be 'car-free' and serviced from on-street, they are not required and the kerb will be reinstated, which will be secured within the s278 agreement.
- 3.1.11 Given the high PTAL (5) of the site, the proposed development will be car free and therefore designated 'permit-free' with one 'blue badge' disabled parking space provided on-street (Caxton Road) in close proximity to the site.
- 3.1.12 138 cycle parking spaces for residents within dedicated cycle stores within the ground floor of the building, with an additional 10 short stay spaces and a further 9 cycle spaces for the commercial element will be provided.
- 3.1.13 Service/delivery vehicle movements will be accommodated via on-street servicing on Caxton Road

Amendments since submission

- 3.1.14 Since the application was submitted and publically consulted upon, the following amendments have been made to the proposed development:
- The introduction of social rented units within the affordable housing provision; and

- The removal of the vehicle access on Mayes Road and change to servicing on-street from Caxton Road.

3.2 Site and surrounding context

- 3.2.1 The site, with an area of 0.2ha, is located on a prominent corner plot at the junction of Mayes Road and Caxton Road, Wood Green.
- 3.2.2 This brownfield, town centre site, is currently vacant and hoarded, but was previously occupied by a petrol filling station (PFS), which was removed a number of years ago.
- 3.2.3 To the north and east, the site is bound by a vehicle ramp serving the Wood Green Mall main car park, with the main shopping centre located beyond, to the east. To the north, beyond the vehicle ramp, is a community centre and to the west the site is bound by Caxton Road, with residential properties on the opposite side of the road as with Mayes Road to the south.
- 3.2.4 The site is within a Controlled Parking Zone (CPZ), with surrounding residential streets subject to a combination of resident permit holder only restrictions, pay and display bays, single/double yellow line restrictions and marked on-street disabled parking bays.
- 3.2.5 The site is not located within a Conservation Area and does not contain any statutorily listed or locally listed buildings.
- 3.2.6 The site is subject to a number of designations, namely:
- Site Allocation DPD 2016 – SA11 - Wood Green Library
 - Wood Green Area Action Plan (AAP) (Preferred Options) 2018 – part of SA9 Wood Green Town Centre West;
 - Wood Green Growth Area;
 - Wood Green Metropolitan Centre
 - Wood Green Primary Shopping Area
 - Tall Building Growth Areas, Wood Green/Heartlands
- 3.2.7 The site has a PTAL of 5 (very good) and is well connected to public transport modes, including a number of bus routes, Wood Green Underground Station and shops and services within the wider town centre. The site is located approximately a 4-minute walk from Barratt Gardens and Wood Green Common to the northwest.
- 3.2.8 The Site is located entirely within Flood Zone 1 (low risk – 0.01% annual probability of fluvial or tidal flooding). The Moselle River (75% of which is culverted), is located to the east, outside of the application site boundary.

3.3 Relevant planning history

- 3.3.1 2002: Planning permission (HGY/2002/0299) granted for installation of 3 x 1 tonne LPG tanks in compound and new forecourt.
- 3.3.2 1974: Advertisement consent (OLD/1974/0746) granted for display of non-illuminated fascia sign, illuminated projected box sign and illuminated forecourt pole sign.
- 3.3.3 1973: Planning permission (OLD/1973/0769) granted for erection of petrol filling station and car showroom.

3.4 Consultation and Community Involvement

Statement of Community Involvement

- 3.4.1 The applicant has submitted a Statement of Community Involvement (SCI) with the application. The SCI notes that the applicant undertook a public exhibition and consulted with a range of stakeholders in early 2020.

Development Management Forum

- 3.4.2 Emerging proposals were presented at a Development Management (DM) Forum on 19 February 2020. A summary of comments from the DM Forum are attached as **Appendix 5**.

Planning Sub-Committee Pre-Application Briefing

- 3.4.3 The proposal was on the agenda to be presented to the Planning Sub-Committee at a Pre-Application Briefing on 9 March 2020. However, due to the preceding items on the agenda, there was insufficient time to consider the item.

Quality Review Panel

- 3.4.4 The emerging proposals were considered by Haringey's Quality Review Panel (QRP) on 4 December 2019 and on 12 February 2020. The QRP Reports following these reviews are attached as **Appendix 6**.

4. CONSULTATION RESPONSE

- 4.1 The following were consulted regarding the application:

Internal:

LBH Head of Carbon Management
LBH Regeneration
LBH Cleansing Team

LBH Environmental Health (Pollution)
LBH Environmental Health (Noise)
LBH Policy
LBH Design Officer
LBH Transportation Group
LBH Building Control
LBH Housing Design and Major Projects
LBH Flood, Surface Water and Drainage

External:

London Fire Brigade
Metropolitan Police - Designing Out Crime Officer
Arriva London
Transport for London
Thames Water Utilities
Environment Agency

- 4.2 The full text of comments from internal and external consultees that responded to consultation is contained in **Appendix 3**. A summary of the consultation responses received is below:

Internal:

- 4.2.1 LBH Head of Carbon Management: No objection subject to conditions and s106 obligation
- 4.2.2 LBH Waste Management: No objection ('green' RAG status).
- 4.2.3 LBH Environmental Health (Pollution): No objection subject to standard conditions
- 4.2.4 LBH Environmental Health (Noise): No objection subject to standard conditions
- 4.2.5 LBH Transportation Group: No objection subject to conditions, s106 obligations and s278 agreement
- 4.2.6 LBH Design Officer: No objection
- 4.2.7 LBH Housing: No objection
- 4.2.8 LBH Flood, Surface Water and Drainage: No objection subject to conditions
- 4.2.9 LBH Building Control: No objection

External:

- 4.2.10 Thames Water: No objection subject to standard conditions and informatives
- 4.2.11 London Fire Brigade: No objection – noted need to conform to Part B of the Building Regulation
- 4.2.12 Metropolitan Police - Designing Out Crime Officer: No objection subject to conditions
- 4.2.13 Environment Agency: No objection subject to conditions
- 4.2.14 Transport for London: No objection subject to conditions

5.0 LOCAL REPRESENTATIONS

- 5.1 The following consultation was undertaken in accordance with national requirements under the Town and Country Planning (Development Procedure) (England) Order 2015 as well and the Council's Statement of Community Involvement 2017:
 - 871 owner/occupiers of neighbouring properties notified by letter (advising consultation period until 05/06/2020)
 - 1 charity (Alexandra Park and Palace Charitable Trust)
 - 2 site notices displayed near the application site on 11 May 2020
 - 1 press notice placed in the local paper on 13 May 2020
- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 43
Objecting: 42
Comment / Neither: 1
- 5.3 The following Member of Parliament made representations:
 - Catherine West – Labour MP for Hornsey and Wood Green
- 5.4 The following local groups/societies made representations:
 - Alexandra Park and Palace Charitable Trust
- 5.5 The following Councillor made representations:
 - Councillor Brabazon
 - Councillor Gordon
- 5.6 The fuller summary of representations received and the officer response are set out in **Appendix 4**. A summary of issues that are material considerations is given below:

Principle and Housing:

- Tenure segregation is contrary to relevant planning policies
 - housing in separate blocks
 - separate deck access
 - separate roof amenity and child play provision
- Failure to define any social housing rental offer
- Lack of family-sized housing
- In breach of the Equality Act 2010
- Market housing will increase borough population with people from outside the area
- Pressure on existing infrastructure and services

Size, Scale and Design:

- Excessive height and scale
- Overdevelopment of the site – should be low density
- Out of keeping with local character

Amenity provision:

- Child play space segregated by tenure
- Play space is unsafe
- Lack of green/public space for general public
- Opportunities for contribution towards upgrading, maintaining and improving existing open spaces

Neighbouring Residential Amenity:

- Overshadowing
- Increased overlooking
- Loss of day/sunlight
- Increased sense of enclosure/overbearing

Parking, Transport and Highways:

- Insufficient parking provision including for self-employed
- Increased road congestion
- Construction traffic impacts

Other Matters:

- Role of Haringey Council's planning team in bringing such an unacceptable proposal forward should be investigated

6.0 MATERIAL PLANNING CONSIDERATIONS

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

6.1.1 Policy framework:

- Key planning policy context update

- National policy
 - The Development Plan
- 6.1.2 Principle of the development:
- Comprehensive redevelopment
 - Redevelopment of the site
 - Quantum of development
 - Flexible commercial uses
 - Housing provision
 - Density
 - Dwelling unit mix
 - Summary
- 6.1.3 Affordable housing
- Policy background
 - Amount, type, location
 - Affordable Housing Dwelling Mix
 - Affordability
 - Viability assessment and review
 - Summary
- 6.1.4 Design and appearance
- Policy context
 - Quality Review Panel
 - Masterplan and Streetscape Character
 - Form, Pattern of Development, Bulk and Massing
 - Elevational Treatment, Fenestration, including Balconies and Materials
 - Conclusion
- 6.1.5 Quality of residential accommodation
- Unit size, quality and aspect
 - Child play space
 - Daylight and sunlight provision
 - Privacy of future occupants
 - Inclusive access
 - Security
 - Noise
- 6.1.6 Impact on neighbouring residential amenity
- Daylight and sunlight impacts
 - Privacy and outlook
 - Noise
 - Construction impacts
- 6.1.7 Transportation, parking and highway safety

6.1.8 Energy, climate change and sustainability

- Lean Carbon Savings
- Clean Carbon Savings
- Green Carbon Savings
- Overall Carbon Savings
- Overheating
- Sustainability
- Conclusion

6.1.9 Environment, energy and climate change

- Air quality
- Land contamination
- Flood risk and drainage
- Ecology

6.1.10 Fire safety

6.1.11 S106 mitigation/planning obligations

6.2 Policy framework

National policy

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

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

The Development Plan

6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004, at this particular site, the Development Plan includes the London Plan (2016), Haringey Local Plan: Strategic Policies (2013 with alterations 2017), Haringey Site Allocations DPD (2017), Haringey Development Management DPD (2017) and the Draft Wood Green Area Action Plan – preferred options (2018).

The London Plan

- 6.2.4 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 London Plan (2016) sets out several objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.2.5 The current London Plan is the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions although it currently has limited weight. 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.
- 6.2.6 The draft new London Plan has now progressed through Examination in Public (EiP) and the GLA have recently published (December 2019) an Intent to publish version of the Plan showing all of the Mayor's suggested changes following EiP. The SoS has made comments on the latest draft in March 2020 and has requested further modifications be made.

Haringey Local Plan Strategic Policies (2017)

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

Haringey Development Management Policies (2017)

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

Haringey Site Allocations DPD (2017)

- 6.2.9 The Site Allocations DPD identifies the Site within a wider allocation (SA11 Wood Green Library) and as being suitable for comprehensive redevelopment to deliver mixed-use development consisting of town centre uses at ground and first floor level, with residential uses above.

Draft Wood Green Area Action Plan (2018)

- 6.2.10 The Council is in the process of preparing the Wood Green Area Action Plan (AAP) (Preferred Options - February 2018) and a further draft is expected to be consulted upon later in 2020. The site forms part of site allocation SA9. Given

its current status, it is considered to have relatively limited weight in the decision-making process. Notwithstanding, the design and layout of the proposed Development has sought to reflect a number of core aspirations of the latest draft (as well as the adopted Site Allocation SA11), including future proofing a potential pedestrian link along the eastern boundary of the site to connect the High Road to Wood Green's western heartland.

Other relevant policy documents

- 6.2.11 Other policy documents that are material to the consideration and determination of this application include supplementary planning guidance and documents prepared by both the Greater London Authority and the London Borough of Haringey including:
- Mayor's Affordable Housing and Viability SPG (August 2017)
 - GLA SPG 'Shaping neighbourhoods: play and informal recreation' (2012)
 - LBH Planning Obligations (October 2014)
 - LBH Sustainable Design and Construction (March 2013)

6.3 Principle of development

Comprehensive development

- 6.3.1 Development Management DPD 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".
- 6.3.2 The application includes an indicative master plan for the whole of the Site Allocation (SA11) demonstrating that the design and massing of the proposed development works on a standalone basis but also importantly, would not impact upon or prejudice the ability of other sites within the allocation to be viably brought forward for development. Furthermore, the set-backs from the site boundary and the introduction of Caxton Mews are designed to future proof for any development that may come forward at the adjacent shopping mall site or the site to the north. The proposed development therefore accords with the adopted Site Allocation DPD, the emerging Wood Green AAP and Development Management DPD policy DM55.

Redevelopment of the site

- 6.3.3 The principle of a mixed use residential and commercial development at this site is considered acceptable in a highly accessible town centre location which is within a designated Growth Area and identified as an Opportunity Area in the

Intend to Publish London Plan (2020). Policy SD1 of the Intend to Publish London Plan states that development should be prioritised within Opportunity Areas, on brownfield land, on sites which are well-connected by existing or planned tube and rail stations, and within town centres which this site is.

- 6.3.4 The subject site is currently vacant and has been for several years and therefore is not optimizing its potential to deliver benefits. As noted above, Wood Green is identified as a key strategic location for future development in adopted and emerging regional and local planning policy. The site forms part of a wider Site Allocation for comprehensive redevelopment, and the proposed development would result in the redevelopment of a brownfield site, and therefore would make efficient and effective use of the site.
- 6.3.5 Given the above, the principle of redeveloping the site to help meet the borough's development needs, fully accords with national, regional and local planning policy and guidance.

Quantum of development

- 6.3.6 Policy SP1 of the Local Plan Strategic Policies document states that the Council expects development in Growth Areas to maximise site opportunities. The Wood Green Library Site Allocation (SA11) does not specify how many dwellings or how much commercial floor space should be delivered at the former petrol filling station, rather the site is expected to contribute to the overall target of 358 net residential units and 2,783 sqm of commercial floor space within the wider allocation. It is noted that the Site Allocations quanta are minimums, and therefore in this highly accessible, town centre urban location the proposed quantum and density of this proposed development is considered acceptable from a land-use perspective.

Flexible commercial uses

- 6.3.7 The site is located within a Primary Shopping Area and a Metropolitan Town Centre. The introduction of 953 sqm floor space of flexible commercial units would therefore be appropriate at ground and first floor levels, and is welcomed. In this regard the proposed development therefore complies with Development Management DPD Policy DM41 and London Plan Policy SD6, which support new commercial development within existing town centres with the aim of bolstering their vitality and viability. Given the site is not currently designated frontage, and it is located away from the primary shopping frontages, the proposed range of town centre uses proposed for the western frontage (A1-A5) is acceptable as it would not undermine the policy aims but rather compliment and support the existing range of uses in the existing designated primary shopping frontage in the town centre.

- 6.3.8 The proposal to include B1 floor space for SMEs to be located in the dual height western elevation (termed 'Caxton Mews') is also supported as appropriate town centre uses in line with Local Plan policies. In addition, the proposed commercial uses would provide a significant uplift in employment yield at the site, particularly as it is currently vacant and has been for several years. Furthermore, this will provide, in the short term, attractive 'maker space' for Caxton Mews and in the long term, potential high-quality frontage for a potential connection from Western Heartlands to Wood Green Town Centre in line with the aims and objectives of the Site Allocation and emerging Wood Green AAP.
- 6.3.9 However, the inclusion of B8 use class within the flexible uses proposed is generally not a use acceptable within town centres. In light of the submitted commercial strategy which highlights that the employment space will be for maker space/artists' studios, and given the difficult commercial market, an aspect of storage associated and ancillary with B1 uses could be acceptable in this instance. It is recommended that the B8 use is clearly tied, by way of the imposition of a condition, to those units that would require this flexibility to be attractive to the local market for creative flexible employment space.
- 6.3.10 Given the above, the proposed flexible commercial units will greatly contribute towards the regeneration of Wood Green Metropolitan Town Centre by enhancing its offer and providing high quality retail space and space for SME businesses. The proposed development will therefore sustain and enhance the vitality and viability of the town centre network and its inclusion would be compliant with regional and local policy framework.

Housing provision

- 6.3.11 Local Plan policies SP1, SP2 and SP10 seek to maximise the supply of housing to meet London and local housing targets. This is in line with London Plan policy 3.3, which provides explicit strategic support for the provision of housing within London and sets a target for the Council to deliver a minimum of 15,019 homes in the Plan period 2015-2025. This target is set to increase with the adoption of the draft London Plan where policy H1 sets a target of 19,580 net completions of homes in the draft plan period of 2019/20-2028/29. This yields an annualised target for Haringey of 1,958 homes.
- 6.3.12 The Haringey Site Allocations DPD identifies and allocates development sites with the capacity to accommodate new homes. The wider Wood Green Library area is allocated in the Site Allocation DPD (SA11) as an appropriate place for residential development alongside a mix of town centre uses and has an indicative development capacity of 358 net residential units and 2,783 sqm of town centre floor space. As no new development within SA11 of either residential units or town centre floor space has come forward since the adoption of the Site Allocation DPD, the proposed 75 units and 953 sqm of town centre

floor space is welcome and as previously noted, is acceptable in terms of quantum within the overall site allocation (SA11).

- 6.3.13 Given the above, the principle of housing provision (alongside commercial uses) is acceptable and most common in such locations. An assessment of density and dwelling mix is set out in the sections below.

Density

- 6.3.14 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. While the draft London Plan proposes to remove the London Plan's density matrix and promotes optimising site capacity through the design-led approach, the current adopted London Plan remains part of the Development Plan for the site.
- 6.3.15 The supporting text of London Plan Policy 3.4 indicates that it is not appropriate to apply the London Plan Density Matrix and its thresholds mechanistically. Its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential including local context, design and transport capacity which are particularly important, as well as the availability of social infrastructure.
- 6.3.16 The Mayor's Housing SPG also notes that where it can be demonstrated that infrastructure and amenity space requirements can be met outside the site, consideration should be given to developing at the higher end of the appropriate density range.
- 6.3.17 The application site is within a "central" setting - areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre and has a Public Transport Accessibility Level (PTAL) of 5. The Mayor's density matrix (Table 3.2 of the current London Plan) sets a target range of 650-1100 habitable rooms per hectare (hr/ha) for residential developments in this type of location and PTAL. In terms of units per hectare, London Plan Table 3.2 advises 215-405 units per hectare (u/ha). The matrix is not due to be carried forward into the new London Plan, in favour of a design-led approach. However, it offers a good 'guide'.
- 6.3.18 The application proposes 198 habitable rooms within a 75 units (u) on a site area of 0.2 hectare (ha). This equates to a density of 990 habitable rooms per hectare (hr/ha) and 375 units per hectare (u/ha). The proposed development therefore represents a density considered as being suitable in the existing London Plan.

Dwelling unit mix

- 6.3.19 London Plan Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that new developments offer a range of housing choices. Draft London Plan Policy H12C notes that boroughs should not set prescriptive dwelling size mix requirements (in terms of numbers of bedrooms) for market homes.
- 6.3.20 Development Management DPD Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.
- 6.3.21 Haringey's Housing Strategy does not set out a target dwelling mix for market housing. However, draft Wood Green AAP Policy WG2(3) states that sites will be required to deliver a mix of sizes of units across the AAP area, including ensuring an appropriate mix of 1, 2, and 3+ bedroom properties are created. New family housing will be focussed (unlike the application site) outside of the town centre and Cultural Quarter, in the Zone More Suitable for Family Housing.
- 6.3.22 The overall housing mix of housing within the proposed development is:

Unit type	Number of units	Proposed mix
One bedroom	38	50.66%
Two bedroom	26	34.66%
Three bedroom	11	14.66%

- 6.3.23 The proposed dwelling mix is 85.4% 1 and 2 bed units and 14.6% family sized housing. The proposed mix is not considered to represent an unacceptable over-concentration of 1 and 2 bedroom units given the site's location within an area considered to be generally less suitable for family housing but also a highly sustainable i.e. in close proximity to public transportation. An assessment of the suitability of the dwelling mix as it relates to affordable housing is detailed later in this report.
- 6.3.24 Given the above, the proposed dwelling mix is suitable and appropriate having regard to policy provisions and the location of the development.

Summary

- 6.3.25 Given the above, the principle of the proposed mixed-use development of this vacant, brownfield site is acceptable and consistent with existing National, Regional and Local Policy.

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 H6 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 Development Management DPD Policy DM13(A[b]) sets out the affordable housing tenure mix as 60% provision to be social/affordable rent and 40% intermediate housing.
- 6.4.6 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.
- 6.4.7 Revisions to the Housing Strategy agreed by Cabinet in February 2019 set out the Council's preference for general needs affordable housing as being Social Rent and, where this is not possible, 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

- 6.4.8 The applicant originally proposed 39.4% affordable housing by habitable room (based on no grant funding) with the tenure split being 71.8% Rented (LAR) by habitable room and 28.2% Shared Ownership by habitable room.
- 6.4.9 Since submission, following negotiations with officers, and based on consultation responses, the applicant has revised the affordable housing offer by introducing 3 Social Rented units. As a result, whilst the overall affordable housing provision remains 39.4% by habitable room, the tenure split has changed to 44% Low Cost Rented (27.3% Social Rent and 72.7% London Affordable Rent) and 52.64% Intermediate (based on no grant funding). This is compared to the original affordable housing tenure mix of 60% Low Cost Rented (100% London Affordable Rent) and 40% Intermediate.
- 6.4.10 As a result of providing the 3 Social Rent Units, whilst the overall number of affordable housing units would remain the same as originally proposed (25), there would be 4 fewer Low Cost Rented units than originally proposed (11 as opposed to 15) but 4 additional Shared Ownership homes (14 as opposed to 10). This is considered an acceptable and policy compliant amount and type of provisions towards the borough wide affordable housing target.
- 6.4.11 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 Rent and London Affordable Rent).
- 6.4.12 Block B will consist of the various affordable housing units and contain 25 units. It is accepted that the location of affordable properties within schemes is informed largely by experience of Registered Providers ("RP"), including Council's Housing Department, where grouping affordable housing units in the same area of the development allows effective management by the RP property management team, as opposed to a private management company, which can cause issues with third party involvement; more control over service charges going forward; and the ability for the RP to represent all their residents, and their interests, on wider development/estate issues.
- 6.4.13 Third parties have objected on the basis the tenures are not pepper-potted. However, this would make it difficult to secure an RP and influence service charges for tenants.
- 6.4.14 The applicant confirms that the scheme is designed so that all future residents will have access to all residential parts of the development, regardless of tenures. This includes sharing the same communal entrance and lobby area accessed off Caxton Road and which leads up to the communal podium landscaped play area, also shared. Each of the residential properties are

accessed from external walkways on each floor, with front doors overlooking each other and the podium.

- 6.4.15 There are two further proposed landscaped roof amenity areas, both accessible to all future residents. The larger of the two (160 sqm vs 142 sqm) is on the side of the building with the most family homes, which is also where the affordable homes are situated (Block B). Access to both areas are off the same shared external podium, and have the same specification of finishes proposed.
- 6.4.16 To ensure the development is inclusive and conducive to supporting a mixed and balanced community, the applicant has offered a section 106 obligation for an 'Access Strategy' (or similar report) to be submitted to the Council for approval. Through this, the LPA can seek to ensure all residents have access to all the amenity areas regardless of whether they own or rent their home.
- 6.4.17 A s106 planning obligation is recommended to 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

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

	1-bed	2-bed	3-bed	Total
Market	30 (60%)	20 (40%)	0	50
Low Cost Rent	0	3 (27.3%)	8 (72.7%)	11
	Target (11%)	Target (45%)	Target (33%)	
Intermediate	8 (57.1%)	3 (21.4%)	3 (21.4%)	14
	Target 30%	Target 60%	Target 10%	

- 6.4.19 The proposed affordable housing dwelling mix is not in strict accordance with the Council's target however, given the circumstances of the site and the fact that Social Rent units are now being provided, which has meant changes to the affordable housing dwelling mix, this is considered to be acceptable in this instance. It is also noted a higher percentage of the rented units would be family units.

Affordability

- 6.4.20 Of the Low Cost Rented homes, 27.3% would be at Social Rent levels and 72.7% at London Affordable Rent levels with the Council having the first right of refusal to these units.
- 6.4.21 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.
- 6.4.22 The starting point for London Affordable Rent are benchmarks which reflect the national formula rent cap for social rents, uprated by CPI for September 2016 plus one per cent. These benchmarks are uprated each April by the increase in CPI (for the previous September) plus one per cent and updated benchmarks are 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 more expensive across London than Social Rents with the difference being smaller for larger bedroom units. In the case of Haringey, social rents tend to be lower than other boroughs. As a quantitative example, in this case, the weekly rent for a London Affordable Rent 3 bed unit would be £173.37 compared to £149.85 at Social Rent, £324.57 Local Housing Allowance (LHA) and £230.77 at Haringey affordable rent cap (50%) using 2020/21 benchmarks.
- 6.4.23 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 and the landlord of these homes must be registered with the Social Housing Regulator. The applicant is prepared to include a clause within the s106 agreement requiring that any service charges levied will be fair and reasonable, in accordance with the Landlord and Tenant Act 1985, and other relevant legislation.
- 6.4.24 The Intermediate Affordable Housing proposed is London Shared Ownership with a minimum of 25% share on equity and rental on the unsold equity of up to 2.75%. Haringey's Intermediate Housing Policy Statement 2018 sets out that applicants must have a gross household income of less than £90k to be eligible to purchase but units will be targeted at households with a maximum income of £40k for 1 and 2 bed properties, and £60k for larger properties. The purchasers should have enough household incomes that could support an initial purchase of between 25 per cent and 75 per cent of the value of a property.

- 6.4.25 To ensure that those who need the Intermediate Housing product most in the borough are able to express an interest first, a s106 obligation is recommended requiring that the Intermediate Housing be marketed in the following order, by band:

	Time period	Criteria
Band 1	Pre-completion and 3 months post -completion	Those living or working in Haringey with a maximum annual income of £40,000 for 1 and 2 bed properties and £60,000 for larger properties
Band 2	3-6 months post completion	Those living or working in London with a maximum annual income of £60,000
Band 3	From 6 months post completion	Those living or working in London with a maximum annual income of £90,000

Viability assessment and review

- 6.4.26 The applicant's offer of 39.4% affordable housing (by habitable room) means that the application benefits from adopted and emerging London Plan Policy for "fast track" consideration and does not need to be justified by a Financial Viability Assessment (FVA). Applications proposing 35% or more benefit from "fast track".
- 6.4.27 In order to ensure that the maximum reasonable amount of affordable housing is delivered, s106 planning obligations securing Early Stage and Break Viability Review are recommended. 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.

Summary

- 6.4.28 Given the above, the proposed affordable housing offer is acceptable, subject to s106 obligations and Early and Break viability review mechanisms.

6.5 Design and appearance

Policy context

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

- 6.5.2 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan policies 7.4 and 7.6.
- 6.5.3 Development Management DPD Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale and massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials.
- 6.5.4 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. However, tall buildings in Haringey are defined by the glossary of the Site Allocations Document as being of 10-storeys or more. It is therefore considered that the maximum 9-storey element of the proposed development does not represent a defined tall building.

Quality Review Panel

- 6.5.5 The Quality Review Panel (QRP) has been involved in the design evolution of the proposal, it having being presented at pre-application stage on two separate occasions. The two QRP reports are set out in full at **Appendix 6** with the summary from the final report as below:

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

- 6.3.1 A summary of the most recent Chair's review is below, in addition to the applicant's response and officer comments.

QQP Chair's Review Comments	Officer Response
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<i>Massing and development density</i>	
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.	Noted.
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.	Noted.
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.	Noted.
<i>Place-making</i>	
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.	Noted.
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.	Noted.
<i>Layout of residential accommodation</i>	
The panel commends the design team's work to minimise single aspect residential units.	Noted.

It also supports inclusion of generous deck access circulation, and considers that pulling the deck away from critical windows as proposed could 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 proposal maintains the deck access approach with 1.8m void space away from building façade for daylight and privacy. The “bridge” entering each home is chamfered to form a flexible space that could be for planting or seating. The deck itself is also a good space to watch over the play space in the communal courtyard on level 1.
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.	The applicant re-considered the entry sequence and the current proposal reflects the design discussions with the panel and has only one entry point. The grand stairs leading to the landscaped courtyard comes directly from the lobby. Glazed façades allows a view into the courtyard through lobby from Caxton Road.
<i>Architectural expression</i>	
The panel supports the simpler approach to the architectural expression and the articulation of the different block-forms within the proposals.	Noted.
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.	The applicant tested the brick details as suggested by the QRP. It is considered that the light brick wrapping around into the street facade is more appropriate as it better defines each volume and helps to break the overall scale especially along Caxton Road where the existing terraced houses are. Where the darker brick wrapped inwards, it gave the elevations the appearance of being thinly applied.
A more generous glazed residential entrance onto Caxton Road would be encouraged, as suggested above.	The glazed area to the lobby has been enlarged.
The panel asks whether a more muted colour scheme should be used	The colour scheme used for balconies and window frames has been reviewed

for balconies and window frames rather than black, which would result in quite a stark contrast.	and changed to dark grey, which is considered to match the proposed brick well.
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.	The balustrades are proposed as a perforated metal which balances air and light penetration, views and the need for privacy and screening of life's 'detritus'.
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.	Two changes make the current circulation simpler and clearer. The external stair has been moved into the lobby area, making a single entering point into the communal courtyard. The two external escape stairs have been moved internally near the lifts. This change also helps resolve the visual impact the escape stairs had on the elevation. Both these changes have simplified the routes and wayfinding to the homes.
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.	Noted.
<i>Next steps</i>	
The Quality Review Panel supports the proposals for development at Caxton Road, subject to some minor adjustments and refinements as outlined above.	Noted.

Masterplan and Streetscape Character

- 6.5.6 As noted in the principle section of this report, the application includes a masterplan showing how the proposed development could fit into a likely redevelopment of the neighbouring Mall, Islamic Cultural Centre and Library sites in accordance with the Site Allocation as well as the potential development

at the Iceland site. The key master planning aspirations are the East-West Link for the High Road to Heartlands, greater east-west permeability generally and the new “Civic Heart” on the Library/Cultural Centre site. In addition, the submitted masterplan demonstrates how continued use of neighbouring identified potential development sites as they are at present, or with more modest change than a comprehensive redevelopment can be accommodated.

- 6.5.7 Given the aspirations of the Site Allocation but also the constraints and likely progress of redevelopment on adjoining and neighbouring site, officers’ conclusion is that the site be treated as an ‘island’. This would potentially allow for a public street frontage, onto a vibrant town centre type street, on all four, or certainly three sides (the one that is least likely being the north-eastern side onto the lower part of the car park ramp). Currently, the Mayes Road frontage is the most important, and that is likely to remain a street of fairly high importance, with a mixture of residential, employment and town centre functions and a need to have an active frontage. The likely potential future outcome is that the south-eastern side of the application site will become the main East-West Link from Wood Green Town Centre to Heartlands and beyond but in the short to medium term it will face the blank flank wall of The Mall. The proposed 2 storey workspaces, with double height frontages and windows, will mark and animate this frontage and be flexible enough to accommodate both immediate and various possible future settings. This East-West Link would continue across Mayes Road at this point and thence along Brook Road, and the southern corner of this development will partially close the vista along Brook Road. Hence the primary corner of the scheme is its southern corner, which is treated as a high point, a local landmark, with a prominent two storey base, marking and turning the corner of Mayes Road and the future East-West Link.

Form, Pattern of Development, Bulk and Massing

- 6.5.8 The proposed scheme is for a courtyard, podium block, with the four blocks enclosing a central space at 1st floor level, with the whole of the site being built on at the ground floor. People in the courtyard can have glimpses out (and people in the street have glimpses into the courtyard) through two gaps between the block along the north-western side of the site and those along the north-eastern and south-western sides, and the four sides rise to different heights; the lowest, north-western side to 4 storeys (3 storeys from the courtyard, the north-east and south-west sides to 7 storeys (6 from the courtyard – with the north-east side losing another floor at its north-western end, to 5 storeys from the street), and the highest south-eastern side to 9 storeys (8 from the courtyard).
- 6.5.9 This will give the proposal a modelled form from the outside, that responds to the differing nature of the surrounding context and reflects the transition from the 2 to 4 storey context to the north-west and the 8 storey plus context (with higher floor-ceiling heights in their commercial floors) of the existing Mall/Sky

City and emerging proposals for other neighbouring major development sites. This is an appropriate response in this location with urban character that inevitably has low rise nineteenth century suburban housing in close proximity to a high intensity metropolitan town centre of a central character as defined by the London Plan and as the council's Urban Character Study confirmed.

- 6.5.10 The gaps along the north-east façade, onto the quieter, narrower, lower-rise and more residential Caxton Road streetscape, will break up the grain and rhythm of this street frontage, which will add to the lower height of the proposal along this street in giving it a lower impact here.

Elevational Treatment, Fenestration, including Balconies and Materials

- 6.5.11 Officers note that the proposed modelling and massing concept is carried through into the proposed material choices, fenestration pattern and elevational composition. The application proposes a palette of three contrasting complimentary bricks, used on three contrasting elements, appropriate for their situations and chosen to compliment and reference existing local context. This is combined with window shape and proportions based on local precedent, with detailing such as window reveals and balcony balustrading appropriate to its function as well as picking up on existing local and nearby detailing including the window patterns in the Great Rose Window of Alexandra Palace.
- 6.5.12 Two different brick colours are proposed for the outside elevations; a darker brick based on colours of bricks typically found in the town centre, used to define the key corners of the development onto Mayes and Caxton Roads, and a lighter brick based on houses typically found in surrounding quieter streets, used to create variety and visually slim the tallest element. A third brick for the courtyard, which are contrasted further with an off white brick to the internal courtyard walls, thereby reflecting light into the courtyard and create an interesting, striking detail at corners, providing a hint of the courtyard from the street.

Conclusion

- 6.5.13 Given the above, the proposed development is considered acceptable in design terms and will not harm the character and appearance of the surrounding area.

6.6 Quality of residential accommodation

- 6.6.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings to be of sufficient size and quality. The draft London Plan incorporates this approach in Policy D4.
- 6.6.2 Strategic Policy SP2 and Development Management DPD Policy DM12 reinforce this approach. The Mayor's Housing SPG sets out the space

standards for new residential developments to ensure an acceptable level of living accommodation is offered.

Size, quality and aspect

- 6.6.3 All residential units have been designed to comply with the standards set out in the London Plan, notably:
- All units achieve or exceed minimum space standards;
 - All units have a minimum floor to ceiling height of 2.5m in principal rooms;
 - All units achieve compliance with Building Regulations M4 (2) and 10% of units achieve M4 (3).
- 6.6.4 Furthermore, all dwellings meet or exceed the private external amenity space in the London Plan, with private balconies or roof terraces. Privacy of amenity space is achieved by many balconies being recessed, and those that are not, having at least a partially solid balustrade. Many flats have larger roof terraces, exploiting the design which permits roof terraces in the steps in the blocks.
- 6.6.5 There are no single aspect flats in the whole development and this is a major benefit of the courtyard layout with “deck access”. All flats are at least dual aspect, many triple aspect, a commendable achievement in such a high density urban development.
- 6.6.6 The proximity of the car park access ramp along the eastern and northern site boundary has informed the design and layout of the units, including increasing the height of employment space along the eastern elevation.
- 6.6.7 Given the above, the proposed development is considered acceptable in terms of unit size, quality and aspect.

Child play space

- 6.6.8 In accordance with policy 3.6 of the London Plan, development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy position is carried through in Local Plan 2017 Strategic Policy SP13, which underlines the need to make provision for children’s informal or formal play space.
- 6.6.9 Based on the Mayor’s Shaping Neighbourhoods: Play and Informal Recreation SPG and most recent play space calculator (v3.2), the proposed development would result in a total child yield of 29.5 children and therefore a total play space requirement of 295sqm.
- 6.6.10 The proposed on-site play space provision exceeds (by approximately 68.5 sqm) the total amount required as a result of the development’s child yield. The

applicant has given careful consideration to the safety of the play space areas on the upper levels, which at the same time, not resorting to 'cage like' structures that would dominate the parapet and be visually intrusive. As a result, the child play space areas on the upper levels are set back a minimum of 1.2m from the parapet, which are 1.2m high in accordance with Building Regulation requirements and will not include any equipment over 0.6m tall.

- 6.6.11 A condition requiring details of play equipment to be installed is recommended should permission be granted. In addition, the applicant has confirmed that all residents will have access to all of the roof amenity areas – regardless of tenure. To ensure this is maintained, a s106 obligation requiring submission and approval of an access strategy has been offered by the applicant and is recommended should planning permission be granted.
- 6.6.12 Given the above, the proposed development is considered acceptable in terms of child play space provision.

Daylight and sunlight provision

- 6.6.13 The submitted Daylight and Sunlight assessment finds that the proposed development would achieve good levels of daylight to the proposed dwellings. The assessment finds that all the Living Rooms meet the standard recommended in the BRE Guide, including all the open plan Living/Dining/Kitchens meeting the higher kitchen standard, 90% of bedrooms meeting the bedroom standard, and only the separate kitchens not meeting the BRE daylight standard. For sunlight where the BRE Guide standard applies only to living rooms facing within 90° of due south; all those meet the standard, but they point out that 69% of living rooms do not face south. It is worth pointing out that in all flats where their living room does not face within 90° of due south, they will have other rooms that do face within 90° of due south, and that all residents have access to outdoor amenity spaces, some of which will get very large amounts of sunlight.
- 6.6.14 In the case of the outdoor amenity spaces, two of the spaces (the two roof terraces) receive exceptionally high levels of sunlight, with just the central podium courtyard not meeting the BRE Guide standard. However, this space was never likely to be a sunny space, and it is not unreasonable in a development with a variety of external amenity spaces for one of the three to be a shadier space. Furthermore, this space will be a busy circulation route as a result of residents entering the space to gain access to their flats and will likely receive a lot of artificial light spillage.
- 6.6.15 Given the above, the proposed development is considered acceptable in daylight and sunlight provision terms.

Privacy of future occupants

- 6.6.16 Within the development, most of the proposed habitable rooms face out, away from each other; only those that face into the central courtyard will be able to 'look' at each other. These flats will therefore lose an element of privacy from neighbours using the access balconies. However, the courtyard's width, at over 20m, and the placing of non-residential space close to the internal corners on one side of each corner, means there will be no material overlooking between residents' windows. Privacy is improved by moving the access balconies away from the face of the building, and adding planting beds. Furthermore, it is recognised that the affected windows are in all cases kitchens or second bedrooms, never living rooms, and that the movements of those passing by will be transitory, not prolonged.
- 6.6.17 With regards to privacy from the public realm, the whole of the residential accommodation is raised up to at least 1st floor level, with the southeast side at least at 2nd floor level. Therefore, there will be no loss of privacy to residents from the street or from the ramp to the Mall car park, which will always be below window cill levels of adjacent flats, with flats facing the ramp at the lowest applicable levels being carefully designed to have their primary windows facing away from or being well above the ramp.

Inclusive access

- 6.6.18 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to include a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users (M4(3) and 90% 'accessible and adaptable' (M4(2)).
- 6.6.19 10% of the units have been designed to be in accordance with Part M4(3) of the Building Regulations (Wheelchair adaptable), whilst the remaining units have been designed to be in accordance with Part M4(2) of the Building Regulations. Standard conditions will be imposed on the planning permission to ensure such provision.
- 6.6.20 Given the above, the proposed development is considered acceptable in inclusive access terms.

Security

- 6.6.21 London Plan Policy 7.3 requires development to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Local Plan Strategic Policy SP11 requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer

Places principles. DMDPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.

- 6.6.22 The applicant has worked with the Metropolitan Police Secured by Design (SBD) Officer to address several potential issues raised earlier in the process, particularly the relationship with the adjoining shopping mall and associated car parking ramp. The SBD Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be placed on the planning permission requiring provision and approval of lighting details in the interests of security.
- 6.6.23 Given the above, the proposed development is considered acceptable in security and Secured by Design terms.

Noise

- 6.6.24 The application includes a Noise Assessment, which has been reviewed by Council's Environmental Health Officer (EHO). Subject to recommended conditions requiring details of sound insulation, the EHO has no objection in terms of potential noise impacts on future occupiers of the proposed development.

6.7 Impact on neighbouring residential amenity

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

Sunlight and daylight and overshadowing

- 6.7.2 The application includes a Daylight and Sunlight Report assessing the effect of their proposed development on neighbouring dwellings. The report has been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".
- 6.7.3 The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only six neighbouring existing residential properties found to lose a noticeable amount of daylight, and no neighbours losing a noticeable amount of sunlight. The six properties that would lose a noticeable amount of daylight to any of their windows are no 3 Caxton Road (to one window), no. 1 Caxton (2

windows), no. 86 Mayes Road (to 3 windows; these 3 properties being opposite the site over Caxton Road), and to 63-67 Mayes (neighbouring houses opposite the site over Mayes Road; to 13 of 16 windows).

- 6.7.4 In all cases the impacted houses or flats are dual aspect (no 86 is triple aspect), with their other aspects unaffected, and they currently benefit from the unusual situation of having a vacant site opposite them. All the affected windows would retain Vertical Sky Components (VSC) of over 20%, where 27% is the recommended level in the BRE Guide, and levels over 20% are considered good. The losses are generally only to 60 or 70% of their current value (where 80% is considered not noticeable), only one is as low as 50%, and generally their No Sky Line (NSL) does still meet the BRE Guide recommended levels.
- 6.7.5 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 compliance with the BRE Guide is not to be expected.
- 6.7.6 The losses of some light to neighbouring properties must be considered in the round. It is not considered so significant or affecting a large number so as to outweigh the positive benefits of the scheme.

Privacy and outlook

- 6.7.7 All residential neighbours adjacent to the application site are on the other side of streets, being Caxton Road to the northwest and Mayes Road to the southwest. The community centre is opposite the application site to the north and the Mall to the east. Furthermore, there would be no instances where the proposed development would be looking at the back gardens and rear elevations of houses, where residents would have a greater reasonable expectation of privacy, except in the case of the flank view of no 86 Mayes Road, across Caxton Road. In this one case, that rear elevation is already visible from Caxton Road itself, and benefits from significant screening from existing trees.
- 6.7.8 Additionally, the width of the surrounding streets and resulting separation distance provides additional privacy to existing neighbours from the proposed development, particularly as it is generally accepted that the human face cannot be recognised over 18m away. The separation distance between Mayes Road

properties' front elevation to the back of pavement hoarding line, (from which the proposed building line is back another a further 1m), is 21m. The equivalent Caxton Road separation is 18.5m, with the proposed building line set back a minimum of 1.5m from the hoarding line.

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

Noise

- 6.7.10 London Plan policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This approach is reflected in Development Management DPD policy DM1, which states that development proposals must ensure a high standard of amenity for neighbours addressing, among other matters, noise.
- 6.7.11 The application includes a Noise Assessment, which has been reviewed by Council's Environmental Health Officer (EHO). Subject to recommended conditions relating to the construction phase and the commercial uses and plant, the EHO has no objection in terms of potential noise impacts on residential neighbours from the proposed development.

Construction impacts

- 6.7.12 The impacts of construction noise are temporary and are proposed to be controlled by condition, notably construction logistics and management plans. The Government's Covid19 response to extended working hours is noted, but is temporary. The applicant will also be required to join the Considerate Constructors Scheme (as per the S106 agreement) with proof of registration provided to the Local Authority.
- 6.7.13 It is also noted that hours of construction are controlled by other legislation (Control of Pollution Act) and an informative is recommended in this regard.

6.8 Transportation, parking and highway safety

- 6.8.1 The NPPF 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.
- 6.8.2 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.

- 6.8.3 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 Development Management DPD Policies DM31 and DM32.
- 6.8.4 Development Management DPD Policy 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 and a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.
- 6.8.5 This application seeks to redevelop the former petrol filling station site on the corner of Mayes Road and Caxton Road within Wood Green Town Centre, to provide 75 residential units and 952 sqm of commercial floor space.
- 6.8.6 The development is proposed as a 'car free/permit free' development and in principle this is appropriate and acceptable subject to formal designation as a permit free/car free development. No off highway blue badge parking is proposed, which does not meet the requirements of the London Plan, so it will be necessary for the applicant to provide 3 spaces on street to meet the lower 3% threshold required from occupation of the development, and propose and fund appropriate locations for another 5 spaces to meet the 10% London Plan target and potential future demands if necessary. The Parking Stress Survey recorded spare parking capacity available in the locality of the site, which should comfortably accommodate any parking demands arising from the standard, non-wheelchair user residential units in the development, however these are expected to be minimal.
- 6.8.7 Cycle parking has been proposed to numerically meet the requirements of the forthcoming/draft London Plan, with the appropriate amounts of parking for larger cycles and the like. Subject to sight of full details required by condition, this will be acceptable. The servicing arrangements have evolved during the consideration of the application and all servicing will now take place from the kerbside in Mayes Road. A Delivery and Servicing Plan will be required to cover the changes including the permitted hours for loading activity.
- 6.8.8 A number of minor changes to the public highway will result from the development, including the reinstatement of redundant crossovers, changes to on street waiting and loading restrictions, and the applicant will need to enter into a S278 agreement to cover these. It is also considered appropriate that this

process includes provision of the improved pedestrian crossing facility proposed for Mayes Road and an improved public realm along Caxton Road. As an alternative to delivery via the S278 process, the applicant could make a financial contribution to the Highways works to deliver these measures.

- 6.8.9 Contributions towards other schemes and initiatives that are being developed to improve connectivity to and from the site and the wider area to Wood Green Town Centre are also considered appropriate to contribute towards achieving travel plan and Mayoral Targets for active travel.

Summary

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

6.9 Energy, climate change and sustainability

- 6.9.1 The NPPF, London Plan Policies 5.1-5.3 and 5.5-5.9, Local Plan Policy SP4 and Development Management DPD Policies DM21 and DM22 set out the approach to climate change and require developments to meet the highest standards of sustainable design. New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Local Plan or pay an off-set payment.
- 6.9.2 London Plan policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.
- 6.9.3 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. Connection to a future DEN will be secured by way of s106 obligation.

Lean Carbon Savings

- 6.9.4 The applicant has proposed an improvement beyond Building Regulations by 18.2% through improved energy efficiency standards in the residential element and 17% improvement for the commercial element. This goes beyond the minimum 10% and 15% reduction respectively set in Policy SI2 in the Intended to Publish London Plan so is supported.

Clean Carbon Savings

- 6.9.5 The Be Clean strategy to connect to the DEN in Wood Green is generally acceptable however, evidence should be provided that the DEN system was inputted into the SAP model and that the plant room is adequately sized for a substation. Therefore, a condition requiring provision and approval of such details prior to commencement is recommended.

Green Carbon Savings

- 6.9.6 The energy assessment submitted with the application reviewed the installation of various renewable technologies and concluded that air source heat pumps (ASHPs) are the most viable for the commercial units and solar photovoltaic (PV) panels will deliver the Be Green requirement for the residential units. A total 7.24 tCO₂ of emissions are proposed to be reduced under Be Green measures. This represents a 6.95% reduction from the baseline for the residential and 22% reduction for the commercial elements.
- 6.9.7 The solar array is proposed to be made up of 86 PV panels at a 30° angle facing SW/SE, with an efficiency of at least 20%. The peak output would be 28 kWp, which is estimated to produce around 23,005 kWh of renewable electricity per year. This equates to a yearly saving of 5.36 tCO₂. The carbon savings from ASHPs are 2.8tCO₂/year, with a Coefficient of Performance (COP) of 3.4.

Overall carbon savings

- 6.9.8 The overall predicted reduction in CO₂ emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 69% in residential carbon emissions and 39% improvement of commercial emissions. However, this is based on SAP10 factors and should be recalculated with SAP2012 carbon factors to take into account connection to the Decentralised Energy Network (DEN). A condition requiring submission and approval of a revised energy report prior to commencement is therefore recommended.
- 6.9.9 The remaining carbon emissions will need to be offset at £95/tCO₂. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.

Overheating

- 6.9.10 The overheating modelling has been undertaken for all rooms and in line with CIBSE TM59 with TM49 weather files: DSY1-3 for 2020s weather pattern and the 2050s and 2080s future weather patterns. The results for DSY2 and 3 (2020s), and 2050s and 2080s show a significant number of the rooms risk overheating under Criteria 2. However, it is acknowledged that overheating

occurs mostly between 22:00 and 00:00, which is linked to thermal mass taking some time lose its heat through purge ventilation. A revised overheating report including overheating measures will be required to be submitted and approved prior to occupation.

Sustainability

- 6.9.11 Policy DM21 of the Development Management DPD requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme.
- 6.9.12 The applicant submitted a revised BREEAM Pre-Assessment report showing a score of 58.62% is expected to be achieved, equivalent to 'Very Good' rating. a condition requiring prior to commencement, an accreditation certificate of such a score.

Conclusion

- 6.9.13 The Council's Carbon Management Officer concludes that based on the submitted responses and additional/amended information, the application can be supported in carbon management terms subject to conditions relating to an updated energy assessment, updated overheating report, mechanical ventilation and health recovery report, living roofs and BREEAM accreditation.
- 6.9.14 Given the above, the proposed development is considered acceptable in energy, carbon reduction, overheating and sustainability terms.

6.10 Environment

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

Air quality

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

- 6.10.3 At the local level, Local Plan Strategic Policy SP7 states that in order to control air pollution developers must carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in DMDPD Policy DM23, which states that air quality assessments will be required for all major development and other development proposals, where appropriate.
- 6.10.4 The site falls within the LBH AQMA, which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the borough is road traffic.
- 6.10.5 The application includes an Air Quality Assessment (AQA) demonstrating that the proposals will have a negligible impact upon existing air quality concentrations. Air quality for future residents is predicted to be good. An 'air quality neutral' assessment of the building and transport emissions concluded that these will not exceed the derived benchmarks and demonstrates compliance with Policy 7.14 of the London Plan.
- 6.10.6 The Council's Environmental Health Officer (EHO) has assessed the report and confirms that having considered all the submitted supportive information, he has no objection to the proposed development in relation to air quality subject to the imposition of (standard) planning conditions and informatives should planning permission be granted.
- 6.10.7 Given the above, subject to condition, the proposed development is acceptable in air quality terms.

Land contamination

- 6.10.8 DMDPD policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.
- 6.10.9 The application includes a Desk Study/Preliminary Risk Assessment that identifies potential sources of contamination including the potential for Made Ground associated with previous development operations on site and contaminated ground associated with historic use both on site and off site.
- 6.10.10 The Council's Environmental Health Officer (EHO) has assessed the report and confirms that having considered all the submitted supportive information, he has no objection to the proposed development in relation to land contamination subject to the imposition of (standard) planning conditions and informatives should planning permission be granted.

- 6.10.11 Given the above, subject to conditions, the proposed development is acceptable in land contamination terms.

Flood risk and drainage

- 6.10.12 London Plan policy 5.13 and Local Plan Strategic Policy SP5 require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.10.13 Relevant policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.
- 6.10.14 The application includes a Flood Risk Assessment and Drainage Assessment for the proposed development showing the site located entirely within Flood Zone 1, meaning a low probability of flooding.
- 6.10.15 The Council's Sustainable Urban Drainage Systems (SuDs) Officer has assessed the drainage strategy for the proposed development and confirms that due to the limited space available, there are few opportunities to have SuDS solutions towards the top of the hierarchy. Therefore, the chosen SuDS are green roofs, permeable paving, attenuation tank and pumping station to manage the surface water before being discharged to the Thames Water network. The SuDs Officer advises that a management maintenance schedule has been provided for each SuDS, element and details of a backup system should be made available for the pumping station should the system fail and that the management maintenance must be in place for the lifetime of the development.
- 6.10.16 Based on the information provided, the Lead Local Flood Authority (LLFA) can accept the drainage strategy for the proposed development and requests by way of condition, a plan showing the overland flow path and final detailed drainage drawings.
- 6.10.17 Given the above, subject to condition, the proposed development is considered acceptable in flood risk and drainage terms.

Ecology

- 6.10.18 London Plan Policy 7.19 states that 'development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity'. Local Plan Policy SP13 states that

development shall contribute to providing ecological habitats including through providing green roofs plus other methodologies.

6.10.19 The site is not designated for its nature conservation value. However, the application includes a Preliminary Ecological Appraisal. The proposed design and landscape has been informed by the recommendation within the appraisal and would enhance the ecology value of the site. This would be through provision of the following (to be secured by condition):

- Native tree and shrub planting
- Inclusion of green roofs
- Nest boxes
- Insect towers
- Bee posts

6.10.20 Given the above, the proposed development would enhance the ecological value of the site is considered acceptable in ecology terms.

6.11 Fire safety

6.11.1 Fire safety is generally assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example. However, 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, the applicant has submitted a detailed Fire Safety Statement in light of the emerging policy.

6.11.2 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.

6.11.3 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.

6.11.4 Upon consultation, the London Fire Brigade and Haringey Building Control has confirmed that they are satisfied with the proposed development.

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

6.12 S106 mitigation/planning obligations

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

6.13 Conclusion

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

- The proposed development is a well-designed, residential-led mixed-use scheme providing a suitable range of residential accommodation and flexible commercial floor space on this brownfield, town centre site in accordance with National, Regional and Local Policy.
- The proposed development would contribute to the housing needs of the borough by providing 75 residential units including affordable housing of 11 Low Cost Rented homes (3 Social Rented and 8 London Affordable Rent) and 14 Shared Ownership homes, representing 39.4% provision by habitable room.
- The layout and design of the proposed development optimise the potential of the site whilst providing for a future link into the Haringey Heartlands in accordance with the objections of the Wood Green Library Site Allocation and drat Wood Green AAP.
- The design and scale of the proposed development is acceptable and would not harm the character or appearance of the surrounding area.
- The proposed development would not materially harm the residential amenity of neighbouring occupants.
- The proposed development is car-free, promotes sustainable mode of transport and will not, subject to conditions and s106 obligations, result in any significant parking, transport or highway safety impacts.
- The proposed development will secure a number of s106 planning obligations including financial contributions to mitigate the residual impacts of the development.

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

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

7.0 CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £410,681.04 (6,886sqm (residential & non-residential x £59.64) and the Haringey CIL charge will be £1,368,090.47 (5,933sqm (residential only as nil rate for other proposed uses x £230.59).

7.2 This is based on the following figures:

Development type	Net additional gross internal area following development (square metres)
Total residential	5,933
Total non-residential	953
Grand total	6,886

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

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

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

8.0 RECOMMENDATION

8.1 GRANT PERMISSION subject to conditions listed in **Appendix 1** and a Section 106 Legal Agreement.

CONDITIONS AND INFORMATIVES

Conditions:

Compliance:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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

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

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

2. The approved plans comprise drawing numbers and documents:

Drawings:

AA8418-02001 (Site Location Plan);
AA8418-02002 (Site Plan Existing);
AA8418-02010 Rev B (Site Plan Ground Floor);
AA8418-02011 Rev A (Site Plan Level 1);
AA8418-02012 Rev A (Site Plan Level 2);
AA8418-02013 Rev A (Site Plan Level 3);
AA8418-02014 Rev A (Site Plan Level 4);
AA8418-02015 Rev A (Site Plan Level 5);
AA8418-02016 Rev A (Site Plan Level 6);
AA8418-02017 Rev A (Site Plan Level 7);
AA8418-02018 Rev A (Site Plan Level 8);
AA8418-02019 Rev A (Site Plan Roof Plan);
AA8418-02100 Rev D (Ground Floor Plan);
AA8418-02101 Rev A (Level 1 Floor Plan);
AA8418-02102 Rev A (Level 2 Floor Plan);
AA8418-02103 Rev A (Level 3 Floor Plan);
AA8418-02104 Rev B (Level 4 Floor Plan);
AA8418-02105 Rev A (Level 5 Floor Plan);
AA8418-02106 Rev A (Level 6 Floor Plan);
AA8418-02107 Rev A (Level 7 Floor Plan);
AA8418-02108 Rev A (Level 8 Floor Plan);
AA8418-02109 Rev A (Level 9 Roof Plan);
AA8418-02200 Rev B (North West Elevation);
AA8418-02201 Rev A (North East Elevation);
AA8418-02202 Rev A (South East Elevation);

AA8418-02203 Rev A (South West Elevation);
AA8418-02204 Rev A (Courtyard North West Elevation);
AA8418-02205 Rev A (Courtyard South West Elevation);
AA8418-02206 Rev A (Courtyard North East Elevation);
AA8418-02207 Rev A (Courtyard South Elevation);
AA8418-02300 Rev A (Section A-A);
AA8418-02301 Rev A (Section B-B);
AA8418-02302 Rev A (Section C-C);
AA8418-02500 Rev A (Bay Study North West Podium);
AA8418-02501 (Bay Study North East Facade);
AA8418-02502 Rev A (Bay Study South East Facade);
AA8418-02503 (Bay Study South West Facade);
AA8418-02504 Rev A (Bay Study Deck Access Facade);

Documents:

Accommodation Schedule Rev F dated 16/06/2020;
Affordable Housing Statement date March 2020 prepared by Red Loft;
Air Quality Assessment Ref: 194760-04 date March 2020 prepared by Ardent;
Archaeological Desk Based Assessment Ref: 26050 Version 1 dated 13 November 2019 prepared by RPS;
Commercial Strategy dated March 2020 prepared by Andrew Sissons Consulting;
Desk Study/Preliminary Risk Assessment Report Job No: P2254J1730/AMM dated 17/07/2019 prepared by Jomas Associates;
Daylight and Sunlight Report dated 9 March 2020 prepared by eb7;
Preliminary Ecological Appraisal dated November 2019 prepared by The Ecology Partnership;
Design and Access Statement dated March 2020 prepared by PRP;
Flood Risk Assessment and Drainage Strategy Ref: 194760-02 dated March 2020 prepared by Ardent;
Noise Assessment Ref: 194760-01A dated March 2020 prepared by Ardent;
Planning Statement dated March 2020 prepared by DP9;
Statement of Community Involvement dated March 2020 prepared by Curtin&Co;
Transport Statement Ref: 194760-03 dated March 2020 prepared by Ardent;
Design and Access Addendum dated April 2020 prepared by PRP;
Overheating Assessment Version 2 dated 9 March 2020 prepared by JAW Sustainability;
Energy Strategy Report dated 24 April 2020 prepared by JAW Sustainability;
Sustainability Statement dated 24 April 2020 prepared by JAW Sustainability;
Response to Local Authority (SbD and Residential Refuse Storage) dated May 2020 prepared by PRP;
Response to Local Authority (Residential and Commercial Waste Strategy) dated May 2020 prepared by PRP;
Response to Planning Energy Comments prepared by JAW Sustainability;
Overheating Addendum prepared by JAW Sustainability;

BREEAM 2018 Pre-Assessment Report Version 2 dated 4 June 2020 prepared by JAW Sustainability;
 Fire Engineering – Concept Fire Strategy Report Ref: F9039 Version 01 dated 12/06/2020 prepared by Clarke Banks;
 Accommodation Schedule Rev: F dated 16/06/2020 prepared by PRP;
 Response to Local Authority dated June 2020 prepared by PRP;
 Letter from redloft dated 12/06/2020 further to the Affordable Housing Statement;
 Letter from DP9 dated 17/06/2020 responding to matters raised by local stakeholders

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

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

COMPLIANCE: Ancillary B8 use only (LBH Development Management)

3. The permitted B8 use shall only be ancillary to the B1 use hereby permitted.

Reason: To ensure provision of acceptable Town Centre uses.

COMPLIANCE Café/Restaurant Opening Hours (LBH Development Management)

4. Any café/restaurant use (Use Class A3) 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.

COMPLIANCE: Internal Noise Levels within Residential Units (LBH Noise)

5. The residential units within the development shall be built in accordance with BS8233:2014 and comply with the following noise levels:

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

With no individual noise events to exceed 45dB LAmax (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.

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

COMPLIANCE: Plant Noise Design Criteria (residential or noise sensitive receptors) (LBH Noise)

6. Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level (LA90 15mins) when measured at 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.

Reason: In the interests of protecting residential amenity.

COMPLIANCE: Plant Noise Design Criteria (commercial) (LBH Noise)

7. Any extract ventilation equipment shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises.

The noise level from any plant together with any associated ducting, shall be 10 dB(A) or greater below the measured background noise level at 1 metre from the façade of the nearest noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'.

Should the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved by the local planning authority for consideration.

Reason: In the interests of protecting residential amenity.

COMPLIANCE: Accessible dwellings (LBH Development Management)

8. 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:

i) Dwelling reference numbers A105, A203, A208, A303, A308, A403, A503, A603 shall meet Approved Document M M4(3).

ii) 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.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

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

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

Pre-commencement:

PRE-COMMENCEMENT: Construction Environmental Management Plan (LBH Carbon Management)

10. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

The CEMP shall provide details of how construction works are to be undertaken respectively 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; and,
- x. Details of any other standard environmental management and control measures to be implemented.

The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and

- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

The AQDMP will 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. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details as well as the submitted Air Quality Mitigation Measures in the Air Quality Report.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

PRE-COMMENCEMENT: Land Contamination (LBH Carbon Management)

- 11. Before development commences other than for investigative work:

- a. Using the information from the submitted desk study/preliminary risk assessment, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site 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.
- c. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority and approved in

writing by the Local Planning Authority prior to that remediation being carried out on site.

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

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

PRE-COMMENCEMENT: Unexpected Contamination (LBH Carbon Management)

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

PRE-COMMENCEMENT: Piling/intrusive groundworks (Thames Water and Environment Agency)

13. 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 and the Environment Agency. 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

PRE-COMMENCEMENT: Borehole management (Environment Agency)

14. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and

inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that a sufficient monitoring network is maintained to allow for the completion any monitoring required as part of a verification plan, to demonstrate “betterment” or that no deterioration has occurred. Also, to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework.

PRE-COMMENCEMENT: Sustainable Urban Drainage System (LBH Drainage)

15. No development shall take place until a detailed surface water drainage scheme for site including overland flow path and final detailed drainage drawings. has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of its maintenance and management after completion.

The development shall not be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details and shall be managed and maintained thereafter in accordance with the approved details including the management and maintenance plan.

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

PRE-COMMENCEMENT: NRMM (LBH Carbon Management)

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

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

PRE-COMMENCEMENT: Energy Plan (LBH Carbon Management)

17. (a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval. This should demonstrate that the development will connect to the Decentralised Energy Network at Wood Green and provide the calculated deferred carbon offset contribution approach. A minimum carbon dioxide saving of 47.9% should be achieved against a Building Regulations 2013 Part L scheme for the domestic element and a 39% saving for the non-domestic element, in line with the fabric efficiencies set out in the Energy Strategy prepared by JAW Sustainability (dated 24 April 2020).
- (b) Prior to the commencement of development, the following details must be submitted to demonstrate the scheme has made sufficient provisions to connect to the Wood Green Decentralised Energy Network:
- i) Set out detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe 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;
 - ii) Buried pipe (dry and filled with nitrogen) to LBH's approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;
 - iii) A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1;
 - iv) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set;
 - v) Determine how the offsets will be split between 'initial offset' (100% of which to be paid on commencement) and 'deferred offset'.
- (c) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.
- (d) Two months prior to the first occupation of the development, confirmation shall be submitted to the Local Planning Authority of the maximum possible solar photovoltaic (PV) energy to be generated on the roof. The submission shall include: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy. The proposed 28 kWp solar array should aim to generate at least 23,005 kWh of renewable electricity per year.

The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

Prior to above ground works:

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

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

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

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

19. The following landscaping details of external areas and amenity areas shall be submitted to and approved by the Local Planning Authority prior to commencement of above ground works:
- i) Hard surfacing materials;
 - ii) Children's play areas and equipment;
 - ii) Boundary treatments
 - iv) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
 - vi) Bird and bat boxes and bee bricks etc;
 - 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;
 - 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.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sound insulation between commercial and residential (LBH Noise)

20. Sound insulation between the commercial premises on the ground floor and residential units shall be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority before the commencement of any above ground works.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Cycle parking (LBH Transport)

21. Full details (including dimensions) of the proposed arrangements for cycle parking in accordance with the London Plan and London Cycle Design Standard shall be submitted to and approved by the Local Planning Authority prior to commencement of above ground works. The approved cycle parking shall be installed prior to first occupation of the commercial or residential uses, whichever comes first, and maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Living Roofs and photovoltaic array (LBH Carbon Management)

22. (a) Prior to commencement of above ground works, full details of the 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 and solar panels will be located and what surface area they will cover;
 - ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
 - ii) Plans showing details on the diversity of substrate depths and types across the roof to 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) Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Relationship with photovoltaic array;
 - vii) Irrigation, management and maintenance arrangements.
- (b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

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

23. (a) Prior to commencement of above ground works, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent) with a minimum score of 58.6%.

(b) None of the flexible commercial/retail units shall be occupied for retail use (Use Class A1-A5) or business use (Use Class B1 or B8) 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 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' 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 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.

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

24. a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

b) Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.

c) The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities.

Prior to installation/first occupation/first use:

PRIOR TO INSTALLATION: Odour control equipment (commercial) (LBH Noise)

25. Details of fume extraction and odour control equipment, including any external ducting and flues shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and an approved Plant

Management Plan, which will detail arrangements for servicing, operation, and cleansing.

Reason: In the interests of protecting residential amenity.

PRIOR TO INSTALLATION: Mechanical Ventilation and Heat Recovery (LBH Carbon Management)

26. Prior to installation, details of the Mechanical Ventilation and Heat Recovery (MVHR) system shall be submitted to and approved by the Local Planning Authority. The details should include the efficiency, location of the units to ensure easy access for servicing, plans showing the rigid ducting. The approved MVHR shall be installed prior to first occupation of the development and maintained as such thereafter.

Reason: To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9.

PRIOR TO INSTALLATION: Combustion and Energy Plant (LBH Carbon Management)

27. Prior to installation considering the applicant proposal for the use of a centralised boilers as an energy source, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan and Waste Management Plan (LBH Transport)

28. Prior to first occupation of the development, a Delivery and Servicing Plan (DSP) shall be submitted to and approved by the Local Planning Authority. The approved DSP must be in place prior to first occupation development and maintained as such thereafter. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site and shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

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

PRIOR TO FIRST OCCUPATION: Electric Charging Points (LBH Transport)

29. The applicant will be required to provide a total of 2 on street blue badge car parking spaces with active electric charging points prior to first occupation of the residential element of the hereby permitted development.

Reason: To comply with the London Plan and reduce carbon emission in line with the Local Plan Policy SP4.

PRIOR TO FIRST OCCUPATION: Overheating (LBH Transport)

30. (a) Prior to first occupation of the residential element of the development, a revised Overheating Report for future weather files (2050s and 2080s) shall be submitted to and approved by the Local Planning Authority. This will be based on thermal dynamic modelling in line with CIBSE TM59, with TM49 weather files. This should include:
- i) A retrofit plan setting out how future overheating risk will be mitigated, confirming these measures can be incorporated into the design of the development, prioritising passive design measures.
 - ii) A statement who will manage and own the overheating risk going forward. They should be named report so that if residents have an issue, they can be signposted to the responsible / liable party.
 - iii) A copy of the home guide that sets out measures to mitigate any overheating, providing guidance on how to use the MVHR, how night-time heat purging works in combination with thermal mass, etc.
- (b) Prior to first occupation of the residential element of the development, overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Caxton Road Overheating Assessment V02 prepared by JAW Sustainability (dated 9th March 2020):
- i) Internal blinds with a shading coefficient of 0.5 or better;
 - ii) Glazing g-value of 0.40;
 - iii) Window openings of 45 degrees or better;
 - iv) MVHR with a summer bypass function.

Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.

Informatives:

Working with the applicant (LBH Development Management)

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

S106 agreement (LBH Development Management)

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

CIL (LBH Development Management)

3. INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £410,681.04 (6,886sqm (residential & non-residential x £59.64) and the Haringey CIL charge will be £1,368,090.47 (5,933sqm (residential only as nil rate for other proposed uses x £230.59). 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. The provision of affordable housing may be exempt from both Mayoral and Haringey CIL liability. However, the applicant must apply for social housing relief before this element of the development can be deducted from the final CIL calculations.

Party Wall Act (LBH Development Management)

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

Sewers (Thames Water)

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

Disposal of commercial waste (LBH Waste Management)

6. INFORMATIVE: 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.

Underground Water Assets (Thames Water)

7. INFORMATIVE: 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 the Thames Water 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 their pipes or other structures: <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you

require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Pressure (Thames Water)

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

SbD accreditation – Met Advice (Thames Water)

9. INFORMATIVE: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Fire safety (London Fire Brigade)

10. INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

Street numbering (LBH Transportation)

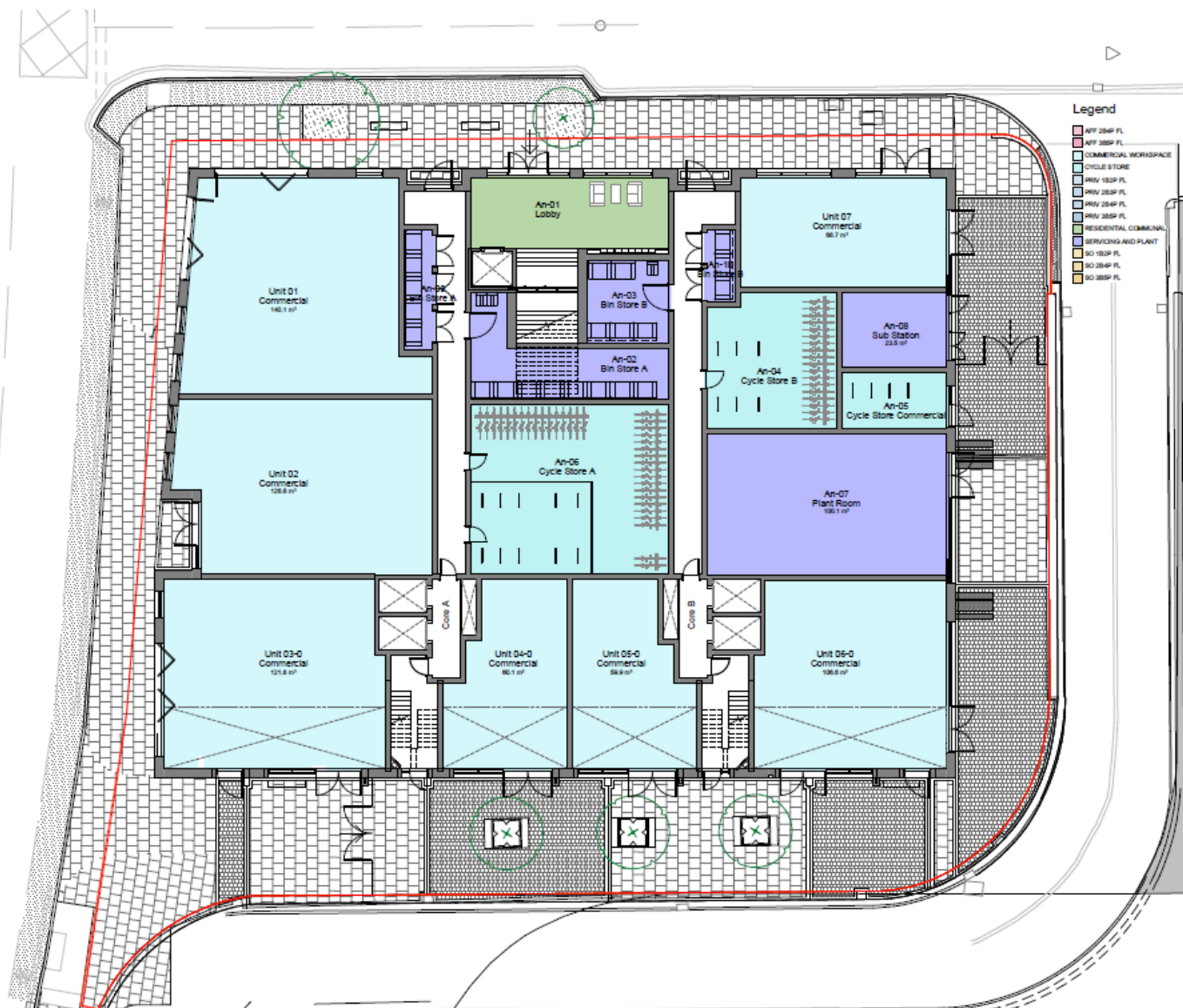
11. INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

Appendix 2: Plans and images

Location plan



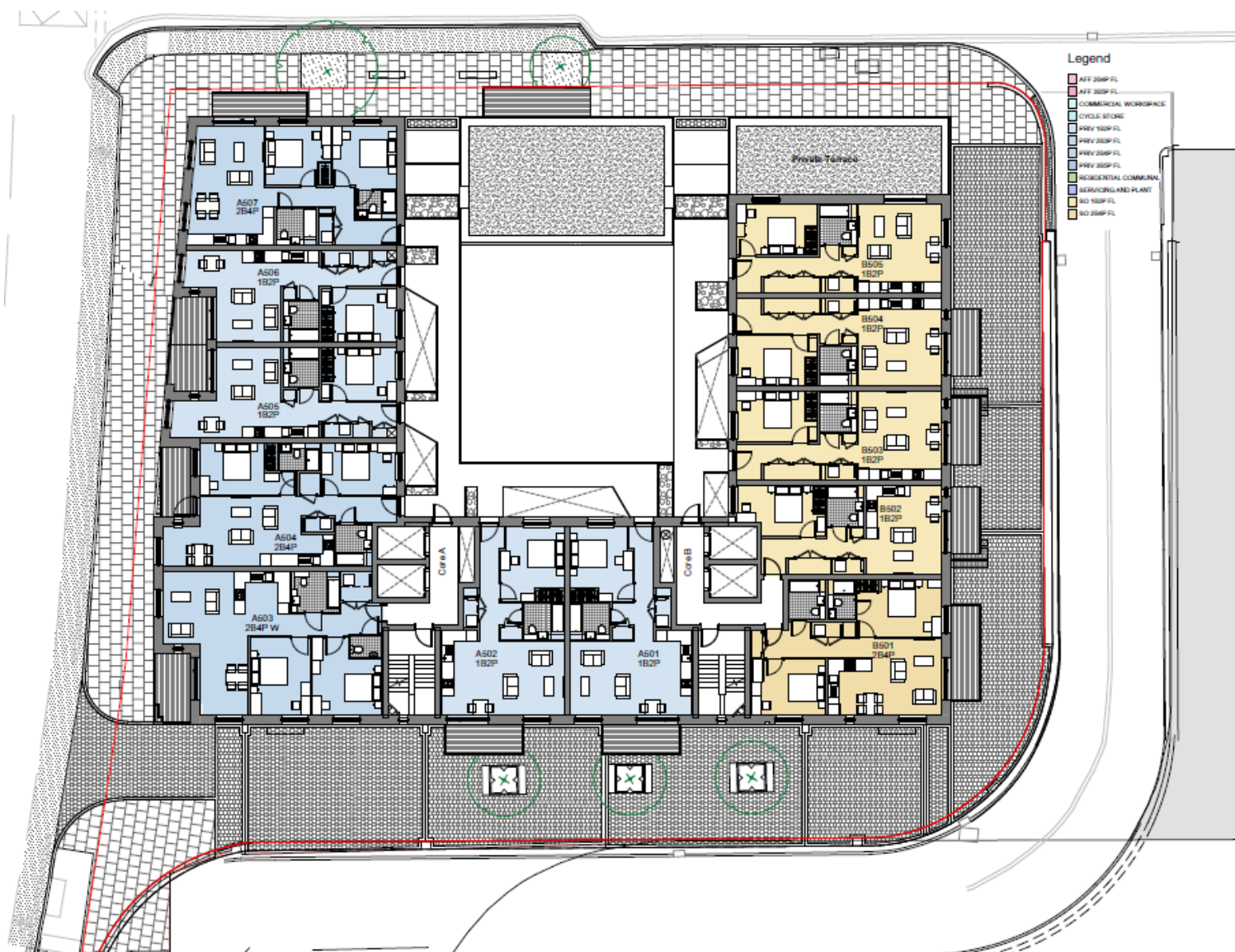
Ground floor plan



Level 1 floor plan showing communal entrance courtyard



Typical upper floor plan (level 5)



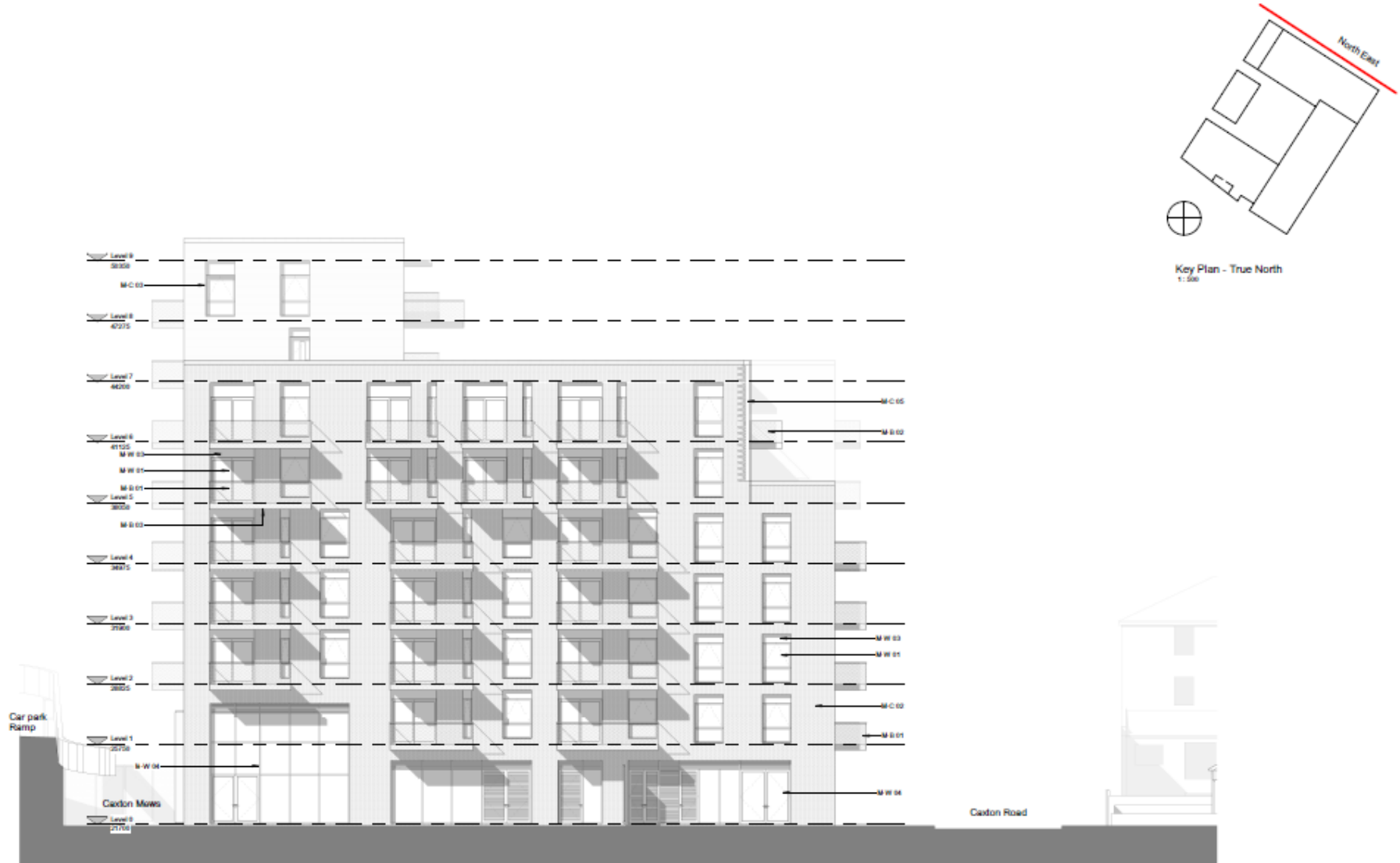
Proposed elevations

North West elevation (Caxton Road)



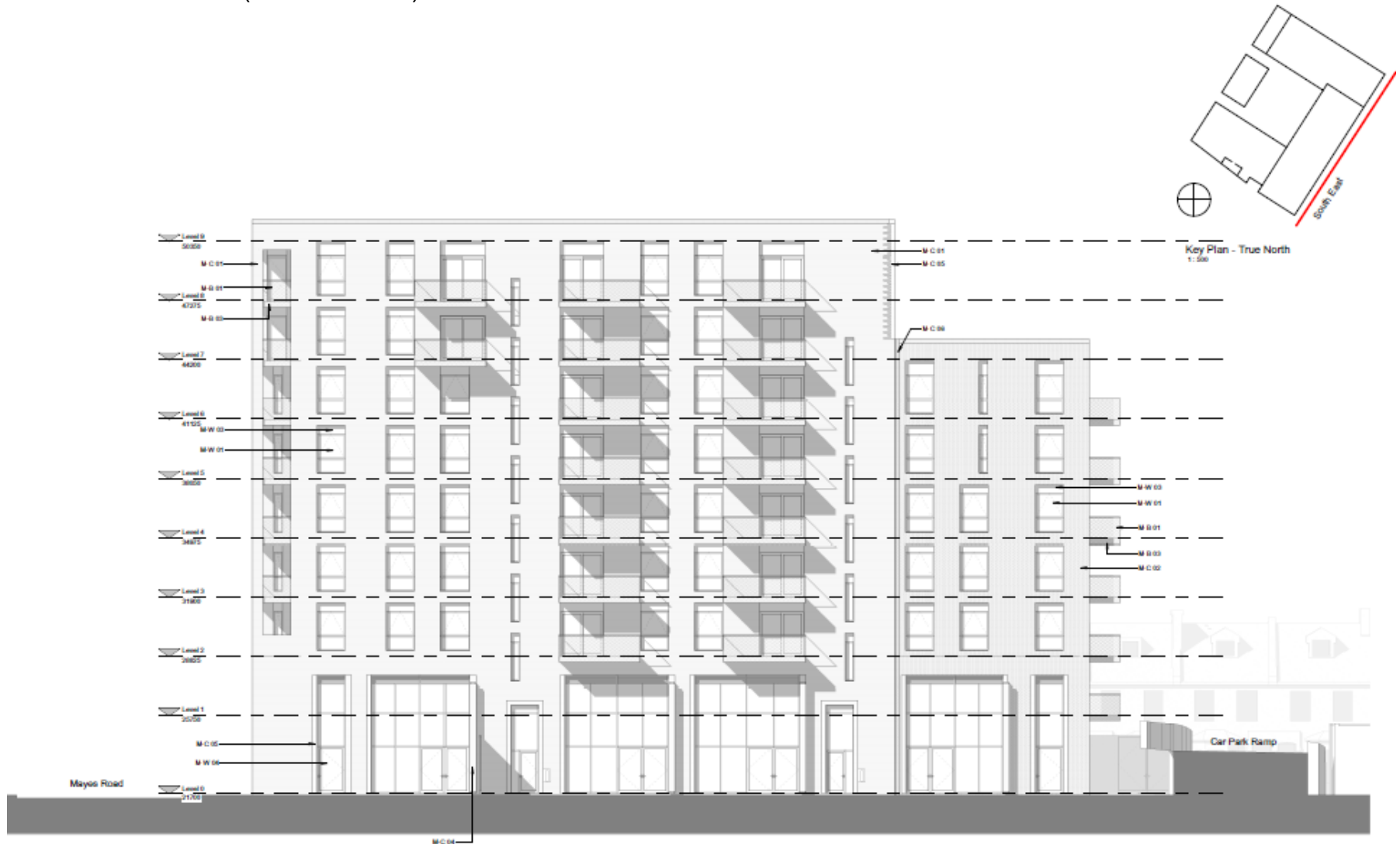
Proposed elevations

North East elevation



Proposed elevations

South East elevation ('Caxton Mews')



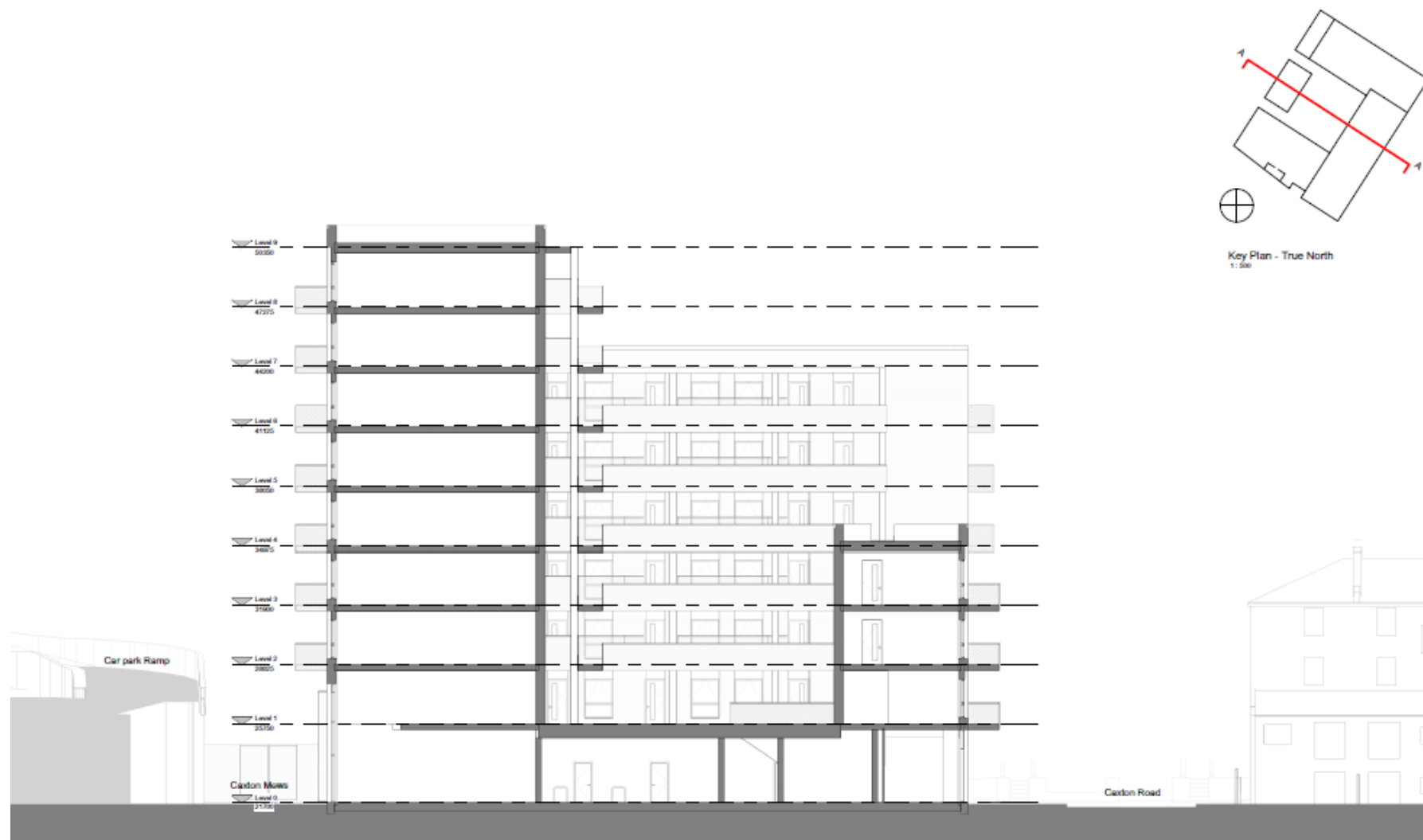
Proposed elevations

South West elevation (Mayes Road)

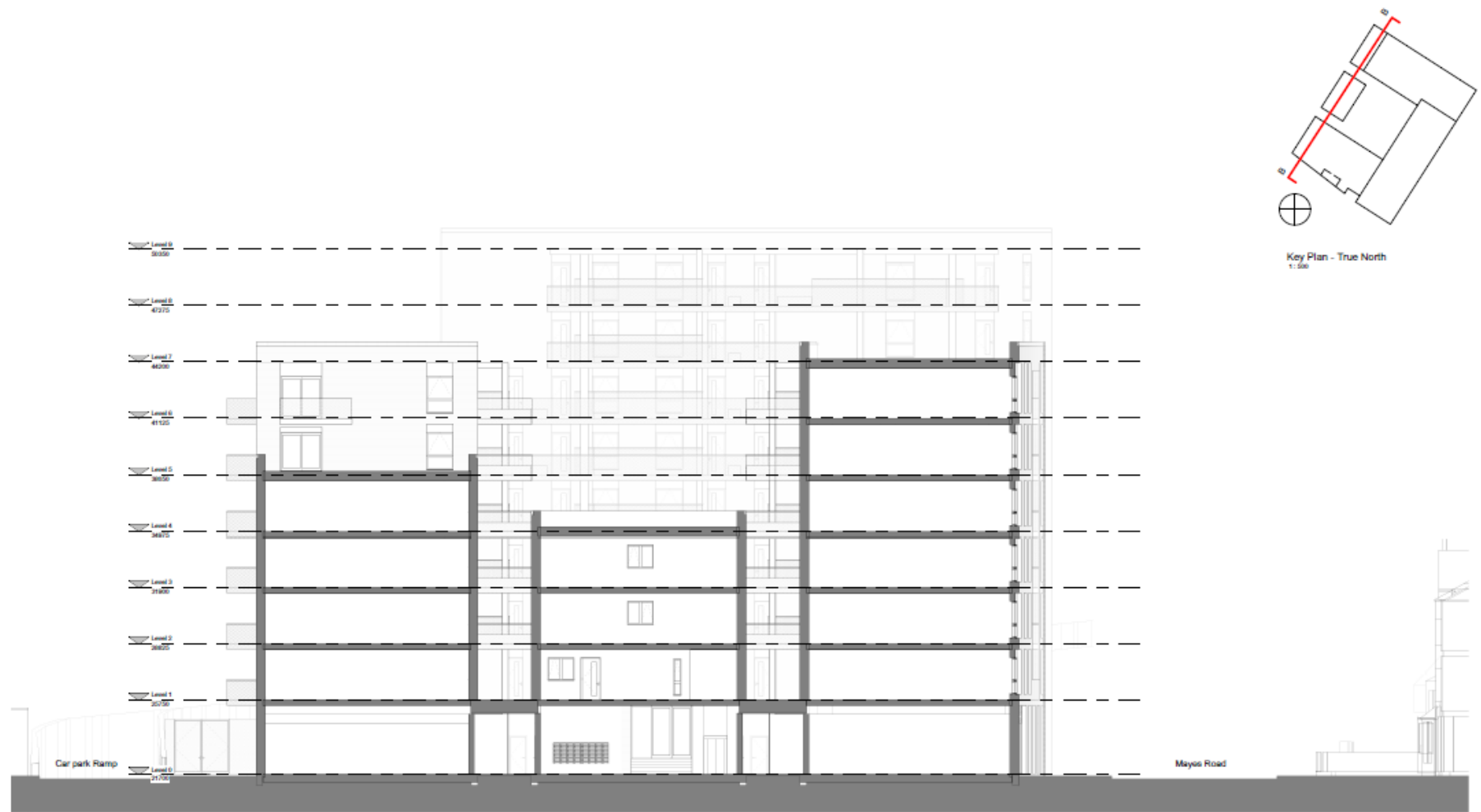


Proposed site sections

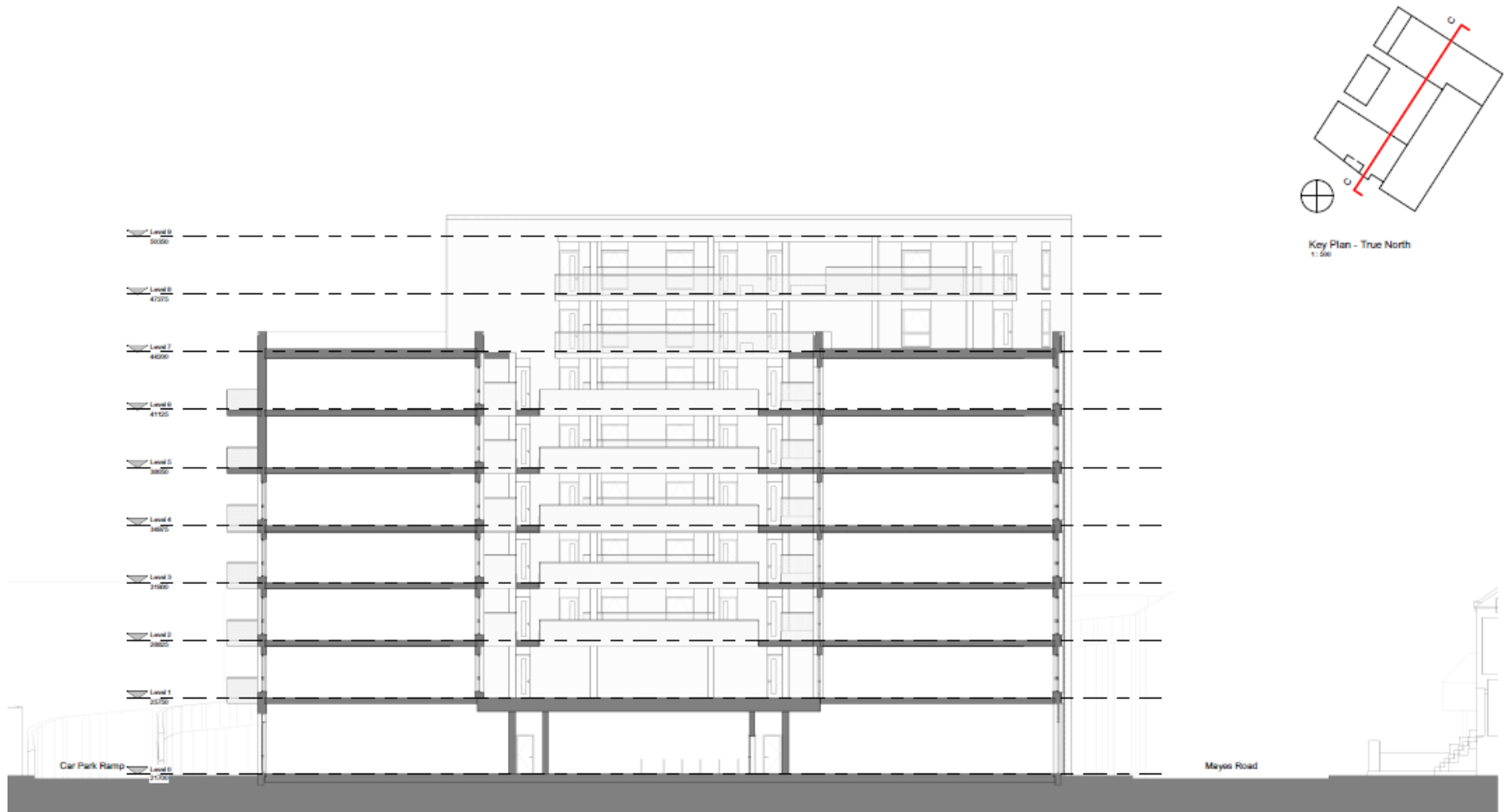
Section A-A: through middle of development Caxton Road to 'Caxton Mews'



Section B-B: through front of development Mayes Road to Mall car park ramp



Section C-C: through middle of development Mayes Road to Mall car park ramp



Proposed Computer Generated Images (CGIs)

View from Caxton Road looking west



Proposed Computer Generated Images (CGIs)

View from Mayes Road looking North East into 'Caxton Road'



Appendix 3 Internal and external consultee representations

Stakeholder	Comment	Response
INTERNAL		
Policy	<p>Application reference: HGY/2020/0795</p> <p>Location: Former Petrol Filling Station 76 Mayes Road N22</p> <p>Proposal: Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works (public consultation period pending).</p> <p><u>Key Designations</u></p> <p>Wood Green Library, Site Allocation (SA11) and The Mall West (SA9 of the emerging Wood Green AAP)</p> <p>Wood Green Growth Area (SP1)</p> <p>Wood Green Metropolitan Centre (SP10, SA3)</p> <p>Wood Green Primary Shopping Area (SP10, SA3)</p> <p>Article 4 Direction – HMOs, East of the Borough (DM17)</p> <p>Family Housing Protection Zone, East Haringey (DM16)</p> <p>Tall Building Growth Areas, Wood Green/Heartlands (DM6)</p> <p><u>Site and Proposal</u></p> <p>The site is located at Former Petrol Filling Station, 76 Mayes Road, London, N22. The proposal is for the redevelopment of the site to provide a single building of between four and nine storeys in height, comprising 75 residential units and 953 sqm of flexible commercial floorspace, with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works.</p>	<p>Noted.</p> <p>It is recommended that a condition tying the B8 use to the B1 use be attached to the planning permission should it be granted.</p>

Stakeholder	Comment	Response
	<p><u>Principle of Development</u></p> <p>The principle of a mixed use residential and commercial development is considered acceptable in a highly accessible town centre location which is within a designated Growth Area and identified as an Opportunity Area in the Intend to Publish London Plan (2020). Policy SD1 of the Intend to Publish London Plan states that development should be prioritised within Opportunity Areas, on brownfield land, on sites which are well-connected by existing or planned Tube and rail stations, and within town centres which this site is.</p> <p>The Site Allocations Development Plan Document (DPD) (2017) and the emerging Wood Green Area Action Plan (AAP) give effect to the Council's spatial strategy for Wood Green by identifying and allocating development sites. The site falls within the Wood Green Library Site Allocation (reference SA11) and The Mall (West) (reference WG SA9) in the AAP. The adopted allocation covers the Wood Green Library and Shopping Centre, as well as the Asian Centre and the Former Petrol Filling Station. Both allocations seek to deliver a new urban square and improved east west connectivity, with residential and commercial floorspace. Whilst this site only forms a part of the overall allocation, the proposed uses and active frontages would aid in the delivery of the allocations objectives for the site overall and are generally supported.</p> <p>The site is also located within a Primary Shopping Area and a Metropolitan Town Centre. The introduction of flexible commercial units would therefore be appropriate at ground and first floor levels, and is welcomed. In this regard the proposed development therefore complies with DM Policy 41 and London Plan Policy SD6, which support new commercial development within existing town centres with the aim of bolstering their vitality and viability. Given the site is not currently designated frontage, and it is located away from the primary shopping frontages the proposed range of town centre uses proposed for the western frontage (A1-A5) is acceptable. The proposal to include B1 floorspace for SMEs to be located in the dual height western elevation (termed Caxton Mews) is also supported as appropriate town centre uses in line with Local Plan policies.</p>	

Stakeholder	Comment	Response
	<p>However, the inclusion of B8 use class within the flexible uses proposed is generally not a use acceptable within town centres. In light of the submitted commercial strategy which highlights that the employment space will be for maker space / artists' studios, and given the difficult commercial market an aspect of storage associated with B1 uses could be acceptable in this instance. It is recommended that this is clearly tied to those units that would require this flexibility to be attractive to the local market for creative flexible employment space. This is highlighted in the commercial strategy as being units 4-7.</p> <p>The mixed-use development of the site generally accords with the Local Plan Strategic Policies document, the adopted Site Allocation, and emerging Wood Green AAP alongside the Intend to Publish London Plan, and thus the principle of the proposal is therefore considered acceptable.</p> <p><u>Quantum of Development</u></p> <p>Policy SP1 of the Local Plan Strategic Policies document states that the Council expects development in Growth Areas to maximise site opportunities. The Wood Green Library Site Allocation (reference SA11) does not specify how many dwellings or how much commercial floorspace should be delivered at the Former Petrol Filling Station, rather the site is expected to contribute to the overall target of 358 net residential units and 2,783 sqm of commercial floorspace within the wider allocation. It is noted that the Site Allocations quanta are minimums, and therefore in this highly accessible, town centre urban location the proposed quantum of development is considered acceptable from a land-use perspective.</p> <p><u>Mix of Housing</u></p> <p>Policy DM10 of the Development Management DPD states that Council will support proposals for new housing on sites allocated for residential development, including mixed use residential development.</p>	

Stakeholder	Comment	Response
	<p>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 the majority of units will be 1 and two bed, with just 14% of homes being 3+ bed units. Whilst this is low, in the context of the sites location and surroundings, this mix is acceptable. In terms of the affordable housing component, 60% affordable rent and 40% intermediate are proposed, which complies with Policy.</p> <p><u>Affordable Housing</u></p> <p>Policy H4 of the Intend to Publish London Plan outlines that the Mayor will seek to maximise affordable housing provision, setting out a strategic target for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy H5 of the Intend to Publish London Plan identifies a threshold approach to major development proposals which trigger affordable housing requirements. The threshold level of affordable housing on gross residential development is initially set at a minimum of 35 per cent. The affordable housing proposal for the site represents a provision of 37% by habitable room, which is in accordance with the Intend to Publish London Plan. The threshold approach includes the 'Fast Track Route' and 'Viability Tested Route'. Applications meet or exceed the 35 per cent of affordable housing without public subsidy can follow a 'Fast Track Route'. A detailed viability assessment is not required at the application stage.</p> <p>Policy SP2 of the Local Plan Strategic Policies document seeks to ensure that housing growth across the borough makes provision for an appropriate mix of high quality housing, including affordable housing. The policy sets out the borough wide affordable housing target of 40% over the Plan period, and further detail is provided in DM Policy 13 which emphasises that the amount of affordable housing to be provided should be the maximum reasonable, but taking into account other factors including viability. As the proposal provides 37% of affordable housing it does not fully meet the 40% target, but seen in the context of it being a borough wide plan period target, and the scheme delivers the appropriate mix of affordable housing, this slight shortfall can be accepted in this instance.</p>	

Stakeholder	Comment	Response
	<p><u>Active Frontages and Town Square</u></p> <p>The proposed development includes 953 sqm of flexible commercial floorspace, which will be located on the ground floor of the building facing Mayes Road and Caxton Road, and extending up to the first floor along the eastern site elevation, along a new outdoor/yard space.</p> <p>Policy DM41 of the Development Management DPD states that proposals for new retail uses within Metropolitan and District Town centres will be supported where they are consistent with the size, role and function of the centre and its catchment; sustain and enhance the vitality and viability of the town centre network. The site is not currently identified on the Council's planning policy maps as having primary or secondary frontages, but it does fall within a primary shopping area.</p> <p>The space would activate the site elevations and provide a significant uplift in employment yield at the site. The new commercial units would contribute towards the regeneration of Wood Green Town Centre by enhancing its offer and providing high quality retail space and space for SME businesses. The provision of active frontages along the eastern frontages on the area termed Caxton Mews and in the form of SME workspace would also help in the delivery of new east-west connections through the site as sought within the relevant site allocations, although noting that this will only be realised once adjacent sites redevelop. Whilst not delivering a new town square, which could only be achieved through comprehensive redevelopment of the adjacent allocated sites, the proposed scheme does offer the potential for improved east west connectivity, and is therefore broadly in line with the development guidelines within SA11 and WG SA9 and can be supported</p>	
Design	<p>Design Officer Comments</p> <p>HGY/2020/0795</p> <p>Former Petrol Filling Station, 76 Mayes Road, London N22</p>	Noted.

Stakeholder	Comment	Response
	<p>Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works</p> <p>Applicant: Caxton Road LLP Agent: DP9 Architects: PRP Architects</p> <p><u>Site Location and Context</u></p> <ol style="list-style-type: none"> 1. Centre of the borough, in the heart of Wood Green, just off the High Road, just outside the Heartlands / Cultural Quarter zone but in the heart of the Haringey Heartlands / Wood Green Growth area; indeed, at the “knuckle between the two “arms” of the growth area, along the High Road and the north-south spine of Heartlands. 2. A roughly square site with its south-western edge fronting Mayes Road, north-western edge fronting Caxton Road, and its north-eastern and south-eastern edges fronting the access ramp to the main multi-storey carpark to The Mall shopping centre. So, the site is also immediately beside The Mall, formerly Wood Green Shopping City, and originally a petrol station attached to that 1970s “megastructure” development, containing a retail mall with anchor stores, high street shops, restaurants, cinema and, immediately next to this site, an indoor stalls market, as well as offices, some homes and also immediately next to this site, above the Market and other neighbouring retail units and multi-storey car park, with its access ramp. It is architecturally striking, in a mixture of sharp, industrial red brick, bare exposed and white painted concrete and dark brown, powder coated metal glazing and cladding, in a striking, brutalist, neo-Constructivist, composition building up from 4-5 storeys to 9-10 storeys. 	

Stakeholder	Comment	Response
	<p>3. However, the main frontage to The Mall is onto, and indeed bridging over, Wood Green High Road, and the feeling of being the back. Where fronts onto Mayes Road, south-east of this site, it is largely as a blank wall with just a couple of small, low grade retail units, and although there is an Iceland store immediately opposite, Mayes Road is otherwise a mostly residential street, fronted by two to four storey, late nineteenth century houses, set behind front gardens, although it is a broad street, with fairly busy traffic. Caxton Road is a short and narrower street, with smaller two storey residential houses along the whole side facing the site, and with the side wall and side of the back garden of the next house on Mayes Road, the more important street, presenting a mostly blank face to the southern end of this side of the site. The other half of the same side of Caxton Road as the site, after the entrance to the carpark in the middle of its length, is the recent, three storey Islamic Cultural Centre; it is architecturally undistinguished, but significantly it is built up to the pavement edge, so its two sides contrast sharply already.</p> <p>4. Caxton Road ends in a right-angled corner for vehicles, where it becomes Park View Road, a similarly modest street with two-storey residential on the left also contrasting sharply with surface parking, the rear of shops on the High Road (particularly the Morrison's supermarket) and taller flatted blocks at its northern end. Opposite the end of Caxton Road, the vista is closed by the blank rear façade of the former Post Office, which since closing last year has been used temporarily as artists' display space. It forms part of a smaller mall than The Mall, also.</p> <p>5. Mayes Road, running south-east to north-west including along the south-western frontage of this application street, is a wider street than Caxton and forms the main frontage to the site as the street network is currently laid out. It opens out onto Wood Green Common 230m north-west, where it joins Station Road midway between Wood Green Underground and Alexandra Palace National Rail stations, which themselves are some 650m and 750m away from the site. To the south-east, Mayes Road turns to become Hornsey Park Road running south to Turnpike Lane, and together form a fairly busy local distributor street, as well as being mostly of residential character and lined with mostly late Victorian, 2 and 3 storey terraced and semi-detached houses with short front gardens.</p>	

Stakeholder	Comment	Response
	<p>6. West of Mayes Road and Hornsey Park Road the character changes to more industrial, up to the embankment of the East Coast Main Line railway some 400m west of the site. This area is currently undergoing major transformation into a mixed residential and workspace neighbourhood with higher density, higher rise developments under construction and planned. Beyond the railway, and the New River infrastructure of reservoirs and water works, character changes dramatically again, with the large public open space of Alexandra Park topped by the Palace. The park is some 950m from the site and the council is improving access to it using funds generated by development in this area.</p> <p><u>Planning Policy Context</u></p> <p>7. The application site is an adopted site in our Site Allocations DPD (SA DPD, adopted July 2017), and in the latest draft of the emerging Wood Green Area Action Plan DPD (WG AAP, consultation draft, February 2018). In the adopted SA DPD this site is part of “SA11: Wood Green Library”, along with the Library site itself and the neighbouring Islamic Cultural Centre site between this site and the library (it also contains that bit of the car park ramp between this site and the cultural centre). The site allocation is for:</p> <p><i>“Subject to reprovion of the existing library use, redevelopment to create enhanced town centre uses, a new library, residential development, and a new urban square with pedestrian and cycle route linking Wood Green High Road to Alexandra Palace.”</i></p> <p>The allocation notes that the site “incorporates a number of uses ... [and] will create an opportunity to deliver a new central public space with active uses to form a gateway to the redevelopment sites to the west and Alexandra Palace”. Relevant Site Requirements are: active frontages [generally], a new urban square with primary town centre uses, a new connection through the site establishing a clear, visible, link from Wood Green High Road, through the new urban square, to Wood Green’s western heartland, and ground and first floor town centre uses, with</p>	

Stakeholder	Comment	Response
	<p>residential above. Relevant Development Guidelines are that; the new urban square be the new civic heart of Wood Green, development heights on parts of the site directly opposite residential buildings on Caxton and Mayes Roads respecting their residential amenity, providing an attractive, safe and generous east west pedestrian and cycling connection linking into the wider cycle network, The Mall can be used as a boundary wall to the south eastern edge of the site creating a development parcel south of the new east-west route, and parking should be minimised.</p> <p>8. In the draft WG AAP this site is part of “WG SA9: THE MALL (WEST)”, along with the half of The Mall west of the High Road (also containing all of the car park ramp). The site allocation is for:</p> <p><i>“Redevelopment of existing shopping city and surrounding properties to create a refreshed town centre focussed around a new Town Square, with new mixed use development comprising of town centre ground floor uses along a new street layout, with a mix of residential and office uses above.”</i></p> <p>The allocation focusses on the potential for redevelopment of The Mall, but notes its overprovision of parking and poor urban design outlook and permeability. Site Requirements and Development Guidelines are largely the same as in the SA DPD, but also require a masterplan, and guide that development on Mayes Rd should be residential or employment, rather than establishing a single-sided retail street opposite retained residences, with Town Centre uses opposite the current commercial frontages expected.</p> <p>9. The planning policy context also of course includes all the policies of the borough-wide Local Plan (2017) and London-wide London Plan (2016).</p> <p>10. Existing neighbouring allocated sites include the Library and Islamic Cultural Centre site and The Mall itself, adjoining to the north-east and south-east of this site. There are no approved or committed emerging proposals for these sites, but</p>	

Stakeholder	Comment	Response
	<p>confidential early discussions indicate proposals are likely to come forward shortly. Not far to the north, the Morrisons supermarket, including its' and neighbouring site's large areas of surface car parking is allocation site SA10 (WG SA7). Immediately across Mayes Road from this site, on the corner of Brook Road, the Iceland Store and its large surface car park behind it forms Site Allocation SA21 (WG SA11), which has planning permission, subject to signing their Section 106 Agreement, for mixed use development of retail, workspace and health centre on the ground and first floors, residential above, in a row of four adjoined mansion blocks rising from seven to nine storeys, the tallest being at the Mayes Road corner immediately opposite this application site. On the other side of Brook Road, behind the houses facing this application site on Mayes Road, the site known as Bittern Pace also part of Site Allocation SA21 (but in the draft AAP a separate allocation WG SA17) which is currently a low rise industrial estate but for which discussions have been had regarding a higher rise mixed use development. Beyond Iceland and Bittern Place is the Former Clarendon Gasworks site allocation SA22 (WG SA18), that has approval and is currently under construction, as "Clarendon Square", for a large mixed use development including residential, retail, workspace, community uses and public parkland and open space, in a new neighbourhood of medium rise blocks rising to 18 storeys.</p> <p>11. The Council has wider strategic ambitions that significantly concern this applications site, for these developments to contribute to a coherent expansion strengthening of Wood Green Metropolitan Centre, into the "Heartlands" area of mostly former industrial land between the centre and the East Coast Main Line railway. A crucial part of this is using developments to assist in creating a strong East-West link from the High Road to Heartlands, turning off the High Road at the Library, and using Caxton Road and/or Brook Road. This site is therefore in the middle of this intended East-West Link, but is a small site that cannot on its own create the link, which cannot be realised until development of the Islamic Cultural Centre, Library and most importantly The Mall, come forward. Nevertheless, it would be unreasonable to deny the possibility of a reasonable development on this site, provided the proposals include a masterplan showing how it can fit in with</p>	

Stakeholder	Comment	Response
	<p>developments on those neighbouring blocks and their continued current use, whilst supporting different likely permutations of East-West Link.</p> <p><u>Masterplan & Streetscape Character</u></p> <p>12. Their masterplan proposals are shown on pages 47 to 53 of their Design and Access Statement, and show how these proposals could fit into a likely redevelopment of the neighbouring Mall, Islamic Cultural Centre and Library sites in accordance with their Site Allocations from our adopted and latest draft policy, and the approved Iceland site. The key masterplanning aspirations are the East-West Link for the High Road to Heartlands, greater east-west permeability generally, and the new “Civic Heart” on the Library/Cultural Centre site.</p> <p>13. Earlier aspirations of The Council, described in the draft AAP, contemplated a broad, reasonably straight East-West Link that as well as using these development sites, would “plough through” some of the existing houses on Mayes and/or Caxton Road, but that aspect of the council’s vision is no longer being contemplated; instead the intentions are that no existing dwellings should need to be demolished. In particular, it is recognised that many of the existing houses, including most of those on Mayes and Caxton Roads close to this application site, are good quality examples of ordinary, nineteenth century domestic architecture, as well as being much loved homes. This officer’s view is not only that retention of the existing houses alongside new buildings on non-residential sites will contribute to a neighbourhood of rich and varied character but that a good East-West Link will still be achievable using the land available and existing streets, with the continuation west of Mayes Road more likely to be via Brook Road than Coburg Road, and the masterplan prepared as part of this development demonstrates a new east-west street along or close to the edge of The Mall, which the south west face of their development would face onto, would link well to such a continuation along Brook Road, with the approved scheme for the Iceland site and the 2 storey commercial units on the south-east side of their development giving the East-West Route a continuous, vibrant, active Town Centre frontage. It is also worth noting that whilst</p>	

Stakeholder	Comment	Response
	<p>approval and implementation of this application scheme would contribute strongly to the realisation of that alignment of East-West Link, it would also incidentally most probably rule out the more destructive idea for an East-West Link ploughing through the existing houses on Mayes Road.</p> <p>14. At the same time the applicants' masterplan ideas need to show they can accommodate continued use of neighbouring identified potential development sites as they are at present, or with more modest change than a comprehensive redevelopment. The proposals for the Iceland site are known. The Library and Islamic Cultural Centre and Library site is in the Council's ownership, and early ideas are being developed for this as part of the Council's accommodation strategy for intensification with reprovision of enhanced council services with other uses as well as some sort of improved public space, possibly as a town or market square. But the owners of the most important site, The Mall, have now indicated to officers they do not envisage a comprehensive redevelopment in the short or medium term, rather to do smaller developments of underused car parking, service yards and other edges of their land, generally by remodelling existing structures rather than demolishing. This application site itself was in their ownership until recently sold after being identified as being surplus to their requirements.</p> <p>15. How these proposals can accommodate existing neighbouring existing uses is covered in detail further down this document. But it is worth noting in the context of masterplanning and streetscape character how the existing Mall could change. The immediate neighbour of this site, along its north-east and south-east sides, is the ramp with cars use to access a large multi-storey car park. There appear to be areas under the ramp that are open to the site, and potentially an opening under the corner of the ramp, through to their service yard behind the Islamic Cultural Centre, currently boarded up. The wall under the ramp to the south-east of this site is onto the indoor market area of The Mall, with a service corridor between the outside wall and the stalls. The service yard is apparently underused as retail increasingly moves to just in time daily small deliveries rather than large bulk deliveries for which this was designed. The indoor market is vibrant and a crucial</p>	

Stakeholder	Comment	Response
	<p>part of the Wood Green economy, but suffers from lack of visibility and an unappealing appearance exacerbated by its low ceilings and absence of natural light.</p> <p>16. This opens several possibilities as to how modest infill and alteration projects by The Mall could work with this development and the Library / Cultural Centre development and create an East-West Link. The terms of the sale by the owners of The Mall to these applicants were apparently to define the boundary between their two respective properties at a small offset from the edge of the ramp. The applicant's masterplan allows for the indoor market within The Mall to be opened up onto the yard space along the south-eastern side of this proposal, either physically or visually, possibly to spill out into the yard space, and/or to use the "undercroft" area under the ramp. If and when an infill development on the service yard comes forward, this applicant's masterplan allows the yard space to be extended under the ramp into the service yard area, which could become a pedestrian street extending through to The High Road and opening onto the planned Civic Heart.</p> <p>17. Therefore the inevitable conclusion is their site be treated as an "island", with potentially a public street frontage, onto a vibrant town centre type street, is a distinct possibility on all four, or certainly three sides (the one that is least likely being the north-eastern side onto the lower part of the car park ramp. The present situation is that its Mayes Road frontage is the most important, and that is likely to remain a street of fairly high importance, with a mixture of residential, employment and town centre functions and a need to have an active frontage. The likely potential future outcome is that the south-eastern side of their site will become the main East-West Link, from Wood Green Town Centre to Heartlands and beyond, but in the short to medium term it will merely face the blank flank wall of The Mall. The proposed 2 storey workspaces, with double height frontages and windows, will mark and animate this frontage and be flexible enough to accommodate both immediate and various possible future settings. This East-West Link would continue across Mayes Road at this point and thence along Brook Road, and the southern corner of this development will partially close the vista along Brook Road.</p>	

Stakeholder	Comment	Response
	<p>Hence the primary corner of the scheme is it's southern corner, which is treated as a high point, a local landmark, with a prominent two storey base, marking and turning the corner of Mayes Road and the future East-West Link.</p> <p><u>Form, Pattern of Development, Bulk & Massing</u></p> <p>18. The proposals are for a courtyard, podium block, with the four blocks enclosing a central space at 1st floor level, with the whole of the site being built on at the ground floor. People in the courtyard can have glimpses out (and people in the street have glimpses into the courtyard) through two gaps between the block along the north-western side of the site and those along the north-eastern and south-western sides, and the four sides rise to different heights; the lowest, north-western side to 4 storeys (3 storeys from the courtyard, the north-east and south-west sides to 7 storeys (6 from the courtyard – with the north-east side losing another floor at its north-western end, to 5 storeys from the street), and the highest south-eastern side to 9 storeys (8 from the courtyard).</p> <p>19. This gives the proposals a modelled form from the outside, that responds to the differing nature of the surrounding context and reflects the transition from the 2 to 4 storey context to the north-west and the 8 storey plus context (with higher floor-ceiling heights in their commercial floors) of the existing Mall/Sky City and emerging proposals for other neighbouring major development sites. This is an appropriate response in this location with urban character that inevitably has low rise nineteenth century suburban housing cheek by jowl with a high intensity metropolitan town centre of a central character, as the London Plan defines character and as the council's Urban Character Study confirmed.</p> <p>20. The gaps along the north-east façade, onto the quieter, narrower, lower-rise and more residential Caxton Road streetscape, will break up the grain and rhythm of this street frontage, which will add to the lower height of the proposal along this street in giving it a lower impact here.</p>	

Stakeholder	Comment	Response
	<p><u>Elevational Treatment, Fenestration, including Balconies, and Materials</u></p> <p>21. The proposed modelling and massing concept is carried through into the proposed material choices, fenestration pattern and elevational composition. They propose a palette of three contrasting complimentary bricks, used on three contrasting elements, appropriate for their situations and chosen to compliment and reference existing local context. This is combined with window shape and proportions based on local precedent, with detailing such as window reveals and balcony balustrading appropriate to function as well as picking up on existing local and nearby detailing including the window patterns in the Great Rose Window of Alexandra Palace.</p> <p>22. Two different brick colours are proposed for the outside elevations; a darker brick based on colours of bricks typically found in the town centre, used to define the key corners of the development onto Mayes and Caxton Roads, and a lighter brick based on houses typically found in surrounding quieter streets, used to create variety and visually slim the tallest element. A third brick for the courtyard, which are contrasted further with an off white brick to the internal courtyard walls, which will reflect light into the courtyard and create an interesting, striking detail at corners, providing a hint of the courtyard from the street.</p> <p>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</p> <p>23. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.</p> <p>24. All dwellings meet or exceed the private external amenity space in the London Plan, with private balconies or roof terraces. Privacy of amenity space is achieved by many balconies being recessed, and those that are not being at least partially solid balustraded. Many flats have larger roof terraces, exploiting the design which permits roof terraces in the steps in the blocks.</p> <p>25. There are no single aspect flat in the whole development; this is a major benefit of the relatively tight courtyard layout with “deck access” chosen here. All flats are at</p>	

Stakeholder	Comment	Response
	<p>least dual aspect, many triple aspect, an amazing and exemplary achievement in such a high density urban development (although perhaps more typical in high density, low rise mews type developments than in developments of large blocks).</p> <p>26. There is also access to doorstep private communal amenity space, including doorstep playspace, within the development. There are three private communal external amenity spaces; the 1st floor podium courtyard and two roof terraces, both at 7th floor, covering almost the whole of the roofs of the north-eastern and south western blocks (the former being slightly larger than the latter). The podium courtyard will be a busy space, with all circulation, all access to all dwellings, coming through it off the ground to first level single large generous entrance, stair and lift (which only go from street level to podium). It will not be a sunny space (see below), but will be vibrant and a good social mixing point, the ideal place for “on the way” incidental playable landscape.</p> <p>27. The two roof terraces are accessed off each of the two cores. They will both be very sunny, landscaped with a variety of destination leisure spaces including play space, and benefit from splendid views including of Alexandra Palace, whilst being well over the rooftops of existing neighbouring houses (therefore being of no privacy/disturbance concern). As they are laid out with one lift and stair core accessing each terrace, they could be managed separately, if each core is separately managed with separate entrance controls, or could both be accessible to all residents if both cores are accessible to all residents or if the access deck at this level are made to run through between both cores. Both arrangements, where all residents can use both terraces, or where only those residents off each core can use each terrace, would be policy compliant, since housing policy accommodates the request of many affordable housing providers to have separate cores for separate management issues.</p> <p><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p>	

Stakeholder	Comment	Response
	<p>28. There are only minor concerns at privacy or overlooking of existing neighbours directly facing windows in the development. All neighbours are on the other side of streets; there are no cases where this development is looking at the back gardens and rear elevations of houses, where residents would have a greater reasonable expectation of privacy, except in the case of the flank view of no 86 Mayes Road, across Caxton Road. In this one case, that rear elevation is already visible from Caxton Road itself, and benefits from significant screening from existing trees, which will also screen those dwellings from this development.</p> <p>29. Distance provides further privacy, given that the human face cannot be recognised over 18m away, so that a distance of 20m+ is considered to provide adequate privacy. The width of the surrounding streets provide additional privacy to existing neighbours from this development, as Mayes Road is well over 20m wide, with the existing houses set back further behind front gardens, and although Caxton Road is slightly under 20m wide, the existing houses are well set back behind long front gardens of a further 10m+ length.</p> <p>30. Within the development, most of the proposed habitable rooms face out, away from each other; only those that face into the central courtyard will be able to look at each other. These will inevitably lose privacy from neighbours using the access balconies, although the courtyard's width, at over 20m, and the placing of non-residential close to the internal corners on one side of each corner, means they will not overlook between residents' windows. Privacy is improved by moving the access balconies away from the face of the building, and adding planting beds, but it has to be recognised that the affected windows are in all cases kitchens or second bedrooms, never living rooms, and that people passing will always be transitory, not prolonged.</p> <p>31. With regards to privacy from the public realm, the whole of the residential accommodation is raised up at least 1st floor level, with on the southeast side, at least at 2nd floor level, so there will be no loss of privacy to residents from the street, or even from the ramp to the car park, which will always be below window cill</p>	

Stakeholder	Comment	Response
	<p>levels of adjacent flats, with flats facing the ramp at the lowest applicable levels being carefully designed to have their primary windows facing away from or being well above the ramp.</p> <p><u>Daylight and Sunlight</u></p> <p>32. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that: <i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p> <ul style="list-style-type: none"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</i> <p>33. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”.</p> <p>34. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only six neighbouring existing residential properties found to lose a noticeable amount of daylight, and no neighbours losing a noticeable amount of sunlight. The six properties that would lose a noticeable amount of daylight to any of their windows are no 3 Caxton Road (to one window), no. 1 Caxton (2 windows), no. 86 Mayes Road (to 3 windows; these 3 properties being opposite the site over Caxton</p>	

Stakeholder	Comment	Response
	<p>Road), and to 63-67 Mayes (neighbouring houses opposite the site over Mayes Road; to 13 of 16 windows).</p> <p>35. In all cases these houses or flats are at least dual aspect (no 86 is triple aspect), with their other aspects unaffected, and they currently benefit from the highly unusual situation of having a vacant site opposite them. All the affected windows would retain Vertical Sky Components (VSC) of over 20%, where 27% is the recommended level in the BRE Guide, and levels over 20% are considered good the losses are generally only to 60 or 70% of their current value (where 80% is considered not noticeable), only one as low as 50%, and generally their No Sky Line (NSL) does still meet the BRE Guide recommended levels.</p> <p>36. The applicants' assessment also finds the proposals would achieve good levels of daylight to the proposed dwellings. They find that all the Living Rooms meet the standard recommended in the BRE Guide, including all the open plan Living/Dining/Kitchens meeting the higher kitchen standard, 90% of bedrooms meeting the bedroom standard, and only the separate kitchens not meeting the BRE daylight standard. For sunlight where the BRE Guide standard applies only to living rooms facing within 90° of due south; all those meet the standard, but they point out that 69% of living rooms do not face south. It is worth pointing out that in all flats where their living room does not face within 90° of due south, they will have other rooms that do face within 90° of due south, and that all residents have access to outdoor amenity spaces, some of which will get very large amounts of sunlight.</p> <p>37. In the case of the outdoor amenity spaces, two of the spaces, the two roof terraces, receive exceptionally high levels of sunlight, with just the central podium courtyard not meeting the BRE Guide standard. This space was never likely to be a sunny space, and it is not unreasonable in a development with a variety of external amenity spaces for one of the three to be a more shady space, especially as this space will have busy circulation crossing it; with all residents entering it before going into their flats or up to their floor, and it being likely to receive a lot of artificial light spillage (unlike the two roof terraces).</p>	

Stakeholder	Comment	Response
	<p>38. 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 and the fact that it is very nearly achieved here is considered an excellent performance.</p> <p><u>Conclusions</u></p> <p>39. This is a challenging site, with a number of constraints from existing neighbours and potential surrounding developments, and a certain uncertainty as to what its eventual neighbours to the east will be. However, the proposals have managed triumphantly to devise a scheme that could sit within the site as it is at present, provide an encouragement to improvements to the neighbours, especially the potential for opening up the dead and underused spaces and sides of The Mall and still accommodate longer term future plans.</p> <p>40. The proposed accommodation would provide good quality homes, with access to good quality private amenity space, and high levels of privacy, sunlight and daylight, which is impressive especially in the context of this becoming part of the town centre of Muswell Hill. At the same time, the proposals promise to provide good quality workspace and retail ground floor uses, including part 2 storey, and including the interesting and promising yard space idea for the potentially awkward space between the development and the space beside and underside of the ramp.</p>	

Stakeholder	Comment	Response
	<p>The architectural form, composition and materials also promised to be of a high quality and appropriate to the location and context.</p>	
Transport	<p><u>HGY/2020/0795 - Filling Station 76 Mayes Road London N22</u></p> <p><i>Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works</i></p> <p><u>Application proposals</u></p> <p>This application seeks to redevelop the former petrol filling station site on the corner of Mayes Road and Caxton Road within Wood Green Town Centre.</p> <p>75 residential units are proposed and are to be located from the first floor up.</p> <p>The 952 sqm of commercial floor space will be located on the ground floor, with commercial units facing onto both Caxton and Mayes Roads.</p> <p>A gated outdoor 'yard' type space is also proposed, to the eastern and northern sides of the development adjacent to the western side of the Mall, where smaller commercial units are proposed. It is intended that these are available/accessible in the short term for residents and occupiers of the commercial units, and should later part redevelopment of the Mall take place, this space/passage could eventually become a route connecting to the town centre. This would align with the aspirations of the SA11 site allocation.</p> <p>It is also proposed to set the building line back by 1.8m from the current boundary/Highway boundary to enable a widening of the footway/public realm to the perimeter of the development.</p> <p>The development is proposed as a 'car free' development.</p>	<p>Noted.</p> <p>The recommended s106 obligations, s278 agreement and conditions will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<p><u>Location</u></p> <p>The site is located on the corner of Caxton Road and Mayes Road in Wood Green. It has a PTAL value of 5, considered 'very good' access to public transport services. 7 bus services are accessible between 6 to 8 minutes' walk away, Wood Green Underground Station is an 8 minute walk away, and Alexandra Palace National rail station an 11 minute walk away. The site is also located within the Wood Green Inner CPZ, which operates Monday to Sunday, between 0800 – 2200.</p> <p>This site is within the larger SA11 strategic site allocation.</p> <p>To the north and east sides of the site, the Site is bound by a vehicle ramp serving the Wood Green Mall main car park, with the main shopping centre located beyond, to the east. To the north, beyond the vehicle ramp, is a community centre and to the west the Site is bound by Caxton Road, with residential properties on the opposite side of the road. The Site is currently hoarded but is accessed from Mayes Road by way of two vehicular crossovers, with a further vehicular crossover also provided on Caxton Road</p> <p><u>Transportation considerations</u></p> <p>A Transport Assessment accompanies the application. From the transportation perspective, there are the following comments:</p> <p><u>Access arrangements</u></p> <p>Pedestrians and cyclists will be able to enter the building from Caxton Road, and the commercial units will be accessible from both Caxton and Mayes Roads. All vehicle related activity such as servicing and refuse/recycling collections will be taking place from Caxton Road.</p> <p><u>Trip generation and distribution</u></p>	

Stakeholder	Comment	Response
	<p>For the residential component, The TA details that 8 inbound and 39 outbound trips are predicted for the AM peak and 12 outbound/24 inbound for the PM peak. Given the car free nature of this development, the bulk of the residential trips are by public transport.</p> <p>Regarding the commercial/retail component, it is predicted that there will be 100 – 130 arrivals and departures in both peaks, and a 12 hour trip total of over 1500 arrivals and departures. The mode shares are predominantly for walking with the remainder being by public transport.</p> <p><u>Highway and public realm arrangements to access the site</u></p> <p>The applicant proposes to bring the building line back by 1.8m from the current edge of footway to enable a widening of the public realm to the perimeter of the development. It is however noted that the doors are all shown opening outward onto this 'new' area of public realm. Ideally these should not open outward into the areas where pedestrians will be walking and moving and this should be changed. It is expected that these new areas of public realm created by pulling back the building line will not be designated as public highway.</p> <p>In addition to this there are currently three highway crossovers servicing the site, two on Caxton Road and one on Mayes Road.</p> <p>In this application, the initial proposal was to reinstate the two crossovers on Caxton Road and retain a modified crossover off Mayes Road for servicing. Highways and Transportation officers however had considerable concerns with this proposed arrangement.</p> <p>There are, and will be, increasing pedestrian flows using Caxton and Mayes Roads and this part of the town centre, particularly from the development sites within the Haringey Heartlands area and other new developments in the locality as they get built out. The route for many pedestrians from these sites is along Brook Road then making a</p>	

Stakeholder	Comment	Response
	<p>diagonal crossing of Mayes Road to progress along Caxton Road, to get to the town centre.</p> <p>There is accident history relating to pedestrians using this route, particularly the diagonal crossing of Mayes Road made by pedestrians between Brook/Caxton, and there are sensitivities regarding this and the quality of the environment that should be delivered in the near future.</p> <p>The recent COVID19 situation and focus on improved pedestrian environments and public realm has further exacerbated these, given the need to provide a spacious and high quality pedestrian environment, and what is envisaged will be a flat top raised crossing at this location on Mayes Road to meet the desire lines between developments to the west and the town centre. The Highways Team are to be working up a scheme to meet these objectives, and the service demands for the PFS site development will have to be fully met kerbside from Caxton Road.</p> <p>As a result of discussions between Transportation officers and the applicant's transport consultant, the applicant's proposal has been amended to remove the proposed vehicle crossover from Mayes Road, so all delivery and servicing activity will be undertaken from kerbside in Caxton Road.</p> <p>Overall, the applicant will need to enter into a S278 Agreement under the Highways Act to cover the proposed changes to the highway arising from this development, It is expected that the S278 works will include the pedestrian crossing proposed for Mayes Road and the associated changes arising from the scheme in Caxton Road. At the time of drafting the response there is no outline estimate available for this scheme.</p> <p><u>Parking considerations</u></p> <p>The development is proposed as a car free development, taking into account the very good access to public transport services and town centre type location. In principle this</p>	

Stakeholder	Comment	Response
	<p>is both appropriate and acceptable, and accords with current transportation policies in the London Plan.</p> <p>The applicant has provided a Parking Stress Survey within the TA. This recorded parking conditions in the locality of the site during the traditional overnight period for considering residential parking demand and the daytime scenario.</p> <p>The overnight surveys recorded parking stresses in the formal CPZ bays at 60%, with 23 spaces available of the 58 CPZ bays. Occupancy for the pay and display bays was also recorded and overnight, there were 24 spaces available not taking into account single yellow line availability. The daytime surveys recorded a higher level of on street parking, however the main parking considerations relate to the overnight scenario for residential demands.</p> <p>Under the London Plan, there is a requirement for the provision of blue badge bays. The London Plan specifies for a minimum of 3% provision from the outset of a new development, which would be 3 spaces. There is a further requirement for a development to have the ability to provide 10% blue badge provision in total which would be 8 spaces. As submitted the development does not provide this. At present there is a single blue badge bay at the top end of Caxton Road.</p> <p>The applicant will need to propose locations for and meet the costs of locating and implementing three on street blue badge bays to be provided prior to occupation of the development, most likely to be achieved by converting existing standard bays or length of bay in close proximity to the development site. This will ensure that the London Plan minimum requirement of 3% is met from the outset with additional blue badge bay availability in the locality of the site. It should also be noted that blue badge holders are able to park within standard CPZ bays and on single yellow lines.</p> <p>It will also be necessary for the applicant to investigate and propose acceptable locations to provide the additional 5 blue badge bays to meet the 10% longer term requirement within the London Plan. This needs to be done for approval and agreement</p>	

Stakeholder	Comment	Response
	<p>prior to occupation of the development so that additional space locations to meet demand have been identified and agreed. Funding to deliver these will be required and included within the S106 Agreement.</p> <p>The parking stress surveys recorded 24 spaces available on the overnight surveys, which would indicate a reasonable amount of spare capacity in the locality of the site. Therefore, any likely demands from the 8 fully accessible units should be able to be met from new blue badge bays and additional demands from the residual spare capacity on the public highway in the locality of the development site.</p> <p>The development will of course be appropriate for formal designation as a car free/permit free development, and the applicant will need to enter into the appropriate Planning Agreement to cover this and meet all of the Council's administrative costs (£4000). In addition to this two of the new on street spaces should be provided with charging infrastructure to enable electric vehicle charging.</p> <p>Overall, it is considered that with the very good accessibility to public transport services, location close to the town centre, low provision of family sized units and permit free status, parking demands will be minimal, and that there will be appropriate on street provision of additional blue badge bays and residual parking capacity to meet the demands from blue badge holders in the fully accessible units.</p> <p><u>Cycle parking</u></p> <p>It is proposed to provide 138 long stay cycle parking spaces for residents, to be located within dedicated cycle stores on the ground floor of the building. It is proposed that these will be accessible via push pad entry type security arrangements or similar. The applicant also references electric socket provision for e-bike charging and space for a small number of inclusive bikes such as tricycles, handcycles and cargo bikes with at least 5 per cent of all spaces being capable of accommodating a larger cycle).</p>	

Stakeholder	Comment	Response
	<p>An additional 10 short stay spaces are proposed for the residential component, plus a further 9 cycle spaces are provided for the commercial element.</p> <p>The proposed provision does meet the numerical requirements of the draft/forthcoming London Plan. However full details of the proposed cycle parking will need to be provided for review and consideration. Given the development is proposed as a zero parking site, the cycle parking needs to be of the highest quality, with ease of use and convenience to encourage occupiers and visitors to use cycles. The details that will be needed include the manufacturer's specifications for installation, spacing and headroom, and scaled drawings showing sufficient area and room height to accommodate the cycle parking systems when in full use. The same details are required for the visitor cycle parking including dimensions and layout.</p> <p>Ideally all of the above details should have been provided for review of this application. The details can however be covered by a condition, for approval prior to commencement of the works for the development.</p> <p><u>Delivery and servicing arrangements/ Refuse and recycling collection arrangements</u></p> <p>The TA details a typical daily regime of 16 arrivals and 16 departures for delivery and servicing movements to the site. It is proposed that 11 of these will be related to the residential component, and 5 to the commercial/retail.</p> <p>As commented above, the original proposal from the developer was for servicing to take place primarily from the Highway in Caxton Road, plus have a component of servicing taking place internally via a relocated crossover off Mayes Road. These proposals have now been revised as described earlier in this response.</p> <p>The applicant's Transportation consultant has provided swept path details demonstrating that residual traffic along Caxton Road can pass a stationary refuse collection vehicle so this should work satisfactorily with respect to servicing. The reinstatement of redundant crossovers will enable longer kerbside to be provided and in</p>	

Stakeholder	Comment	Response
	<p>addition to this, the applicant will need to employ 'light touch' servicing where arrivals and departures take place outside of the AM/PM peaks and conventional working day so as to reduce impacts on the highway and public realm during the busier periods of the day . An updated Delivery and Servicing Plan will be required that reflects the above changes to the initially proposed regime and includes the agreed hours for development servicing.</p> <p><u>Active travel and site connectivity</u></p> <p>As detailed earlier in this response, the development will provide an improved streetscape and public realm to the perimeter of the site, either via the S278 process or by financial contribution for implementation of a later scheme.</p> <p>In addition to this, the development should contribute towards the provision of improved connectivity to promote and enable the uptake of active travel to and from the development, the town centre and public transport services, and the improvement of active travel mode shares to meet both travel plan targets and the aspirations of the Mayor's Transport Strategy.</p> <p>There are a number of schemes and interventions being developed by the Council to do this, including for Caxton Road and Caxton Mews, Mayes Road, Brook Road and Hornsey Park Road. A contribution of £30,000 towards these schemes is considered appropriate and can be covered by the S106 agreement.</p> <p><u>Car Club provision</u></p> <p>The applicant has proposed potential provision of an additional car club bay in the locality of the site. There are existing car club bays in Parkland Road. The applicant should engage with the local car club operator and obtain their written recommendations for car club provision at this development. It is expected that as a minimum, the recommendation will be for a couple of new car club spaces/vehicles on street to meet demands from this site and increasing area demands, along with car club membership</p>	

Stakeholder	Comment	Response
	<p>to be funded by the applicant for three years for each residential unit. This can be covered in the S106 agreement.</p> <p><u>Construction period</u></p> <p>A draft Construction Traffic Management Plan has been included in the application. This proposes the main topics to be included in a formal Construction Logistics Plan, for which a detailed draft will be required for review and approval prior to commencement of the works. The scoping for this will need to be agreed with Transportation and Highways/Network Management Officers, and it will need to discuss and detail the measures to be taken to minimise, manage and mitigate impacts on adjacent neighbours and the safe and smooth operation of the public highway in the locality of the development site.</p> <p>It is noted that it is expected to take 18 months to build out the development, and the outline plan references all of the appropriate topics and headings for a fully detailed CLP. It is suggested that the applicant engage directly with the Council's Network Managers to discuss any specific issues relating to routeing and any temporary measures on the highway considered necessary for the construction.</p> <p>A CLP monitoring fee of £3000 will be appropriate to cover the Council's costs in reviewing, administering and actively monitoring the transport and highways aspects of the build out of the development to ensure effective network management.</p> <p><u>Travel Plan statement</u></p> <p>The basis of a Travel Plan Statement has been included within the TA, this lists the proposed content of the statement. A worked up version can be delivered and covered via the S106 agreement, to meet the prescribed mode share target of 8% for cycling. More details of the requirements are at the end of this response.</p> <p><u>Summary</u></p>	

Stakeholder	Comment	Response
	<p>This application seeks to redevelop the former petrol filling station site on the corner of Mayes Road and Caxton Road within Wood Green Town Centre, to provide 75 residential units and 952 sqm of commercial floor space.</p> <p>The development is proposed as a 'car free/permit free' development and in principle this is appropriate and acceptable subject to formal designation as a permit free/car free development. No off highway blue badge parking is proposed, which does not meet the requirements of the London Plan, so it will be necessary for the applicant to provide 3 spaces on street to meet the lower 3% threshold required from occupation of the development, and propose and fund appropriate locations for another 5 spaces to meet the 10% London Plan target and potential future demands. The Parking Stress Survey recorded spare parking capacity available in the locality of the site, which should comfortably accommodate any parking demands arising from the standard units in the development however these are expected to be minimal.</p> <p>Cycle parking has been proposed to numerically meet the requirements of the forthcoming/draft London Plan, with the appropriate amounts of parking for larger cycles and the like. Subject to sight of full details, this will be acceptable. The servicing arrangements have evolved during the consideration of the application and all servicing will now take place from the kerbside in Mayes Road. A Delivery and Servicing Plan will be required to cover the changes including the permitted hours for loading activity.</p> <p>A number of changes to the public highway will result from the development, including the reinstatement of redundant crossovers, changes to on street waiting and loading restrictions, and the applicant will need to enter into a S278 agreement to cover these. It is also considered appropriate that this process includes provision of the improved pedestrian crossing facility proposed for Mayes Road and an improved public realm along Caxton Road. As an alternative to delivery via the S278 process, the applicant could make a financial contribution to the Highways works to deliver these measures.</p>	

Stakeholder	Comment	Response
	<p>Contributions towards other schemes and initiatives that are being developed to improve connectivity to and from the site and wider area to Wood Green Town Centre are also considered appropriate to contribute towards achieving travel plan and Mayoral Targets for active travel.</p> <p>In balance, Transportation support the application subject to the following;</p> <p><u>S106 requirements:</u></p> <p><u>1. Car-free Development</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p><u>2. Travel Plan (Residential)</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of active travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of active travel modes and public transport:</p> <p>a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the development Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p>	

Stakeholder	Comment	Response
	<p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.</p> <p>c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. Car club operator to advise as required.</p> <p>d) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.</p> <p>e) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for 5 years for monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to uptake active travel modes and sustainable transport options.</p> <p><u>3. Travel Plan (Work Place)</u></p> <p>A Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of active travel modes and public transport.</p> <p>The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p>	

Stakeholder	Comment	Response
	<p>a) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>b) The developer is required to pay a sum of £1,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>Reason: To enable employees to uptake active travel modes and sustainable transport options.</p> <p><u>4. Sustainable and active travel contribution</u></p> <p>We will require the applicant to make a financial contribution of £30,000 by way of the S.106 agreement towards a package of measures to improve the walking and cycling conditions on the following key routes:</p> <ol style="list-style-type: none"> 1. Caxton Road/Caxton Mews 2. Mayes Road 3. Brook Road 4. Hornsey Park Road <p>Reason: To promote travel by active travel modes in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>5. Section 278 Highway Act 1980</u></p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, reinstatement of redundant crossovers, alterations to carriageway arrangements, associated street furniture relocation, carriageway markings, and associated traffic regulation order</p>	

Stakeholder	Comment	Response
	<p>changes. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment.</p> <p>In addition, the developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at £TBC and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p><u>6. Construction Management Plan (CMP) and Construction Logistics Plan (CLP)</u></p> <p>The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Brook Road, Western Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network.</p> <p>A monitoring fee of £3000 will be required to meet the Council's costs in officer time for review of construction access proposals and management of the public highway during the build out period.</p> <p>Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p>	

Stakeholder	Comment	Response
	<p><u>7. Parking Management Plan</u></p> <p>The applicant will be required to provide a Parking Management Plan which must include details on the proposed locations for 3 blue badge space on the public highway in the locality of the site, that will be in place prior to occupation of the development.</p> <p>In addition to this the applicant must propose and agree locations for 5 further blue badge bays on the public highway and provide funding for their implementation to meet demands from the development as required.</p> <p>Reason: To ensure that the provision of on street car blue badge parking bays meets the requirements of the London Plan.</p> <p><u>Conditions</u></p> <p><u>1. Cycle parking Design and Layout</u></p> <p>The applicant will be required to provide full dimensional details of the proposed arrangements for cycle parking to ensure that the correct number of cycle parking spaces in line with the London Plan is provided and so that the cycle parking provided will be easy to access and use and meet manufacturer's installation specifications. In addition to this the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.</p> <p>Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p><u>2. Electric Charging Points</u></p> <p>The applicant will be required to provide a total of 2 on street blue badge car parking spaces with active electric charging points</p>	

Stakeholder	Comment	Response
	<p>Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p> <p><u>3. Delivery and Servicing Plan and Waste Management Plan</u></p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway</p>	
Housing	<p>The quantum and layout of the affordable housing is acceptable to the Housing Team and we note the increase in intermediate homes to allow for the delivery of some social rented homes.</p> <p>It is also noted that the design is tenure neutral and that the Affordable Housing and Private Housing is located in different blocks. This is positive for housing management which is likely to be by a different organisations and should also make the rented and intermediate homes more affordable by managing the service charges.</p>	<p>Noted.</p> <p>S106 obligations will be included with any grant of planning permission to secure affordable housing provision.</p>
Energy and Carbon Management	<p>In preparing this consultation response, we have reviewed the Energy Strategy Report (dated 24 April 2020), Overheating Assessment (Version 02, dated 9th March 2020), BREEAM 2018 Pre-Assessment Report (dated 15th March 2020), and Sustainability Statement (dated 24th April 2020) all prepared by JAW Sustainability, and relevant supporting documents.</p>	<p>Noted.</p> <p>The recommended conditions and s106 obligations will be included</p>

Stakeholder	Comment	Response												
	<p>Summary</p> <p>The development does not meet the policy requirement to achieve a zero-carbon development on site. Further information needs to be provided in relation to the energy strategy, and concerns need to be addressed for the overheating assessment and sustainability report. This should be addressed prior to the determination of the application or should be addressed through planning conditions.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further confirms this in Policy SI2. As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The overall predicted reduction in CO2 emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 69% in residential carbon emissions and 39% improvement of commercial emissions. However, this is based on SAP10 factors and should be recalculated with SAP2012 carbon factors to take into account connection to the Decentralised Energy Network (DEN).</p> <table border="1"> <thead> <tr> <th></th><th>Residential</th><th>Non-Residential</th></tr> </thead> <tbody> <tr> <td>Baseline emissions</td><td>77.16</td><td>8.39</td></tr> <tr> <td>Cumulative savings: Be Lean, Be Clean and Be Green</td><td>53.1</td><td>3.3</td></tr> <tr> <td>% improvement</td><td>69%</td><td>39%</td></tr> </tbody> </table>		Residential	Non-Residential	Baseline emissions	77.16	8.39	Cumulative savings: Be Lean, Be Clean and Be Green	53.1	3.3	% improvement	69%	39%	with any grant of planning permission.
	Residential	Non-Residential												
Baseline emissions	77.16	8.39												
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Stakeholder	Comment			Response
	Carbon shortfall to offset	24.05	5.09	
	<p>The remaining carbon emissions will need to be offset at £95/tCO₂. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.</p> <p>The applicant should present two carbon reduction table scenarios:</p> <ul style="list-style-type: none"> • Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years) • Scenario 2: Communal heating and gas boilers (residual tCO₂ over 30 years) <p>Two carbon offset payments will be calculated. The carbon offset contribution for scenario 1 will be due at the commencement of development and the difference in the offset contribution between the first and second scenarios will be deferred for 10 years and indexed accordingly.</p> <ol style="list-style-type: none"> 1. Payment for the residual emissions in the DEN scenario (Scenario 1) would be due at commencement of development. 2. A deferred carbon offset contribution is calculated through the difference in the offset contribution: Scenario 2 – Scenario 1 = Deferred Payment. 3. If, after 10 years the development has <u>not</u> connected to the DEN, the deferred payment (+indexation) is due. 4. If, after 10 years the development has connected to the DEN, the deferred payment would not be due but this amount would be available as a connection charge to the DEN. <p>Energy – Lean</p> <p>The applicant has proposed an improvement of beyond Building Regulations by 18.2% through improved energy efficiency standards in the residential element and 17% improvement for the commercial element. This goes beyond the minimum 10% and</p>			

Stakeholder	Comment	Response
	<p>15% reduction respectively set in Policy SI2 in the Intended to Publish London Plan, so this is supported. Some clarifications are requested below.</p> <p>Energy – Clean</p> <p>The Be Clean strategy to connect to the DEN in Wood Green is generally acceptable. Some evidence should be provided that the DEN system was inputted into the SAP model and that the plant room is adequately sized for a substation.</p> <p>The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:</p> <ul style="list-style-type: none"> a) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point; b) A good quality network within the building – 60/40 F&R, <50W/dwelling losses from the network – ideally to an agreed standard in the S106; c) A clear plan for QA of the network post-design approval through to operation, based on CP1; d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set. <p>Separate from planning, LBH would be interested to talk to them about adopting the heat network in their building and supplying heat to residents (which would help compliance with point d) above.</p> <p>Energy – Green</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) are the most viable for the commercial units and solar photovoltaic (PV) panels will deliver the Be Green requirement for the residential units. A total 7.24 tCO2 of emissions are proposed to be</p>	

Stakeholder	Comment	Response
	<p>reduced under Be Green measures. This represents a 6.95% reduction from the baseline for the residential and 22% reduction for the commercial elements.</p> <p>The solar array is proposed to be made up of 86 PV panels at a 30° angle facing SW/SE, with an efficiency of at least 20%. The peak output would be 28 kWp, which is estimated to produce around 23,005 kWh of renewable electricity per year. This equates to a yearly saving of 5.36 tCO₂. The carbon savings from ASHPs are 2.8tCO₂/year, with a Coefficient of Performance (COP) of 3.4.</p> <p><u>Energy Strategy Actions:</u></p> <ul style="list-style-type: none"> - Report the unregulated energy demand. - Ensure all tables state the units for energy and emission figures. - Use SAP2012 carbon factors instead of SAP10. - Calculate Scenario 2 (communal gas boilers) for the deferred carbon offset payment. - Confirm that sub-metering will be installed for all dwellings and units. - Detail how thermal bridging factors of 0.08 will be achieved on site. - Provide details of the 97% efficient boiler [input 367a], this seems high. This should be gross efficiency which will be slightly worse. - Improving residential lighting energy demand by introducing daylight control and occupancy sensing for communal areas. - Confirm the DEN system has been inputted to SAP. - Confirm there is space for a DEN substation in the ground floor plant room and demonstrate this on a plan. - The BRUKL sheet does not specify any renewable energy generated for the commercial elements of the scheme, however, the Energy Strategy states that there will be a 1.88tCO₂ (22%) saving under Be Green. Please clarify/rectify. - Provide a roof plan setting the solar array layout. <p>Overheating</p>	

Stakeholder	Comment	Response												
	<p>The overheating modelling has been undertaken for all rooms and in line with CIBSE TM59 with TM49 weather files: DSY1-3 for 2020s weather pattern and the 2050s and 2080s future weather patterns. A number of clarifications are requested.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Has the overheating model included the estimated heat losses from the communal heating pipework? The questions below have not been answered: <table border="1" data-bbox="415 511 1556 657"> <tr> <td data-bbox="415 511 682 544">Heating system</td><td data-bbox="682 511 1371 544">Is communal heating present?</td><td data-bbox="1371 511 1556 544">Yes</td></tr> <tr> <td></td><td data-bbox="682 544 1371 576">What is the flow/return temperature?</td><td data-bbox="1371 544 1556 576"></td></tr> <tr> <td></td><td data-bbox="682 576 1371 609">Have horizontal pipe runs been minimised?</td><td data-bbox="1371 576 1556 609"></td></tr> <tr> <td></td><td data-bbox="682 609 1371 657">Do the specifications include insulation levels in line with the London Heat Network Manual³¹</td><td data-bbox="1371 609 1556 657"></td></tr> </table> <ul style="list-style-type: none"> - What occupancy and equipment heat gains have been assumed for the model? - Have internal blinds been modelled for all design years? Can the applicant please submit a baseline without the blinds? Will the blinds be fixed within the windows? - Please confirm the floor to ceiling height. - Whether the development is relying on natural ventilation, and if so, which rooms will be subject to air pollution or noise impacts in which occupants may not want to open their windows? - Confirm that the proposed MVHR system has a summer by-pass function. <p>The results for DSY2 and 3 (2020s), and 2050s and 2080s show a significant number of the rooms risk overheating under Criteria 2. It is acknowledged that overheating occurs mostly between 22:00 and 00:00, which is linked to thermal mass taking some time lose its heat through purge ventilation.</p> <p>Sustainability Assessment</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability</p>	Heating system	Is communal heating present?	Yes		What is the flow/return temperature?			Have horizontal pipe runs been minimised?			Do the specifications include insulation levels in line with the London Heat Network Manual ³¹		
Heating system	Is communal heating present?	Yes												
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	Have horizontal pipe runs been minimised?													
	Do the specifications include insulation levels in line with the London Heat Network Manual ³¹													

Stakeholder	Comment	Response
	<p>section in the report sets out the proposed measures to improve the sustainability of the scheme.</p> <p>The applicant has also prepared a BREEAM Pre-Assessment Report for the commercial units. Multiple assessments will be undertaken if multiple uses are delivered for the commercial areas. Based on this report, a score of 57.92% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of 59.52% could be achieved. Targeting such a low score will risk not achieving 'Very Good' as a very minimum, and does not demonstrate the ambition to deliver a more sustainable development.</p> <p><u>Sustainability actions:</u></p> <ul style="list-style-type: none"> - Under drought, the applicant has not set out how it will reduce the use of fresh water and utilise opportunities for rainwater harvesting and usage within the development. The SUDS should not be discharging into the Thames Water sewage if possible. - The pre-application response requested the application to set out how it will reduce its embodied energy, no evidence has been provided about this. - Confirmation that the amenity roof and podium slabs have allowed for a planted substrate depth of at least 250mm to allow landscaping to grow adequately. - Areas where we feel the BREEAM score could be improved have been outlined below: <ul style="list-style-type: none"> o Man04 is essential in ensuring the development is of high quality, delivers the benefits that are secured at application stage and reduces maintenance and energy costs for tenants. This should form a key part of the BREEAM assessment. o In relation to TRA02, where will cycling facilities be provided (i.e. changing facilities, showers, lockers, drying areas)? o Why is Mat01 not targeted? o Under Wst01, the development can be more ambitious to limit construction waste. o Under Wst02, why are recycled aggregates not specified? This can be targeted. 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> ○ Full credits for LE04 can also be achieved by targeting a net gain of ecological value on the site. ○ Again, the development should be more ambitious and should target to achieve LE05 to ensure that the proposed ecological benefits can be secured for the longer term. - Please also ensure the BREEAM Pre-Assessment Credit Summary is in the right order, it is currently confusing to follow. <p>Carbon Management Comments 18/06/2020</p> <p>The applicant submitted further information on 07/06/2020, in response to the comments above: '200604 Energy Comment Response', Caxton Overheating Assessment V02 (dated 9 March 2020), Caxton Overheating Addendum, BREEAM Pre-Assessment Report V02 (dated 4 June 2020).</p> <p>A few further observations:</p> <ul style="list-style-type: none"> - The carbon reductions based on the DEN and gas boiler scenario have different baselines. These must be revised and resubmitted as part of a planning condition to calculate the carbon offset payment (based on the gas boiler scenario) that will be due upon commencement. - Based on the revised BREEAM Pre-Assessment report, a score of 58.62% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of 60.22% could be achieved. <p>Based on the submitted responses and additional/amended information, the application can be supported in carbon management terms subject to the following planning conditions.</p> <p><u>Energy Plan</u></p> <p>(a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval. This should demonstrate that</p>	

Stakeholder	Comment	Response
	<p>the development will connect to the Decentralised Energy Network at Wood Green and provide the calculated deferred carbon offset contribution approach. A minimum carbon dioxide saving of 47.9% should be achieved against a Building Regulations 2013 Part L scheme for the domestic element and a 39% saving for the non-domestic element, in line with the fabric efficiencies set out in the Energy Strategy prepared by JAW Sustainability (dated 24 April 2020).</p> <p>(b) Prior to the commencement of construction, the following details must be submitted to demonstrate the scheme has made sufficient provisions to connect to the Wood Green Decentralised Energy Network:</p> <ul style="list-style-type: none"> • Set out detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe 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; • Buried pipe (dry and filled with nitrogen) to LBH's approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point; • A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1; • A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set; • Determine how the offsets will be split between 'initial offset' (100% of which to be paid on commencement) and 'deferred offset'. <p>(c) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.</p> <p>(d) Two months prior to the first occupation of the development, confirmation shall be submitted of the maximum possible solar photovoltaic (PV) energy to be generated on the roof. The submission shall include: a roof plan; the number, angle, orientation, type,</p>	

Stakeholder	Comment	Response
	<p>and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy. The proposed 28 kWp solar array should aim to generate at least 23,005 kWh of renewable electricity per year.</p> <p>The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.</p> <p>Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</p> <p><u>Overheating</u></p> <p>(a) Prior to occupation of the development, a revised Overheating Report for future weather files (2050s and 2080s) shall be submitted to and approved by the Local Planning Authority. This will be based on thermal dynamic modelling in line with CIBSE TM59, with TM49 weather files. This should include:</p> <ul style="list-style-type: none"> - A retrofit plan setting out how future overheating risk will be mitigated, confirming these measures can be incorporated into the design of the development, prioritising passive design measures. - A statement who will manage and own the overheating risk going forward. They should be named report so that if residents have an issue, they can be signposted to the responsible / liable party. - A copy of the home guide that sets out measures to mitigate any overheating, providing guidance on how to use the MVHR, how night-time heat purging works in combination with thermal mass, etc. <p>(b) Prior to occupation of the development, overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Caxton Road Overheating Assessment V02 prepared by JAW Sustainability (dated 9th March 2020):</p> <ul style="list-style-type: none"> - Internal blinds with a shading coefficient of 0.5 or better; 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> - Glazing g-value of 0.40; - Window openings of 45 degrees or better; - MVHR with a summer bypass function. <p>Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</p> <p><u>MVHR</u></p> <p>Prior to installation, details of the Mechanical Ventilation and Heat Recovery (MVHR) system shall be submitted to the Local Planning Authority. Details should include the efficiency, location of the units to ensure easy access for servicing, plans showing the rigid ducting.</p> <p>Reason: To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9.</p> <p><u>Living Roofs</u></p> <p>(a) No development shall commence above ground floor 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:</p> <ul style="list-style-type: none"> i) A roof plan identifying where the living roofs and solar panels will be located and what surface area they will cover; ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs; ii) Plans showing details on the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat; 	

Stakeholder	Comment	Response
	<p>iv) Details of the location of log piles / flat stones for invertebrates; v) Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); vi) Relationship with photovoltaic array; vii) Irrigation, management and maintenance arrangements.</p> <p>(b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><u>BREEAM Accreditation</u></p> <p>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent) with a minimum score of 58.6%.</p> <p>(b) None of the flexible commercial/retail units shall be occupied for retail use (Use Class A1-A5) or business use (Use Class B1 or B8) 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 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.</p>	

Stakeholder	Comment	Response
Carbon Management Team (Pollution)	<p>Re: Planning Application HGY/2020/0795 at Former Petrol Filling Station 76 Mayes Road N22</p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works and I will like to comment as follows.</p> <p>Having considered all the submitted supportive information i.e. Design and Access Statement dated March 2020, Planning Statement dated March 2020, Energy Statement Report dated 10th March 2020 taken note of the applicant recommendation for the use of Air Source Heat Pumps or Solar Panels, Air Quality Assessment with reference 194760-04 prepared by Ardent Consulting Engineers dated 16th March 2020 taken note of medium dust emission during construction work, proposed heating centralised boilers, section 8 (Mitigation Measures), 8.10 (Provision of Mechanical Ventilations) and 9 (Summary & Conclusions) and the Desk study/Preliminary Risk Assessment Report with reference P2254J1730/AMM prepared by JOMAS Ltd dated 17th July 2019 taken note of section 6 (Qualitative Risk Assessment), Tables 6.1 (Potential Sources, Pathways and Receptors) and 6.3 (Preliminary Risk Assessment for the site), please be advised that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <p>a. Using the information already actual from the submitted desk study/preliminary risk assessment, a diagrammatical representation (Conceptual Model) for the site</p>	<p>Noted.</p> <p>The recommended conditions will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<p>of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site 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.</p> <p>c. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p> <p>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</p>	

Stakeholder	Comment	Response
	<p>contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>NRMM</u></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>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.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. <u>Combustion and Energy Plant</u></p>	

Stakeholder	Comment	Response
	<p>Prior to installation considering the applicant proposal for the use of a centralised boilers as an energy source, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>5. <u>Demolition/Construction Environmental Management Plans</u></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>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;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> 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; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details as well as on the applicant submitted Air Quality Mitigation Measures in the Air Quality Report.</p> <p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p>	
Environmental Health - Noise	<p>Commentary</p> <p>I have reviewed the information provided in respect of the above and particularly the Noise Assessment (Reference No 194760-02).</p> <p>Construction Phase</p> <p>We approve the control measures for noise proposed in Section 6.20 to 6.25. We would require the developer to conduct noise monitoring throughout the construction project in accordance with BS 5228 - 1 to ensure they remain within the Construction Noise Limits specified in section 4.4 of the report. We would seek to formalise this via provision of a Noise and Vibration Management Plan.</p> <p>Commercial Noise</p>	<p>Noted.</p> <p>The recommended conditions will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<p>We accept the provision of a cumulative rating level limit for noise impacts on the closest residential receptors in the absence of actual rating levels. We expect that this can be addressed by the conditional requirement that “any and all fixed plant and equipment associated with the development should not exceed 10dBA below the measured background sound level”.</p> <p>We expect the applicant to undertake an appropriate detailed assessment once the specification of noise-generating plant has been confirmed.</p> <p>Shopping Centre Plant Noise</p> <p>We accept the methodology use for this assessment and the rationale for the 5dBa reduction implemented.</p> <p>Noise Nuisance</p> <p>We will require the applicant to meet and comply with BS 8233:2014 and confirm the scheme of sound insulation for the proposed residential development prior to commencement of the development. Further verification testing should be required post completion and prior to occupation of the development for residential properties adjacent to the commercial units.</p> <p>The applicant will also need to ensure that any kitchen ventilation extractions do not adversely impact on future residents (from noise or odour) and they will need to ensure that the terminal point of any ducting is located to prevent odour nuisance.</p> <p>As specific details regarding potential future commercial tenants’ operations are unconfirmed at this stage, we recommend that the applicant consider the inclusion of the following clause in any future tenancy agreement for the commercial units - <i>‘Noise levels generated by commercial activity should not exceed NR 15dB Lmax in any adjoining residential property.’</i></p>	

Stakeholder	Comment	Response											
	<p>Conclusion</p> <p>There are no objections made in principle to this proposed development, but the following conditions are recommended for inclusion in any permission granted:</p> <p>Condition: Internal Noise Levels within Residential Units (in accordance with BS8233:2014)</p> <table border="1" data-bbox="302 521 1499 748"> <thead> <tr> <th>Time</th><th>Area</th><th>Maximum Noise level</th></tr> </thead> <tbody> <tr> <td rowspan="2">Daytime Noise 7am – 11pm</td><td>Living rooms and Bedrooms</td><td>35dB(A)</td></tr> <tr> <td>Dining Room/Area</td><td>40dB(A)</td></tr> <tr> <td>Night Time Noise 11pm - 7am</td><td>Bedrooms</td><td>30dB(A)</td></tr> </tbody> </table> <p>With no individual noise events to exceed 45dB LAmax (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.</p> <p>Condition: Sound Insulation between Residential and Commercial Properties. Sound insulation between the commercial premises on the ground floor and residential units be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority before the commencement of any building works.</p> <p>The applicant shall submit respective schemes of Sound Insulation (glazing and separating floor) to the Local Planning Authority for approval before the commencement of any building works.</p> <p>Condition: Plant Noise Design Criteria Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level (LA90 15mins) when measured at 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)	Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
Time	Area	Maximum Noise level											
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Stakeholder	Comment	Response
	<p>Condition: Plant Noise Design Criteria (commercial) Any extract ventilation equipment shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises.</p> <p>The noise level from any plant together with any associated ducting, shall be 10 dB(A) or greater below the measured background noise level at 1 metre from the façade of the nearest noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'.</p> <p>Should the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved by the local planning authority for consideration.</p> <p>Condition: Odour control equipment (commercial) Details of fume extraction and odour control equipment, including any external ducting and flues shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and an approved Plant Management Plan which will detail arrangements for servicing, operation, and cleansing.</p> <p>Condition: Servicing and deliveries Servicing and deliveries shall be undertaken in accordance with the Delivery and Servicing Plan which shall be submitted in writing and agreed by the Local Planning Authority prior to the occupation of the development.</p>	
Waste management	Subsequent to receipt of further information from the applicant, confirmed that it was sufficient to turn rag status to green.	Noted.

Stakeholder	Comment	Response
Drainage	<p>Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (use classes A1-A5, B1 and B8), with associated cycle parking, plant, and recycling provision, landscaping and all necessary ancillary and enabling works.</p> <p>We met with the drainage consultant last September, to discuss their proposal for the above proposed development, and at the time we were satisfied to accept the strategy in principal subject to further details being provided. Please see the comments below.</p> <p>We have now reviewed the drainage strategy for the proposed development, due to the limited space available there are few opportunities to have SuDS solutions towards the top of the hierarchy.</p> <p>The chosen SuDS, are Green roofs, permeable paving, attenuation tank & pumping station to manage the surface water before being discharged to the Thames Water, network subject to approval from Thames Water.</p> <p>Due to the existing site potentially being contaminated SuDS, infiltration techniques will not be permitted on this site.</p> <p>A management maintenance schedule has been provided for each SuDS, element, details of a backup system should be made available for the pumping station should the system fail. The management maintenance must be in place for the lifetime of the development.</p> <p>Based on the information provided the LLFA, can accept the drainage strategy for this proposed development, and now request a plan showing the overland flow path and final detailed drainage drawings.</p>	<p>Noted.</p> <p>The recommended conditions will be included with any grant of planning permission.</p>
EXTERNAL		
Environment Agency	Thank you for consulting us on the above planning application.	Noted.

Stakeholder	Comment	Response
	<p>The previous use of the proposed development site as a petrol filling station presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1 for public water drinking supply.</p> <p>We have reviewed the information submitted and believe the proposed development will be acceptable subject to the following 6 planning conditions being included on any planning permission granted. Without these conditions we would object to the proposal due its adverse impact on the environment.</p> <p>EA Condition 1 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> <input type="checkbox"/> all previous uses <input type="checkbox"/> potential contaminants associated with those uses <input type="checkbox"/> a conceptual model of the site indicating sources, pathways and receptors <input type="checkbox"/> potentially unacceptable risks arising from contamination at the site 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 	<p>The recommended conditions and informatives will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<p>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason(s) To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p>NB: The submitted phase 1 report is considered sufficient to address part (1) of this condition, however further information is required to address the remaining parts 2-4.</p> <p>EA Condition 2 Prior to any part of the permitted development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason(s) To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 3</p>	

Stakeholder	Comment	Response
	<p>The development hereby permitted shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the local planning authority, has been submitted to, and approved in writing by, the local planning authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the local planning authority.</p> <p>Reason(s) To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>NB: The requirements of this condition need to be considered along with the potential for construction activities to mobilise contamination as well as any monitoring required as part of any remedial strategy.</p> <p>EA Condition 4 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason(s) To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 5</p>	

Stakeholder	Comment	Response
	<p>Piling, deep foundations or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason(s) To ensure that the proposed Piling, deep foundations or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.</p> <p>NB: Prior to any piling or other intrusive groundworks commencing it must be demonstrated that deterioration of controlled waters will not occur. This is likely to require the following aspects:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pile design, particularly toe depth in relation to underlying aquifers. <input type="checkbox"/> Where piles penetrate into the saturated zone (particularly within an SPZ1) monitoring of controlled waters receptors along with strategy to mitigate any observed impact are likely to be required. <p>EA Condition 6 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason(s) To ensure that a sufficient monitoring network is maintained to allow for the completion any monitoring required as part of a verification plan, to demonstrate “betterment” or that no deterioration has occurred. Also, to ensure that redundant boreholes are safe</p>	

Stakeholder	Comment	Response
	<p>and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework.</p> <p>Additional Information The site is underlain by a significant thickness of London Clay which is likely to provided protection to the deeper aquifer from which potable water supplies are drawn. While superficial deposits are not mapped at the site, information within the submitted report suggests that perched groundwater (potentially contaminated) is present. In addition, there is uncertainty around remaining underground storage tanks and the installation of aspects of the ground source heat pump system which have the potential to penetrate the London Clay.</p> <p>We are in agreement with the recommendations made within the submitted contamination report to ensure that these gaps in the conceptual site model are addressed. Consideration also needs to be given to aspects of the development which might create preferential pathways into the deeper aquifer, such as investigation boreholes for geotechnical purposes etc and piled foundations.</p> <p>Having reviewed the drainage strategy, it is understood that all surface water will be disposed of too mains sewers. Should there be any changes to this drainage proposal we need to be re-consulted.</p> <p>Advice to Applicant We recommend that developers should:</p> <ol style="list-style-type: none"> 1. Follow the risk management framework provided in LC:RM, Land Contamination: Risk Management when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. 	

Stakeholder	Comment	Response
	<p>3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.</p> <p>4. Refer to the contaminated land pages on GOV.UK for more information.</p> <p>We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:</p> <ul style="list-style-type: none"> <input type="checkbox"/> BS5930:2015 Code of practice for site investigations; <input type="checkbox"/> BS 10175:2011+A1:2013 Code of practice for investigation of potentially contaminated sites; <input type="checkbox"/> BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points; <input type="checkbox"/> BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.) <input type="checkbox"/> Use MCERTS accredited methods for testing contaminated soils at the site. <p>A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a “Competent person” E.g. a suitably qualified hydrogeologist. In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.</p> <p>Further guidance on the setting of compliance points for DQRAs can be found here (https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments).</p>	

Stakeholder	Comment	Response
	<p>Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m.</p> <p>Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:</p> <ul style="list-style-type: none"> <input type="checkbox"/> upflow percolation column test, run to LS 2 – to derive kappa values; <input type="checkbox"/> pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and <input type="checkbox"/> LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test. <p>Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11.</p> <p>The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period.)</p> <p>Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx</p>	

Stakeholder	Comment	Response
	<p>Final Comments</p> <p>Thank you again for consulting us on this application. If you have any queries please don't hesitate to contact me on the details below.</p>	
Thames Water	<p>Waste Comments</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</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. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes.</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and 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>Noted.</p> <p>The recommended conditions and informatives will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes.</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Water Comments</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>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> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes.</p>	

Stakeholder	Comment	Response
	<p>Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes.</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	
Transport for London	<p>Re: HGY/2020/0795; Former Petrol Filling Station 76 Mayes Road London N22</p> <p>Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works.</p> <p>With regards to the above mentioned site, TfL offers the following comments:</p>	<p>Noted.</p> <p>The recommended conditions and s106 obligations will be included with any grant of planning permission.</p>

Stakeholder	Comment	Response
	<ol style="list-style-type: none"> 1. The site is situated on a location with PTAL 5, which is of very good public transport accessibility; TfL also supports that the site would be 'car free', and therefore legal restrictions shall be place to prevent future residents' from local car parking permits. 2. TfL supports that the proposed level of cycle parking provision, which meets the intend to publish London Plan cycle parking standards. The council shall ensure that all cycle parking facilities and access shall be designed in line with the London Cycle Design Standards (LCDS), including the provision of at least 5 % wider bike space; it should be noted that the currently submitted plan does not indicate this clearly, this should be clarified. Shower and changing facilities shall also be included for the commercial spaces. All these should be secured by planning condition. 3. A residential and workplace travel plan should be secured by s106 agreement to encourage the uptake of sustainable travel modes, in particular walking and cycling. 4. A delivery & servicing plan (DSP) should be secured by condition to regulate servicing activities for both the residential and commercial land use of the proposal. 5. TfL encourages that Haringey Council to secure appropriate public realm, walking and cycle improvements from the proposal as well as all necessary highway work by legal agreement. 6. A construction management plan and logistics plan shall be produced in line with TfL's latest CLP guidance, which ensure safety of road users as well as vulnerable users such as cyclists and pedestrians. It shall also commit that the applicant to employ suppliers/ contractors whom have achieved 'Silver' level membership of the Fleet Operator Recongition Schemes (FORS). 	

Stakeholder	Comment	Response
	Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the SRN (A106 High Road) located in the vicinity of the site.	
Metropolitan Police - Designing Out Crime	<p>Proposal: Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works.</p> <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>I can confirm we have held a video meeting with the project Architects to discuss Crime Prevention and Secured by Design (SBD). The design team have supplied a DAS response for Planning in regard to the basic of SbD requirements which is acceptable for a stage 2 application.</p>	<p>Noted.</p> <p>The recommended conditions will be included with any grant of planning permission.</p>

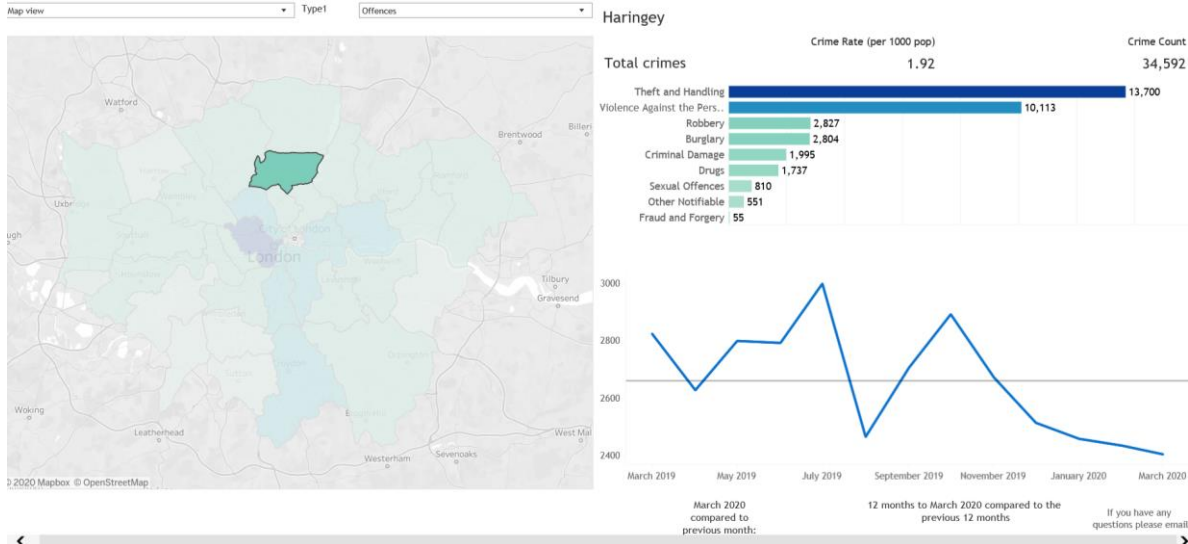
Stakeholder	Comment	Response
	<p>We discussed the perimeter treatments, external envelope, external lighting, façade curtain walling, access control, but have not completed the internal compartmentation as it was deemed too early in the project by the design team.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency was to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <ul style="list-style-type: none"> a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details. b) Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use. c) The Commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of 	

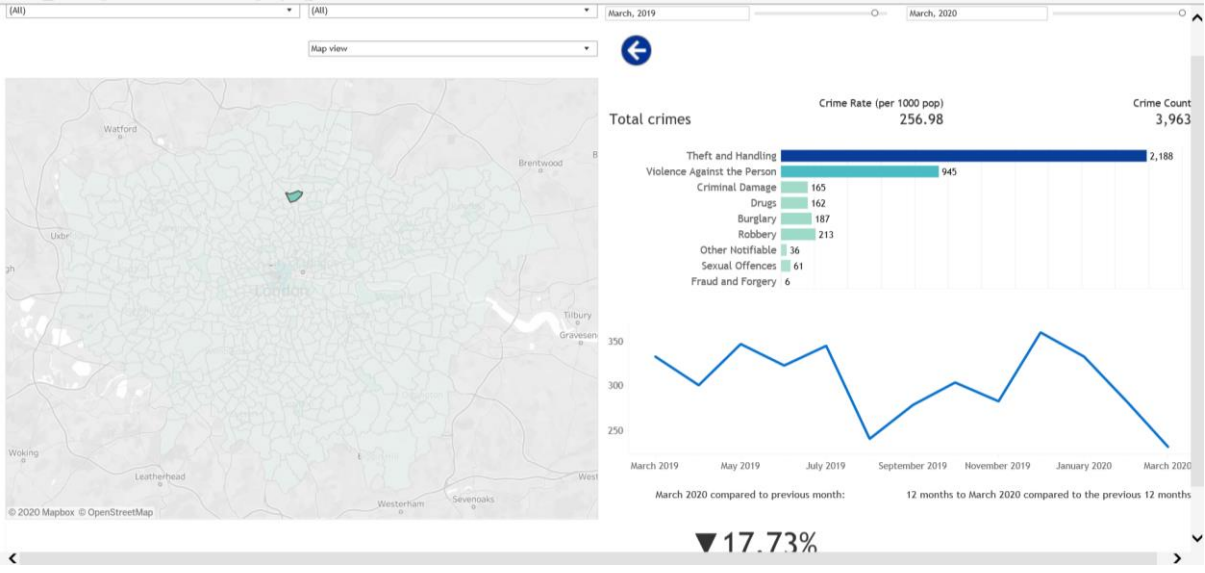
Stakeholder	Comment	Response
	<p>business and details shall be submitted to and approved, in writing, by the Local Planning Authority.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p style="text-align: center;"><u>Appendix 1: Concerns and Comments</u></p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the LBoH planning portal. Site specific advice may change depending on further information or site limitations as the project develops:</p> <ul style="list-style-type: none"> • Boundary Treatment – Site specific recommendations • Under-croft – The adjacent ramp provides a dark sheltered area that will support rough sleeping, anti-social behaviour, graffiti and street crime, this area must be lit to a minimum of BS 5489:2013 	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> • Car Parking – It's not clear who will have access to park under the ramp area, this needs to be clarified • Door/Window Specifications – Site specific recommendations provided to design team • 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 perimeter treatment/gates - The design should not provide opportunities to climb. If such examples cannot be designed out and climbing may be possible then vulnerable properties must achieve a minimum of LPS 175 SR1. • Communal Entrance - Site specific recommendations provided to design team • Lobby/Airlock – Site specific recommendations provided to design team • CCTV – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postboxes 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 	

Stakeholder	Comment	Response
	<p>is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard.</p> <ul style="list-style-type: none"> • 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 a single LPS 1175 SR2 UKAS certified door-set 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. <p style="text-align: center;"><u>Appendix 2: Planning Policy</u></p> <p>DMM4 (Policy DM2) Part A(d) <i>"Have regard to the principles set out in 'Secured by Design'"</i></p> <p>DMM5: Para 2.14 - <i>"Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred."</i></p>	

Stakeholder	Comment	Response
	<p>An Independent Sustainability report by AECOM on Tottenham area action plan states: <i>"Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale"</i>.</p> <p>12.3 of same report states:</p> <ul style="list-style-type: none"> • Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and anti-social behaviour. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development. • There are no references to crime in the overarching policies, although it is recognised that housing and economic policies aim to support a very significant level of regeneration in the area. This could indirectly lead to reduced crime / fear of crime in the medium term through creating more high quality environments and more stable communities. AAP 06 includes requirements on urban design and character and seeks to maximise opportunities to create legible neighbourhoods, which may assist in creating safe, modern and high quality places. • There are no references to crime in the neighbourhood area sections; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that the DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated. • In conclusion, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in 	

Stakeholder	Comment	Response
	<p>Tottenham, including particularly in Northumberland Park where crime levels are highest.</p> <p><u>Appendix 3: Crime Figures</u></p> <p>The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.</p> <p>Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities.</p> <p>The following figures relate to recorded crime data from Police.uk for the below area:</p>  <p>The screenshot displays the Police.uk interface for Haringey. On the left is a map of London with Haringey highlighted in green. To the right, a bar chart titled 'Total crimes' shows the following counts: Theft and Handling (13,700), Violence Against the Pers. (10,113), Robbery (2,827), Burglary (2,804), Criminal Damage (1,995), Drugs (1,737), Sexual Offences (810), Other Notifiable (551), and Fraud and Forgery (55). Above the bar chart, the 'Crime Rate (per 1000 pop)' is listed as 1.92 and the 'Crime Count' as 34,592. Below the bar chart is a line graph showing the crime rate from March 2019 to March 2020. The rate starts at approximately 2800 in March 2019, fluctuates, peaks at nearly 3000 in July 2019, and then shows a significant downward trend, ending at approximately 2400 in March 2020. At the bottom, text indicates 'March 2020 compared to previous month:' and '12 months to March 2020 compared to the previous 12 months'.</p>	

Stakeholder	Comment	Response
	 <p>The screenshot shows a crime data dashboard. At the top, there are filters for 'All' and a date range from 'March, 2019' to 'March, 2020'. Below the filters is a map view showing a green area on a map of Epsom and Ewell. To the right of the map is a bar chart titled 'Total crimes' showing the crime rate per 1000 population (256.98) and the total crime count (3,963). The bar chart lists various crime types: Theft and Handling (2,188), Violence Against the Person (945), Criminal Damage (165), Drugs (162), Burglary (187), Robbery (213), Other Notifiable (36), Sexual Offences (61), and Fraud and Forgery (6). Below the bar chart is a line graph showing the crime rate over time from March 2019 to March 2020. The line graph shows a general downward trend, with a significant dip in September 2019. The overall change is a decrease of 17.73%.</p>	
<p>London Fire Brigade</p>	<p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London. The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.</p> <p>I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.</p>	<p>Noted.</p> <p>Whilst a Building Regulations matter, it is recommended that the standard informative relating to the installation of sprinklers be attached to the planning permission should it be granted.</p>

Stakeholder	Comment	Response
	<p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	

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Appendix 4: Neighbour representations summary

Issue and representations	Officer comment
Principal and housing	
<p>Pressure on existing infrastructure and services</p> <p>Already a lot of housing development in the area i.e the St William's developments</p> <p>Tenure segregation is contrary to relevant planning policies:</p> <ul style="list-style-type: none"> • housing in separate blocks • separate deck access • separate roof amenity and child play provision <p>Failure to define any social housing rental offer</p> <p>Lack of family-sized housing</p> <p>In breach of the Equality Act 2010</p>	<p>The principle of the development including housing provision is assessed in detail at section 6.1.2 of this report.</p> <p>Affordable housing matters are assessed in detail at section 6.1.3 of this report.</p>
Density, Size, Scale and Design	
<p>Overdevelopment of the site - should be low density</p> <p>Excessive height and scale</p> <p>Out of keeping with local character</p>	<p>Density matters are assessed in detail at paragraphs 6.3.14-6.3.18 of this report.</p> <p>Design and appearance matters are assessed in detail at section 6.1.4 of this report.</p>
Amenity provision	
<p>Child play space segregated by tenure</p> <p>Play space is unsafe</p> <p>Lack of green/public space for general public</p>	<p>The quality of residential accommodation including child play space provision is assessed in detail at section 6.15 of this report.</p>

Issue and representations	Officer comment
Opportunities for contribution towards upgrading, maintaining and improving existing open spaces	
Neighbouring Residential Amenity	
<p>Overshadowing</p> <p>Increased overlooking</p> <p>Loss of day/sunlight</p> <p>Increased sense of enclosure/overbearing</p>	Neighbouring residential amenity is assessed in detail at section 6.1.6 of this report.
Parking, Transport and Highways	
<p>Insufficient parking provision including for self-employed</p> <p>Increased road congestion</p> <p>Construction traffic impacts</p>	Transportation, parking and highway safety is assessed in detail at section 6.1.7 of this report.
Other matters	
Role of Haringey Council's planning team in bringing such an unacceptable proposal forward should be investigated	Pre-application discussions were held in line with National, Regional and Local policies and guidance. In particular, the NPPF (paragraph 39) states "Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."

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Appendix 5: Development Management Forum summary

A Development Management (DM) Forum was held on 19 February 2020 in the function room of the Grace Baptist Church, Park Ridings, N8 0LD, Wood Green. The DM Forum started at 715pm and concluded at approximately 9pm.

6 local residents signed the attendance list on the evening. Also attending were members of the pre-applicant's team, Haringey officers and Councillor Bevan.

The comments raised were as follows:

Design:

- Not convinced of view to Alexandra Palace
- 9 storey building too high
- Quite different in height from surrounding properties
- Caxton Road balconies should be inset
- No single aspect units are supported

Affordable housing:

- Social housing not being provided
- Social rates for rent
- Service charges an issue
- Segregated

Neighbouring amenity:

- Neighbours will feel 'bricked-in'
- What are the daylight/sunlight impacts?

Transport and parking:

- How will deliveries/servicing and 'blue badge' provision work?
- Car ownership has been going down
- Through traffic
- Public transport capacity
- Construction traffic and associated impacts

Landscaping:

- Trees have been removed and should be replaced
- Not enough green space
- Logically should be open space
- Concerned about air pollution

Child play space:

- Child density will be high
- What is the amount of play space and is it segregated?
- Parks a long way away

Security:

- Concerns over relationship with adjoining mall
- How will it be lit?

Sustainability and drainage:

- Carbon offsetting
- SuDs systems and drainage
- Should be opening up the Moselle

Planning Sub Committee 9th July 2020

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/0847

Ward: Tottenham Hale

Address: Lock Keepers Cottages, Ferry Lane, N17 9NE

Proposal: Redevelopment of the site comprising the demolition of existing buildings and the erection of a new building ranging in height from 3 to 6 storeys to accommodate 13 residential units (Use Class C3), employment floorspace (Use Class B1a) at upper ground and first floor level and retail / café floorspace (Use Class A1 / A3) at lower ground floor level, along with associated landscaping and public realm improvements, cycle parking provision, plant and storage and other associated works.

Applicant: Montagu Evans LLP

Ownership: Private

Case Officer Contact: Christopher Smith

Date received: 07/04/2020 **Last amended date:** 12/06/2020

Drawing number of plans:

1712_0001 Rev. D, 0002 Rev. C, 0003 Rev. B, 0005 Rev. B, 0006 Rev. B, 0100 Rev. G, 0109 Rev. L, 0110 Rev. P, 0111 Rev. L, 0112 Rev. K, 0113 Rev. K, 0114 Rev. K, 0115 Rev. K, 0116 Rev. G, 0200 Rev. N, 0202 Rev. M, 0202 Rev. M, 0210 Rev. G, 0220 Rev. J, 0221 Rev. J, 0223 Rev. D, 0225 Rev. F, 0226, 0310 Rev. B, 0320 Rev. D, 0340.

Supporting documents also assessed:

Archaeological Desk-based Assessment, Desk Study Report, Daylight and Sunlight Assessment, Energy and Sustainability Statement, Air Quality Assessment, Noise Assessment, Planning Statement (inc. Statement of Community Involvement), Transport Statement, Workplace Travel Plan, Flood Risk Assessment and Surface Water & Foul Water Drainage Strategy, Preliminary Ecological Appraisal, Arboricultural Method Statement, Financial Viability Assessment, Accommodation Schedule (Rev. L), Design and Access Statement dated June 2020, Construction Environmental Management Plan dated June 2020, Site Waste Management Plan dated June 2020, Overheating Assessment dated June 2020, Residential Overheating Assessment dated June 2020, BREEAM Summary document dated June 2020, Lock Keepers Cottage – Energy, Sustainability and Overheating note dated June 2020, Lock Keepers Cottages:

Archaeology note dated June 2020, BRUKL Output Document (Clean) dated February 2020, BRUKL Output Document (Lean) dated February 2020, Delivery and Servicing Plan dated June 2020.

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development delivers the aspirations of the requirements of Site Allocation TH9, by providing a significant quantum of commercial space as part of a mixed-use development.
- The development has responded to feedback from the Pre-Application Committee briefing and the Quality Review Panel by amending the design detailing and use of materials, improving the quality and efficiency of the internal layout, relocating the main entrance to Ferry Lane, revising the servicing strategy and providing a new approach to wheelchair parking.
- The proposal would also provide a financial contribution towards the nearby Paddock open space, and would enhance local ecological and water environments, in accordance with the Site Allocation.
- The financial viability of the development has been assessed and it is unable to provide any affordable housing. It will be subject to early and late stage viability reviews to ensure any uplift in value that results in the scheme becoming viable is captured.
- The development would be a high-quality detailed design that would reflect the waterside characteristics of its location and provide a transition between the architecture of Hale Village and Hale Wharf. It would improve the visual quality of the local built environment and bring additional activity and passive surveillance onto the river towpath.
- The development would enhance the river environment, would not negatively affect the river walls and would be acceptable in terms of its flood risk.
- The development would provide high-quality living accommodation for residents, including appropriate unit sizes and generous private amenity spaces, with an appropriate mix of units for this location.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.

- Car-free development is supported in this highly sustainable location and would be supported by an acceptable number of cycle parking spaces.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as appropriate site drainage, ecological protection and mitigation and biodiversity conservation measures.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30th July 2020 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions

- 1) Three-year permission
- 2) Approved plans
- 3) Business use classes
- 4) Business hours
- 5) Finishing materials
- 6) Accessible / adaptable dwellings
- 7) Satellite dish / antenna
- 8) Archaeology 1 – WSI
- 9) Archaeology 2 – Public heritage display
- 10) Contamination 1 – Investigation
- 11) Contamination 2 – Unidentified finds
- 12) Machinery registration

- 13)Machinery emissions limits
- 14)Centralised boilers
- 15)Environmental management plans
- 16)Piling method statement
- 17)Ecological buffer zone
- 18)Secured by design
- 19)Drainage systems
- 20)BREEAM accreditation
- 21)Living roofs / walls
- 22)Energy and sustainability statement
- 23)External lighting
- 24)Landscaping
- 25)Replacement trees
- 26)Invasive species control
- 27)Cycle parking
- 28)Wayfinding installations
- 29)Lift management
- 30)Towpath landscaping
- 31)Waterway risk assessment / method statement
- 32)Broadband connections
- 33)Internal noise levels
- 34)Sound insulation
- 35)Plant / equipment noise
- 36)Ventilation equipment
- 37)Fume / odour control equipment
- 38)Delivery, servicing and waste management plan
- 39)Nesting bird protections

Informatives

- 1) Proactive working
- 2) CIL
- 3) Legal agreements
- 4) Signage
- 5) Naming / numbering
- 6) Asbestos survey
- 7) Archaeological requirements
- 8) Noise levels
- 9) Water pressure
- 10)Thames water asset protection
- 11)Canal & River Trust consents 1
- 12)Canal & River Trust consents 2
- 13)Environmental permits

Section 106 Heads of Terms:

1) Financial Viability Reviews

- Early-Stage Review if works do not commence within two years
- Late Stage Review on completion of 75% (10) units

2) Wheelchair User Dwelling and Parking Space

- Provision of a wheelchair-adaptable unit on Hale Village with a wheelchair-accessible parking space on Waterside Way to be allocated to that unit
- To be made available for occupation/use before the first occupation of the ground floor offices hereby approved
- Obligation to retain this wheelchair unit and parking space to lie with the site owner in perpetuity

3) Workplace Travel Plan Monitoring

- Financial contribution of £1,000 to be provided on implementation of the development

4) Tottenham Hale Construction Co-Ordination

- Financial contribution of £5,000 towards a dedicated Construction Logistics Planner for Tottenham Hale
- Contribution to be provided on implementation of the development

5) Carbon Mitigation

- Energy and Sustainability Statement Review to be provided to the Council within six months of completion
- Financial contribution of £53,865 towards carbon offsetting to be provided on first occupation of the development, plus an additional contribution if required by the Council after it has assessed the Energy and Sustainability Statement Review

6) Considerate Constructor Scheme Registration

7) Employment and Skills Plan (ESP)

- Submit an ESP prior to implementation of the development for the Council's approval
- Commit a named individual to engage with the Council's Employment and Skills Team and Construction Partnership Network
- Minimum 20% of the on-site workforce to be Haringey residents
- Provision of training to all Haringey residents referenced above

- Provision of apprenticeships at one per £3m development cost (max. 10% of total construction workforce)
- Other initiatives as recommended by the Council's Employment and Skills Team and Construction Partnership

8) Open Space and Ecological Improvements

- Financial contribution of £50,000 towards the delivery of improvements to the Paddock open space
- Contribution to be provided on occupation of the development

9) Monitoring Contribution

- 5% of total value of monetary contributions (excluding those that already relate to monitoring) (£5,493.25)
- £500 for all other heads of terms (£2,500)
- Contributions to be provided on implementation of the development

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of early and late stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy 3.12 of the London Plan 2016, emerging Policy H5 of the draft London Plan and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.
2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies 5.2, 5.3 and 5.7 of the London Plan 2016, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

4. The proposed development, in the absence of a legal agreement to secure an appropriate financial contribution towards the Paddock, would fail to meet the development requirements of Site Allocation TH9 and would fail to provide sufficient mitigation for the ecological impact of the development. As such, the proposal would be contrary to Policy SP13 of the Local Plan 2017, Policy 7.19 of the London Plan 2016 and the development guidelines of Site Allocation TH9 of the Tottenham Area Action Plan.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and Images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: Pre-Application Committee Notes

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This application is for full planning permission for the demolition of two existing dwellings and erection of a mixed-use development of between three and six storeys in height that includes office space at upper ground and first floor level, a retail/café use at lower ground floor level and 13 flats on the uppermost floors.
- 3.1.2 The main residential and commercial entrance would be located on Ferry Lane. A lift would provide step-free access between Ferry Lane and the river towpath to allow access to the retail/café unit. A bridge has recently been installed providing step-free access from Millmead Road to the tow path as part of the links to Hale Wharf.
- 3.1.3 The proposed development would be car-free. As the required wheelchair parking space cannot physically be provided on site, a wheelchair adaptable dwelling will be provided on Hale Village in place of the existing estate office which will relocate to this site. 32 cycle parking spaces would be available on site.
- 3.1.4 In response to the pre-application committee briefing comments the applicant has amended the design of the development by simplifying the material palette, relocating the main entrance to Ferry Lane, integrating a publicly-accessible lift to provide level access between Ferry Lane and the towpath, and by providing the wheelchair-accessible unit and its parking space off-site. The servicing strategy has also been amended to avoid using Ferry Lane.
- 3.1.5 The development would be finished mostly in light buff coloured brickwork, with variations between light and dark mortar and changes in bonding patterns. Limited use of dark buff brickwork would provide further variation. Projecting window frames to the eastern elevation would be coloured beige grey. Window frames and mesh detailing would be coloured beige grey or grey white.

3.2 Site and Surroundings

- 3.2.1 The application site is a narrow site bordered to the west and east by Pymmes Brook and the River Lea towpath respectively and to the south by Ferry Lane. To the north is an area of green space and a towpath running up to Stonebridge Lock.
- 3.2.2 The surrounding area is characterised by large-scale mixed-use development including Hale Village to the west and Hale Wharf which is currently under construction to the east. Further large-scale redevelopment of the Tottenham Hale district centre is also ongoing further to the west.

- 3.2.3 The site is not located in a conservation area and there are no statutorily nor locally listed buildings either on site or very close by.
- 3.2.4 The application site forms part of Site Allocation TH9 (Hale Wharf) in the Tottenham Area Action Plan (AAP), which identifies this area for mixed-use residential and commercial development. The site also sits within the Upper Lee Valley Opportunity Area, a designated Growth Area within the Local Plan and the Tottenham Housing Zone. The site is also within a Local Employment Area: Regeneration Area.
- 3.2.5 The site sits within the Lee Valley Regional Park and is subject to a number of ecological designations including, a Green Chain, Ecological Corridor and Site of Importance for Nature Conservation of Metropolitan Importance. The River Lee is part of the Blue Ribbon Network.
- 3.2.6 The site is at least 250 metres away from the Walthamstow Wetlands and Walthamstow Marshes Sites of Special Scientific Interest (SSSIs), and the Lee Valley Ramsar and Special Policy Area (SPA) sites, which apply to the reservoir areas to the west and south of the application site.
- 3.2.7 The site has an excellent public transport accessibility level (PTAL) of 6a and is located adjacent to the A503 (Ferry Lane) which is part of the TfL Road Network and a short distance from Tottenham Hale Station.
- 3.2.8 The site is also within Flood Zones 2 and 3 and an Archaeological Priority Area.

3.3 Relevant Planning History

- 3.3.1 The application site has no relevant planning history.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

- 4.2 The proposal was presented to the QRP on 24th July 2019. The Panel's comments were summarised as follows:
- 4.3 *"The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of*

accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset."

- 4.4 The Panel's comments are set out in full in Appendix 3. An analysis of how the Panel's key comments have been addressed is provided within a table in the design section of this report below.

4.5 Pre-Application Committee

- 4.6 The proposed development was presented to the pre-application committee on 10th February 2020. During the meeting comments were raised relating to the following key areas. These are set out in more detail in Appendix 4:

- Overdevelopment
- Affordable housing
- Family-sized housing
- Character and appearance
- Material finishes
- Green walls
- Relationship with lock and new bridges
- Overshadowing from projecting balconies
- Management of shared spaces
- Deliveries and servicing
- Wheelchair user dwellings
- Wheelchair user parking

4.7 Planning Application Consultation

- 4.8 The following were consulted regarding this planning application:

4.9 INTERNAL

4.10 Design Officer

- 4.11 The development has an innovative and striking design that will enliven the ground level, including both the towpath and Ferry Lane frontages, and provide high quality residential accommodation.

4.12 Transportation

- 4.13 No objections raised, subject to conditions and financial contributions.

4.14 Tottenham Hale Construction Co-Ordinator

- 4.15 No objections raised.
- 4.16 Tottenham Team
- 4.17 No objections, subject to the provision of a financial contribution towards improvements to the Paddock.
- 4.18 Housing
- 4.19 No objections.
- 4.20 Drainage Engineer
- 4.21 No objections. The proposed SUDS are acceptable in principle. Additional consideration should be given to permeable paving. Maintenance should also be clarified.
- 4.22 Carbon Management
- 4.23 The application can be supported from a carbon management perspective, subject to conditions.
- 4.24 Pollution
- 4.25 No objections, subject to conditions.
- 4.26 Waste Management
- 4.27 The proposed waste collection arrangements for the residential units are supported. Commercial waste collections must be arranged privately.
- 4.28 Employment Team
- 4.29 No comments made.
- 4.30 Emergency Planning
- 4.31 No objections raised.
- 4.32 Noise ASB Officer
- 4.33 No objections raised, subject to conditions.
- 4.34 Nature and Conservation

- 4.35 Supports Natural England's comments and recommends that additional surveys are undertaken in respect of protected species, if required [officer note: additional bat activity surveys have been undertaken and no bats were seen entering or leaving the site. No objections in terms of tree impact as long as those removed would be adequately replaced.

4.36 EXTERNAL

4.37 Transport for London

- 4.38 No objections.

4.39 Environment Agency

- 4.40 No objections, subject to conditions.

4.41 Natural England

- 4.42 No objections, subject to biodiversity enhancements and sustainable drainage being secured by condition.

4.43 Canal and River Trust

- 4.44 No objections, subject to conditions and informatives.

4.45 Lee Valley Regional Park Authority (LVRPA)

- 4.46 No objections subject to the provision of further information relating to landscaping within the Regional Park boundary, ecological impacts including potential effect on protected species, ecological protection and enhancements, and lighting proposals, and the securing of these matters through conditions and planning obligations where appropriate.

- 4.47 Any amended or further comments provided by LVRPA will be reported to the Planning Committee by way of an addendum.

4.48 Historic England (Archaeological Advisory Service)

- 4.49 No objections subject to conditions.

4.50 Thames Water

- 4.51 No objections raised, subject to a condition requiring details of piled foundations methodology, and informatives.

4.52 London Fire Service

4.53 Satisfied with the proposals.

4.54 Metropolitan Police

4.55 No objections raised, subject to conditions requiring the scheme to achieve Secured by Design accreditation.

4.56 London Borough of Waltham Forest

4.57 No objections. Wish to be consulted on the Construction Management Plan when the final version is submitted (by condition).

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

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

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

5.3 Responses from individual addresses (37)

- 35 in Objection
- 0 in Support
- 2 in 'Comment'

5.4 The following local groups/societies made representations:

- Tottenham Civic Society (Comment)

5.5 The following local representatives also commented:

- None

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

Land Use and Housing

- Café use is not required in this area
- Lack of affordable housing
- Loss of existing residential accommodation

Size, Scale and Design

- Excessive height and scale
- Poor design
- Overdevelopment of the site and local area
- Out of keeping with surrounding area
- Negative impact on local character
- Loss of historic character
- Loss of openness on this plot
- Impact on local and strategic protected views

Parking, Transport and Highways

- Disruption from construction traffic and works
- Increased local traffic
- Lack of parking provision
- Overcrowding of public transport
- Inappropriate delivery/servicing arrangements
- Inappropriate emergency access arrangements

Residential Amenity

- Excessive overshadowing
- Loss of privacy
- Loss of day/sunlight
- Increased noise disturbance
- Excessive disturbance from construction works
- Lack of local amenities
- Lack of fire safety

Environment and Public Heath

- Loss of open and green space
- Loss of trees
- Negative impact on Lee Valley Regional Park, wetlands, river towpath and canal
- Negative impact on ecology and biodiversity
- Lack of public realm improvements

Other

- Negative impact on local archaeology

5.7 The following issues raised are not material planning considerations:

- Loss of a view
- Inappropriate public consultation
- Increases difficulty of social distancing

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Policy Framework
 - Site Allocation
 - Land Use Principles
2. Housing Provision
 - Affordable Housing Viability Review
 - Housing Mix
 - Density
3. Design and Appearance
 - Detailed Design
4. Residential Quality
5. Impact on Neighbouring Amenity
6. Parking and Highways
7. Carbon Reduction
8. Flood Risk, Drainage and Waterway Protection
9. Ecology, Biodiversity and Landscaping
10. Archaeology
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety and Emergency Access

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 *National Policy*

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

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

6.2.5 *The Development Plan*

6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016),

Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017) and the Tottenham Area Action Plan (2017). The draft new London Plan is also a material consideration.

- 6.2.7 The planning decision must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2.10 *Regional Policy*

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

- 6.2.12 The Intend to Publish version of the London Plan was published in December 2019. This can be attributed weight.

6.2.13 *Local Policy*

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

- 6.2.15 The Tottenham Area Action Plan (AAP) 2017 gives effect to the Local Plan spatial strategy in the Tottenham area by allocating sites to accommodate the development needs of this part of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

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

6.2.17 Site Allocation

- 6.2.18 The application site is within Site Allocation TH9 (Hale Wharf) in the Tottenham AAP. The site allocation covers the Hale Wharf site and adjacent Paddock, and so this application site forms only a small part of that site allocation designation. Hale Wharf has already received planning permission for large scale development (ref. HGY/2016/1719) and construction works are now under way. As such, the majority of the site allocation requirements have already been met through previously approved development.

- 6.2.19 The site allocation envisages the provision of mixed-use 'distinctive riverside' development.

6.2.20 The site-specific requirements of TH9, that are relevant to this site, are as follows:

- Mixed-use development expected, with employment-led development supported
- Provision of a site-wide masterplan
- Uses that provide amenities for users of the Regional Park are supported
- Improve connections to the Paddock open space
- Accommodate the Green Grid
- Development of the site allocation in a comprehensive manner
- Due regard must be given to environmental and ecological interests

6.2.21 In addition, the following relevant development guidelines also apply to TH9:

- Enable ongoing operation and maintenance of the lock gates
- Prevent adverse impact on ecological assets in the area
- Provide a range of unit sizes and types, including provision of family-housing
- Protect and enhance important nature conservation areas
- Building heights should respect the site's location within the Lee Valley Regional Park and, where appropriate, the Green Belt
- Buildings should retain a sight line from the Green Link into the Lee Valley Regional Park
- Proposals should facilitate a connection to a Decentralised Energy network
- Proposals should help to facilitate improvements to the Paddock
- Improvements to access into Hale Wharf are required
- Proposals should have regard to flood risk, and be supported by a flood risk assessment
- Developments should enhance the ecological status of the adjacent rivers where possible, reduce flood risk and ensure river walls can be adequately maintained

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

6.2.23 Land Use Principles

6.2.24 The proposed development would replace the two existing residential units (Use Class C3) with a mixed-use development including 13 residential units, office space (Use Class B1a) and a retail/café unit (Use Class A1/A3).

6.2.25 *Demolition of Existing Buildings*

6.2.26 The proposed development would require demolition of all existing buildings within the application site boundaries. The two existing houses on the site are of limited

architectural value and are not locally or statutorily listed. The demolition of the existing buildings is therefore acceptable in principle, and would help to facilitate the comprehensive redevelopment of the site as envisaged in the Site Allocation.

6.2.27 Provision of Residential Units

6.2.28 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. It sets a target for Haringey of 15,019 homes to be provided during the plan period and prior to 2025. This target is set to increase with the adoption of the draft London Plan. Draft London Plan Policy H1 sets a target of 15,920 net completions of homes in the draft Plan period of 2019/20 to 2028/29. This yields an annualised target for Haringey of 1,592 homes.

6.2.29 Policy SP1 of the Local Plan 2017 states that growth will be focussed in the most suitable locations, with development of housing promoted in 'Growth Areas' including Tottenham Hale, in order to exceed the Council's minimum housing targets. Site Allocation TH9 identifies this site as being suitable for residential and commercial uses. Policy AAP3 of the Tottenham AAP states that 10,000 additional new homes will be sought across the Tottenham area.

6.2.30 Policy DM10 of the DMDPD states that the Council will support proposals for new housing on sites allocated for residential development.

6.2.31 The Site Allocation TH9 supports residential use on the site. The residential units forming part of this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location and a residential use at this site is therefore considered acceptable in principle.

6.2.32 Provision of Employment Uses

6.2.33 Policy SP1 of the Local Plan 2017 states that the Council will expect development in 'Growth Areas' such as Tottenham Hale to provide the majority of new business floor space in the borough.

6.2.34 Policy AAP4 of the Tottenham AAP states that the Council will maximise the amount of business floorspace and premises in the area, and increase the number and variety of jobs. This can be partially achieved through supporting proposals for mixed-use schemes (in line with Policy DM38) and office uses in Tottenham.

6.2.35 Policy DM38 of the DM DPD states that the Council will support proposals for mixed-use employment-led development within a Local Employment Area – Regeneration Area. In order to meet the requirements of this policy development proposals must: (a) maximise the amount of employment floorspace provided; (b) provide demonstrable improvements in the site's employment activities; (c) provide affordable workspace where viable; (d) respect amenity of existing and proposed

residents; (e) not conflict with existing employment functions, and; (f) enable connections to ultra high-speed broadband.

6.2.36 The Hale Wharf planning permission provided a relatively low proportion of employment floor space (1,600sqm) in comparison to the amount of residential floor space provided (34,600sqm). Furthermore, the Hale Wharf development has resulted in a net loss of employment space of 4,982sqm, including the previous LVE offices. This application would therefore make-up some of this shortfall in employment space against the site allocation requirements, and replace some of the employment floor space lost on Hale Wharf, even taking account of the removal of the existing LVE office in Hale village.

6.2.37 The applicant proposes to provide a new estate office for Lee Valley Estates (to replace the temporary offices at Hale Village) at upper ground level and additional flexible office space on the floor above.

6.2.38 The existing site contains no employment uses. In providing two floors of new flexible office space at the site (544.6 sqm) the proposed development meets the requirements of DM38 (b) as described above. The office floor space has been maximised within the site footprint given the constraints of proposed building envelope and overall development viability. The development is not sufficiently financially viable (as confirmed by a third-party review of the applicant's Financial Viability Assessment) to provide any affordable workspace but will meet other local employment initiatives as described in the relevant section below. Therefore, parts (a) and (c) of DM38 are also met.

6.2.39 The amenity impact of employment activities on existing and proposed residential units will be considered in the relevant sections below. Connection to ultra-high-speed broadband can be secured by condition.

6.2.40 As such, it is considered that the provision of new employment floorspace in this location is acceptable in principle and would deliver the aspirations of the Site Allocation and support local employment

6.2.41 *Provision of Retail/Café Uses*

6.2.42 The retail/café use would take advantage of the waterside setting, providing amenities for users of the towpath and Lee Valley Regional Park, amongst other customers.

6.2.43 As such, it is considered that the provision of new retail/café floorspace in this location outside of a town centre is acceptable in principle and would service a local need and has the potential to add vibrancy to the immediate area.

6.2.44 *Land Use Principles – Conclusion*

6.2.45 The development delivers the aspirations and the requirements of the Site Allocation TH9 in land use terms by providing a significant quantum of commercial space as part of a mixed-use development.

6.2.46 *Masterplanning*

6.2.47 Policy DM55 requires applicants to prepare an indicative masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice potential development on the remaining areas of the site allocation and other relevant sites nearby. The site requirements of TH9 also state that a site-wide masterplan should be provided for any development within the allocation.

6.2.48 The majority of the developable land within the site allocation, and most of its development objectives, have already been met through a single large-scale development that received planning permission in 2017 (Hale Wharf – HGY/2016/1719). Furthermore, the application site is separated from the remainder of the site allocation by the River Lee.

6.2.49 As such, it is considered that a masterplan is not required for this application as the potential for the proposed development to prejudice the site allocation objectives or future development proposals is minimal.

6.3 **Housing Provision**

6.3.1 Affordable Housing Viability Review

6.3.2 London Plan Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing for residential developments. Emerging Policy H5 of the draft London Plan states that where the 'viability tested route' is followed, schemes will be subject to early and late stage reviews.

6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments providing less than 35% affordable housing should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews applied where appropriate.

6.3.4 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough-wide target of 40%, (based on habitable rooms) subject to financial viability. Policy DM13 of the DM DPD reflects this approach by stating that the maximum reasonable amount of affordable housing provision shall be sought on individual mixed-use schemes of more than ten dwellings, with regard to matters including individual site circumstances and development viability.

6.3.5 The applicant has submitted a *Financial Viability Assessment* (FVA) which has been independently assessed by District Valuer Services (DVS). DVS has

interrogated the applicant's figures and found them accurate, noting that overall the proposed development is not currently financially viable, even without providing any affordable housing.

- 6.3.6 The construction risk and costs for the development are expected to be high due to the constrained nature of the site (on a peninsula between two waterways) and the expected complexity of the required build methodologies (including the use of piled foundations and digging of a partial basement).
- 6.3.7 In addition, the high existing (residential) use value, the relatively low numbers of residential units proposed and the mixed-use nature of the proposal, mean that the proposal cannot viably provide affordable housing because the value of the proposed development, after build costs and reasonable developer profit, does not exceed the existing use value. This is without including the S106 contributions (£123,000 approx) which reduce the viability further.
- 6.3.8 Review mechanisms will be secured by legal agreement. An early stage review will be provided so that, where the development has not been implemented within two years of planning permission being issued, a further review of the development's viability position can take place. The legal agreement can also secure a late-stage viability review once more than 75% (i.e. 10) of the proposed homes have been sold to capture any uplift in values.
- 6.3.9 The Hale Wharf development provided 117 affordable housing units (35.7% by habitable room, 35% by unit) and therefore for Site Allocation TH9 the overall percentage of affordable housing, including this development proposal, would stand at 34.2% by unit, 36.6% by habitable room).
- 6.3.10
- 6.3.11 The affordable housing position meets policy requirements and is acceptable in this case, subject to early and late stage viability reviews being secured by legal agreement.
- 6.3.12 Housing Mix
- 6.3.13 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes. To achieve this the policy recommends that new developments offer a range of housing choices. Draft London Plan Policy H10 states that schemes should generally consist of a range of unit sizes, taking into account the nature and location of the site, and also states that well-designed one- and two-bedroom units in suitable locations can attract downsizers, thereby freeing up existing family-sized housing stock elsewhere.
- 6.3.14 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

- 6.3.15 The overall mix of housing is for five one-bedroom units, seven two-bedroom units and one three-bedroom unit.
- 6.3.16 The application site is a small part of the Hale Wharf site allocation (TH9 of the Tottenham AAP). The Hale Wharf development (HGY/2016/1719) is under construction with an overall indicative dwelling mix of 40% studios/one-bedroom units, 46% two-bedroom units and 14% three-bedroom units from an overall total of 505 dwellings.
- 6.3.17 In combination with that earlier permission at Hale Wharf, the proportion of three-bedroom units for the site allocation would be 13.9% (72 units from a total of 518).
- 6.3.18 Looking more widely at proposed provision within the Tottenham Hale Housing Zone area 11.6% of units across these permissions would have three or more bedrooms. Furthermore, the Council is currently developing proposals for the Ashley Road Depot site which could provide approximately 200 homes around 30% of which would be family sized units which will increase the provision of family homes in the area.
- 6.3.19 In the recently allowed appeal decision for Ashley House (ref. HGY/2019/0108) which provided 11.4% of units as three or more bedrooms the Inspector noted that “the mix is appropriate given the location of the site and local demand and does not represent an overconcentration of 1 and 2 bedroom apartments”. The Inspector also stated that the Ashley House development would “appropriately contribute towards a mixed and balanced sustainable community” and acknowledged that a balanced mix “in line with that expressed in the THDCF [Tottenham Hale District Centre Framework, which sets out an indicative 10% provision of family-sized housing]” would be reasonable.
- 6.3.20 The Council’s planning policies for housing mix, specifically Policy DM11, do not specifically preclude development with lower levels of family-sized housing coming forward, as long as site circumstances justify the mix and a mix of dwellings is provided in the surrounding area. Emerging London Plan policies also encourage greater proportions of smaller units in suitable locations (such as where access to public transport is excellent) in order to encourage occupiers of existing family-sized housing to downsize.
- 6.3.21 This site is located in between two waterways, with a main road immediately adjacent to the south. As such, it is considered this site is not the most suitable for family-sized housing and a slight under-provision (7.7%) against the indicative target of the THDCF is acceptable in this case, given that there is an overprovision against the same indicative target within the TH9 site allocation, at 13.9%, and a good provision across Tottenham Hale as a whole.
- 6.3.22 As such, it is considered that the proposed mix of housing provided within this development is acceptable.

6.3.23 Density

6.3.24 London Plan Policy 3.4 states that development should optimise housing output within the relevant density ranges shown in Table 3.2. The supporting text to that policy states that the London Plan Density Matrix in Table 3.2 should not be applied mechanistically.

6.3.25 Emerging Policy D6 of the draft London Plan removes the density matrix and instead supports a design-led approach to finding a site's optimum density. Nevertheless, an assessment of the applicant's density figures is provided below.

6.3.26 Policy DM11 of the DM DPD supports the draft London Plan approach by stating that the optimum housing potential of a site should be determined through a rigorous design-led approach.

6.3.27 The application site is within an 'urban' setting and has an excellent PTAL of 6a. Table 3.2 of the London Plan sets an indicative maximum threshold of 700 habitable rooms per hectare for residential developments in this type of location.

6.3.28 The density calculation for this proposal is 648 habitable rooms per hectare which is well within the maximum indicative threshold referenced above.

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

6.4 **Design and Appearance**

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

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

6.4.3 *Quality Review Panel (QRP)*

6.4.4 The proposal was presented to the QRP for review on 24th July 2019. The Panel's summary comments are provided below:

6.4.5 *"The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the*

perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset."

- 6.4.6 Below is a summary of key points from review, with officer comments provided in response:

<i>Panel Comments</i>	<i>Officer Response</i>
<i>Summary</i>	
Strong support for the development.	Positive Panel response noted.
<i>Strategic approach</i>	
Mix of uses is ambitious and will require effective management.	The Panel's concerns with the mix of uses were noted and amendments to the layout have been made so the uses are effectively separated and can be easily managed.
<i>Site context</i>	
Status of disused lock must be clarified with the Canal and River Trust. The lock could be cleaned and repaired, or closed and provided as a landscape feature.	The applicant has stated that the lock is beyond the boundary of the site and therefore not under the control of this application. The Canal and River Trust have been contacted and acknowledge that the lock is currently usable with one set of gates and there is limited river traffic in this area, and as such they have confirmed that the immediate repair is not necessary.
<i>Plan and layout</i>	
Residential entrances on the towpath are not practical and should be reconsidered.	The residential entrance has been reconsidered and is now from Ferry Lane.
The café is supported, but its location will be overshadowed and levels of footfall are unclear. Alternative siting should be considered.	The day/sunlight report has provided an overshadowing study that shows that 75% of the café amenity space receives good levels of sunlight. As such, the narrow form of the building prevents

	excessive overshadowing of the café terrace area.
<i>Scale and massing</i>	
The scale and massing works well.	Positive Panel response noted.
<i>Architectural expression</i>	
Architecture is modern and interesting and thus appropriate for this location. Building rhythm and window proportions work well. Gable ends should be treated simply.	Positive Panel response noted. The brick 'feathering' has been removed from the central gable end, and some horizontal banding has also been removed to simplify the side elevations.
Materials and detailing should be carefully considered so the building appears as a 'jewel' within its context.	The material palette and building detailing have been simplified, including by removing feathering and banding as described above, and by replacing yellow cladding with beige.
<i>Residential accommodation</i>	
Interrogation of residential layout is needed to reduce number of corridors, reconfigure rooms and maximise amenity areas. Amendments could be made to improve stacking of rooms between floors.	The efficiency of the internal layout has improved significantly since the meeting with the Panel. The residential access has moved to Ferry Lane, the residential and commercial entrances access corridors are separate and well-lit and internal living spaces have been re-arranged to maximise views across the river. Stacking arrangements have been improved but the elongated layout of the building means it cannot be eradicated completely.
<i>Environmental conditions</i>	
South-facing terraces could be vulnerable to noise from Ferry Lane. Design of balustrades could help mitigate this.	The proposed balustrades and roof level planting provide an appropriate sound buffer, as confirmed by the submitted <i>Noise Assessment</i> . High-quality glazing will protect internal living areas from noise.

Overheating mitigation may be achieved in part through use of architectural treatments.	The development design provides a large amount of natural ventilation which, in tandem with other measures such as recessed balconies, provides sufficient overheating mitigation.
<i>Public realm and landscape design</i>	
Methods to 'green' the Ferry Lane frontage should be integrated.	Cascading terraces and areas of vertical climbing planting have been incorporated into the Ferry Lane elevation.
Areas of planting that support biodiversity, and the 'greening' or restoration of Pymme's Brook should be encouraged.	Planting on terraces and green roofs would provide biodiverse habitats. Additional planting is provided on and around the site at ground level.
<i>Next Steps</i>	
The Panel is confident that the design team will be able to effectively respond to these comments, in consultation with Planning Officers.	Panel comment noted. The applicant has worked with Planning Officers to facilitate significant improvements to the design of the scheme.

6.4.7 As set out above, the applicant has actively sought to engage with the QRP during the pre-application stage, and the submitted design has embraced the detailed advice of the Panel.

6.4.8 Detailed Design

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

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

6.4.11 *Location and Context*

6.4.12 The application site is located on a relatively small slither of land between two waterways. On either side of those waterways are the new and emerging developments at Hale Village (to the west) and Hale Wharf (to the east). Also, to

the west of the site is a green area that forms part of the Lee Valley Regional Park. As such, this site has the relatively unique characteristics of appearing as an 'island' within the developing urban environment of Tottenham Hale, as the adjacent waterways and green space result in a large separation distance between the site and surrounding buildings.

6.4.13 The site allocation TH9 identifies this location as being suitable for 'distinctive riverside development'.

6.4.14 *Bulk and Massing*

6.4.15 The form of the proposed development follows the plan of the application site with narrow ends widening in the middle, with that form reinforced by a sloping top rising from both ends to peak in the middle. This form would allow the northern and southern elevations to feature heavy planting which 'climbs' over the roof, adding to the verdant character of existing planting along the towpath when viewed from the north and south. These elevations also provide a contrast with the more elongated eastern and western facades, which are necessarily perpendicular with their respective waterway edges.

6.4.16 The maximum six storey height is not excessive, nor out of character with the surrounding context, given the taller height of the developments on either side and the large amount of open space surrounding the proposed building, which would appear modest in size given this context.

6.4.17 The proposals would bring activity onto the short street frontage on Ferry Lane and onto the canal towpath to the east, particularly at the northern corner where the café would be located. The western side of the development would appear more private. This more private elevation, and the servicing areas at ground floor level in particular, would be partially screened from public views by existing tree planting on the western side of Tottenham Marshes open space, and by shrub planting on the eastern side of the open space.

6.4.18 The proposed building would appear in the panoramic views up and down the river. The view north along the river from Ferry Lane appears to be referenced under the locally significant as described under Policy DM5 of the DM DPD views (specifically view number 30a as per Figure 2.1). This view is described as being 'panoramic' and this panorama is defined by the open character of the river. The proposed building would be located to the side of the river and would help to frame the panoramic views along it. The Design Officer agrees with this, and states that: "this scheme will protect those panoramas by presenting its narrow blade-like ends to the views and its broad sides across those views, and actually enhance them by adding further framing of those views".

6.4.19 The Quality Review Panel strongly supported the scale and massing of the proposal.

6.4.20 *Elevational Treatment, Fenestration and Materials*

6.4.21 The substantial use of glass on northern and southern elevations brings activity onto Ferry Lane and the towpath. This would be particularly apparent at night. This material treatment would combine with the commercial activities on the lower levels to accentuate these newly active areas. This arrangement has the added benefit of bringing greater passive surveillance and lighting onto the towpath and Ferry Lane with associated benefits for pedestrians and cyclists.

6.4.22 The Canal and River Trust support this view and have stated that *“the scheme will have a positive impact on towpath users’ perceptions of safety in this area by bringing a significantly greater sense of natural surveillance. The café should bring a welcome sense of activity to what will become an increasingly important access/egress point between the towpath and the highway network.”*

6.4.23 On the two side elevations, the regular pattern of ‘punched’ windows interspersed with more irregular recessed balconies and projecting bay windows provide visual interest, whilst responding to the ‘warehouse vernacular’ style of the Hale Wharf development. These flank elevations are elegant, featuring a set of rhythmic grooved ‘bays’ cut into the brickwork which give these longer elevations a more domestic scale. Material differentiation on these elevations helps to express the different uses that occur of the lower and upper floors.

6.4.24 Two different brick colours are proposed, which would be complimentary to the surrounding context. As such, also noting the design features described above, the proposed building would appear as a modest yet striking addition to the unfolding composition of distinctive buildings along Ferry Lane, and up and down the river. These characteristics would accord with the requirement for distinctive riverside development, as required by the site allocation.

6.4.25 The Quality Review Panel supported the architectural treatments, subject to further simplification, which has been provided by the applicant in the form of a reduced amount of material differentiation and removal of horizontal banding on the side elevations.

6.4.26 *Conclusion*

6.4.27 Noting the island characteristics of the site, the Council’s Design Officer has stated that:

6.4.28 *“The innovative and striking design responds well to this highly visible site, providing an interesting development that will enliven the ground level, with a café that will provide animation and vibrancy to the already lively canal towpath and lock side location, as well as providing a useful service, providing much*

needed and useful employment uses that will enliven the Ferry Lane frontage, and providing high quality residential accommodation.”

6.4.29 Therefore, the proposal is considered acceptable in design terms.

6.5 Residential Quality

6.5.1 The Mayor of London's Housing SPG sets out a range of detailed design requirements for new dwellings in London.

6.5.2 Policy DM1 of the DM DPD requires developments to provide a high standard of privacy and amenity for its occupiers.

6.5.3 Dual Aspect

6.5.4 Standard 29 of the Housing SPG states that developments should minimise the number of single aspect dwellings. It also states that single aspect dwellings that are north facing or of three or more bedrooms should be avoided.

6.5.5 All units are dual aspect. Each of the residential units on the northern and southern ends of floors two to five have terraces that provide views either north or south along the river. Each of these units also has at least one side window. This accounts for eight of the thirteen proposed units.

6.5.6 The remaining five units on the second, third and fourth floors have predominantly eastern aspect but also include projecting windows and recessed balconies which enable views in either a northerly or southerly direction along the river.

6.5.7 Private Amenity Space

6.5.8 Standard 26 of the Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for each dwelling, with larger spaces provided for units of three or more bedrooms.

6.5.9 All units have direct access to at least one private amenity space, such as a balcony or terrace, of an appropriate size. Some flats on the south side have particularly large terraces, for example units A06 (37.3sqm) and A10 (44.9sqm), whilst the fifth floor flat has three amenity spaces totalling 77.4sqm.

6.5.10 Therefore, it is considered that the private amenity space provision is generous and policy compliant.

6.5.11 Outlook, Privacy and Sun/Daylight

6.5.12 The proposed development and is at least 30 metres from any existing or approved development. This is a substantial separation distance within an urban

environment and means that outlook from flats would be relatively uninterrupted, with high levels of privacy.

6.5.13 The units would also receive good quality daylighting. Although sunlight to some flats may be partially restricted during winter months due to the siting of existing and proposed buildings to the east and west, over the course of the year sunlight levels would be good for an urban environment.

6.5.14 As such, it is considered that the outlook, privacy and provision of day/sunlight for the proposed units would be high.

6.5.15 *Air Quality, Noise and Light Disturbance*

6.5.16 The site is located adjacent to Ferry Lane where the predicted ground level concentrations of nitrogen dioxide would be 40µg/m³. This concentration would decrease significantly for residential dwellings that are located higher up the building, at second floor and above.

6.5.17 Therefore, the short-term air quality objective of 40µg/m³ would not be exceeded for the proposed residential units. This assessment includes the potential increase in emissions that could occur from the Hale Village Energy Centre as the result of this development proposal connecting to it.

6.5.18 The predicted concentrations of particulate matter would be well within the relevant long-term air quality standards, as indicated by the submitted *Air Quality Assessment*.

6.5.19 The submitted *Noise Assessment* states that there is a medium risk to future occupiers from noise levels during the night. The principal source of disturbance would be Ferry Lane to the south. Noise can be adequately managed through good quality glazing and the provision of mechanical ventilation systems to affected units (to allow windows to be closed). These arrangements can be secured by condition.

6.5.20 Noise and fumes from proposed commercial and residential plant can be controlled by condition. The proposed commercial uses are not expected to impact negatively on the amenity of future residents, as they would not include significantly noise-creating activities. In any case, sound insulation within the floors between the residential and commercial uses shall be secured by condition to protect residential amenity.

6.5.21 Lighting arrangements would be confirmed by condition and designed not to impact negatively on future occupiers.

6.5.22 *Accessibility*

6.5.23 Policy 3.8 of the London Plan 2016 and emerging Policy D7 of the draft London Plan requires 10% of new housing to be wheelchair user dwellings in accordance with M4(3) of the Building Regulations.

6.5.24 As the required wheelchair parking space cannot be provided on site, a wheelchair adaptable dwelling will be provided on Hale Village in place of the existing estate office (which will be relocated to this site). This additional wheelchair-adaptable unit can be secured by legal agreement and would be available to occupy on first occupation of the proposed development.

6.5.25 The proposed development includes internal lift access to all floors and an integrated lift on its eastern side that would permit level access from Ferry Lane to the towpath, and vice versa. The lift would be available for public use at all hours when the proposed café is open. Level access from the towpath to this site and the surrounding area would also be available via the new bridges to the north of the site.

6.5.26 *Security*

6.5.27 Standards 13 and 14 of the Housing SPG require video entry phones and corridors with natural light and ventilation where possible.

6.5.28 The proposed office would be accessible over 24 hours. This would provide associated security benefits to the residential entrance, which is adjacent to the office reception area. All flats would benefit from video entry controls. Occupation of the office units would improve passive surveillance of the surrounding area, including Ferry Lane and the towpath, during the day.

6.5.29 Glazed walls to the main residential entrance corridor allow visual interaction between the residential and office areas, as well as improving light and surveillance. Natural light and ventilation also reaches the residential access corridor through the mesh openings on the upper ground level of the western elevation.

6.5.30 Each use has a separate and secure entrance, which provides clearly defined spaces for each of the users of the site. The courtyard in front of the office reception and residential entrance will be well-lit at night and covered by CCTV.

6.5.31 The Designing Out Crime Officer of the Metropolitan Police is satisfied that the development would be able to gain either Gold or Silver Secured by Design accreditation, and this requirement would be secured by condition.

6.5.32 As such, the residential quality of the proposed development would be excellent.

6.6 **Impact on Neighbouring Amenity**

- 6.6.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 of the DM DPD continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.6.2 The applicant has submitted a *Daylight, Sunlight and Overshadowing Assessment* with the application. This assessed the impact of the development on the nearest occupied buildings, which are Crane Heights and Coppermill Heights at Hale Village, part of Hale Wharf, and 7 Reedham Close.
- 6.6.3 *Daylight Impact*
- 6.6.4 The daylight impact of a proposed development is assessed using three criteria: for there to be any impact on daylight the development must obstruct a plane drawn at 25 degrees from the horizontal of an existing window; if the proposed building obstructs this plane then the vertical sky component (VSC), or level of illuminance under an unobstructed sky, of a window is assessed, and; if the VSC falls below 27% then a comparison is made between the existing and proposed situation to see whether VSC levels fall below 0.8 of their former value. If the assessment for an individual window fails against all these indicators, then the daylight received can be considered not to meet the BRE guidelines.
- 6.6.5 175 windows were assessed at the four buildings referenced above. Of these, 126 windows (72%) would not be impacted enough to require further assessment. Only 11 of the windows assessed (6%) would have a VSC below 27% and all of these would retain more than a 0.8 ratio of daylight in comparison to their former value.
- 6.6.6 As such, it is considered that the development is acceptable in terms of its impact on the daylight of nearby residential properties.
- 6.6.7 *Sunlight Impact*
- 6.6.8 The sunlight impact of a proposed development is assessed by identifying windows that would be within 90 degrees of due south and checking whether any part of the new development obstructs a line drawn 25 degrees from the centre of the affected window. If both of these results are positive, then windows must have: annual probable sunlight hours of less than 25% and winter probable sunlight hours of less than 5%, or less than 0.8 of its former sunlight value during period, and also have a more than 4% reduction in annual sunlight overall, to fail the BRE guidelines.
- 6.6.9 138 windows at the identified buildings would be within 90 degrees of south. 102 of these windows (74%) would not be affected enough to require further assessment. No windows would fail all the above referenced criteria.

6.6.10 As such, it is considered that the development is acceptable in terms of its impact on the sunlight of nearby residential properties.

6.6.11 *Overshadowing*

6.6.12 There are no residential amenity areas within the vicinity of the site that would be affected by this proposed development..

6.6.13 *Outlook and Privacy*

6.6.14 The separation distance between the proposed development and nearby existing and approved residential properties is at least 30 metres. This would prevent excessive loss of outlook or privacy to existing or proposed occupiers.

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

6.6.16 *Other Amenity Considerations*

6.6.17 London Plan Policy 7.14 states that developments should address local problems of air quality. London Plan Policy 7.15 requires proposals to avoid significant adverse noise impacts. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

6.6.18 The submitted *Air Quality Assessment* (AQA) states the development would be air quality neutral with respect to transport-related emissions. There will also be no combustion emissions occurring directly from this site as the development would connect to the existing Hale Village heating system.

6.6.19 Increases in the local environmental noise levels would be low, as the proposed development would include residential, office and café activities, which are not significantly noise-creating. The development is almost entirely car free and therefore the noise created by additional vehicles on local roads would not be significant.

6.6.20 External lighting installations would be designed to minimise light spill towards neighbouring properties and create a secure environment on the towpath and surrounding area, and this can be secured by condition.

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

6.7 Parking and Highways

6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport

quality and safety by promoting public transport, walking and cycling. Emerging policy T2 of the draft London Plan supports this approach by stating that proposals should promote a reduction in car dominance and increase walking, cycling and public transport use. This approach is continued in Policies DM31 and DM32 of the DM DPD.

- 6.7.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. Emerging Policy T6 of the draft London Plan states that car free development should be the starting point for all development proposals that are well-connected by public transport.
- 6.7.3 The site has an excellent public transport accessibility level (PTAL) of 6a due to its close proximity to Tottenham Hale underground station and the availability of six bus routes in the vicinity.
- 6.7.4 The River Lee towpath is located immediately adjacent to the eastern boundary of the site and is a formal right of way. Due to its location in between two watercourses, with a small site frontage on Ferry Lane which is a main arterial road, there is no direct vehicular access to the site available.
- 6.7.5 The Council's Transportation team has considered the potential parking and highway impact of this proposal and their comments are referenced in the assessment below.
- 6.7.6 *Accessible Car Parking Provision*
- 6.7.7 Emerging Policy T6.1 of the draft London Plan states that disabled persons parking bays for 3% of dwellings must be made available on first occupation of the development, with bays for a total of 10% of dwellings made available at a later stage, on demand from residents.
- 6.7.8 Vehicle access to the site cannot be achieved from Ferry Lane and therefore no car parking can be provided on site. Following concerns raised at the pre-application committee a wheelchair-adaptable unit would be provided close to the application site on Hale Village (on the ground floor of Crane Heights in place of the existing office) which would have its own dedicated blue-badge parking space nearby (on Waterside Way). This is considered to address the requirement 10% disabled parking provision.
- 6.7.9 One wheelchair-adaptable unit would also be available on site, but would not be provided with a parking space.
- 6.7.10 As such, the proposed accessible parking provision is considered acceptable.
- 6.7.11 *Cycle Parking*

6.7.12 Emerging Policy T5 of the draft London Plan requires residential development to provide one cycle parking space per one-person dwelling, 1.5 spaces per two-person dwelling and two spaces for each unit with two or more bedrooms. Two spaces are also required for 'short stay' visitor parking for a development of this size.

6.7.13 24 spaces would be provided at upper ground floor level within a dedicated store accessed from the residential entrance off Ferry Lane. That includes two spaces for larger cycles.

6.7.14 One cycle space per 150sqm of office space is also required and has been provided, in addition to further cycle parking provision for the café unit. This is available to the west of the café unit, within a secure area. Visitor cycle parking for office units is available to the front of the site, off Ferry Lane, and visitor parking for the café is provided adjacent to the towpath.

6.7.15 The final details of the cycle parking layout shall be secured by condition to ensure that London Cycle Design Standards are met.

6.7.16 *Pedestrian and Cycle Access*

6.7.17 The residential and office uses would be accessed directly from Ferry Lane, with the retail/café unit accessible from the towpath. There are excellent cycle and pedestrian links nearby including the river towpath, new bridges between Hale Village and Hale Wharf and on into the Paddock, and new public realm and a demarcated cycle route along Ferry Lane.

6.7.18 A lift is provided to the eastern side of the proposed building that would enable level access between Ferry Lane and the river towpath. The lift would be accessible by the public and its operating hours would be aligned with the café so that the lift would not be operational when the café is closed. This can be secured by condition.

6.7.19 The developer would provide wayfinding infrastructure as part of this development to encourage increased use of the right of way between Ferry Lane and Tottenham Marshes.

6.7.20 As such, the development would result in local pedestrian and cycle access improvements.

6.7.21 *Waste Management, Deliveries and Servicing Arrangements*

6.7.22 The existing dwellings are serviced from Ferry Lane. However, the layout of the development means that vehicles would not be able to access the site directly from Ferry Lane and waiting of vehicles on the highway must be avoided. As such,

waste collections, deliveries and other servicing requirements would take place via Hale Village.

- 6.7.23 Waste would be kept in the designated stores at ground floor level. There are separate stores for the commercial and residential uses. Waste would be collected from the stores on a daily basis and transferred to Hale Village via electric tug vehicles. The tugs would reach Hale Village via the new bridge installations to the north, before crossing Mill Mead Road, and heading down into the Hale Village basement to join the existing waste collections at that development.
- 6.7.24 This arrangement has been reviewed by the Council's Waste Management team and considered acceptable.
- 6.7.25 All deliveries and servicing would be undertaken via the Hale Village concierge. It is understood that this concierge currently manages the delivery/servicing arrangements for Hale Village. All occupiers would need to have deliveries directed to the concierge building. Deliveries will be consolidated and taken to the proposed development once a day, using an electric vehicle and taking a similar route (albeit in reverse) to that used by the waste management vehicles.
- 6.7.26 Occupiers of the proposed development also have the option to visit the concierge to collect their deliveries at any time, should they wish to do so.
- 6.7.27 Food and grocery deliveries would work using a similar arrangement, with the concierge collecting the delivery and contacting the resident to inform them their goods are ready for collection. A barrow would be available for residents to transport their goods between the concierge and the proposed development.
- 6.7.28 The concierge has existing car parking spaces which delivery drivers can use to drop-off goods.
- 6.7.29 Transport for London have confirmed that this arrangement is acceptable. The exact details of these delivery/servicing and waste management arrangements will be secured by condition.
- 6.7.30 *Construction Logistics and Management*
- 6.7.31 A draft *Construction Environmental Management Plan* (CEMP) has been submitted with this application. Construction vehicles would be instructed not to queue on the highway and no construction vehicle arrivals or departures would be permitted during peak hours to minimise road congestion.
- 6.7.32 Construction methodologies would be monitored by the Council's Construction Logistics Planner for which the applicant is providing a financial contribution, to be secured by legal agreement.

6.7.33 The Council's Pollution team raises no objections to the development proposal subject to the provision of detailed demolition and construction management plans prior to the commencement of the appropriate works, which would contain details of construction logistics and dust management and which shall be secured by condition.

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

6.7.35 Carbon Reduction

6.7.36 Policy SP4 of the Local Plan requires all new development to be zero carbon (i.e. a 100% improvement beyond Building Regulations Part L (2013)). The draft London Plan further confirms this in emerging Policy SI2. All new developments must also achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

6.7.37 Policy DM21 of the DM DPD states that all new development will be expected to consider and implement sustainable design, layout and construction techniques.

6.7.38 An *Energy & Sustainability Statement* has been submitted with this application. The proposed development has been designed to reduce carbon emissions in accordance with the energy hierarchy which requires the 'Be Lean' (energy reduction), 'Be Clean' (energy efficiency), 'Be Green' (renewable energy) steps to be followed.

6.7.39 The proposed development incorporates a range of passive and active design measures to reduce the energy demand for space conditioning, hot water, and lighting. It would connect to the Hale Village District Energy Network (DEN). Solar photovoltaic panels covering 68sqm at roof level will provide significant carbon savings via renewable energy.

6.7.40 The BREEAM Pre-Assessment submitted with the application achieves a score of 63.2%, which equates to a rating of 'Very Good' and is therefore compliant with Local Plan Policy SP4. This rating shall be secured by condition.

6.7.41 The applicant has demonstrated a 47.9% improvement in carbon dioxide emissions over that of the baseline of Part L of 2013 Building Regulations for the residential element of the proposed development, and 14.8% improvement for the commercial elements. Given the size of the development and that this is a small site this is considered to be an acceptable outcome.

6.7.42 The remaining carbon for this development must therefore be offset by way of a financial contribution at a rate of £95 per tonne over 30 years. This figure of £53,865 would be secured by legal agreement should consent be granted.

6.7.43 District Energy Network Connection

6.7.44 Policy DM22 states that proposals that use decentralised energy network infrastructure will be supported.

6.7.45 There is an existing District Energy Network (DEN) at Hale Village, to which the proposed development expects to connect, subject to the appropriate feasibility studies being carried out. Further details of the connection can be secured by condition.

6.7.46 Overheating

6.7.47 Excessive overheating of the development would be prevented primarily through maximising natural ventilation, through open corridors and openable windows for example, as well as through the integration of additional design measures such as recessed balconies, which prevents excessive amounts of sunlight from reaching habitable rooms. The overheating risk of the proposed building has been assessed and was found to be low.

6.7.48 Significant increases in overheating, should they occur in the future, could be mitigated through the installation of external fins, internal binds, and solar control glazing, amongst other measures.

6.7.49 As such, the Council's Carbon Officer has confirmed that the application is acceptable, subject to conditions and the provision of a carbon offsetting contribution to be secured through a legal agreement.

6.8 Flood Risk, Drainage and Watercourse Protection

6.8.1 Flood Risk and Site Drainage

6.8.2 London Plan Policies 5.12 and 5.13 require measures to reduce and manage flood risk. Local Plan Policy SP5, and Policies DM24 and DM25 of the DM DPD, state that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) where possible to improve water attenuation, water quality, and local amenity.

6.8.3 Environment Agency maps indicate that the site is partially within Flood Zone 3 which equates to a high risk of flooding. However, the applicant has submitted a *Flood Risk Assessment* which has analysed flood levels and concludes that the site is above the 1 in 1000-year flood level, which equates to a designation as Flood Zone 1. The Environment Agency has reviewed this document, and their own data, and concur with this conclusion. The Environment Agency has confirmed that the site is safe from flooding and no specific flood risk mitigation measures are required.

- 6.8.4 Surface water would be attenuated through the installation of a below ground attenuation tank and a green roof would increase attenuation further. The quality of surface water would be improved by filtration through the green roof. These measures are supported by the Council's SUDS Officer. Permeable paving should be provided and details of long-term management and maintenance of the drainage systems must also be confirmed. These measures can be secured by condition.
- 6.8.5 Thames Water has raised no objection to the proposal, subject to conditions.
- 6.8.6 As such, it is considered that the proposal is acceptable in terms of its water management arrangements.
- 6.8.7 *Watercourse Protection*
- 6.8.8 Policy DM28 of the DM DPD states that new development should be set back from rivers and watercourses by 8 metres and 5 metres respectively, unless otherwise agreed by the Council and Environment Agency, to provide an adequate undeveloped buffer zone. The policy also requires environmental improvements to rivers, for river functions not to be adversely affected, that the watercourse infrastructure would function adequately for the lifetime of the development and that the water quality of the watercourse would not be adversely affected.
- 6.8.9 The development would be located more than 5 metres from the River Lee but close to Pymme's Brook. The Environment Agency (EA) are aware that this site has been identified for development as part of site allocation TH9 and that the potential development options are limited by the siting of the two watercourses. The EA do not object to this application on that basis, but instead request that the river environment is enhanced through the provision and management of an ecological 'buffer zone' adjacent to Pymme's Brook. This can be secured by condition.
- 6.8.10 The EA has also requested that a piling method statement is submitted prior to commencement of works that considers the potential impact of construction works on the river walls. Subject to these conditions the Environment Agency raise no objections to the development proposal.
- 6.8.11 No improvements are proposed to the adjacent river locks. These are outside of the developer's control and are instead managed by the Canal and River Trust, who have stated that the low level of river traffic in this area means that, given the lock is currently usable, no immediate works are necessary.
- 6.8.12 Therefore, the application is acceptable in terms of its flood risk, drainage mitigation and watercourse impact, subject to conditions.

6.9 Ecology, Biodiversity and Landscaping

6.9.1 *Ecology*

- 6.9.2 Policy 7.19 of the London Plan states that development proposals should give strong importance to SINC's of Metropolitan Importance. Emerging Policy G6 of the draft London Plan states that SINC's should be protected.
- 6.9.3 Policy SP13 of the Local Plan states that all new development shall protect and enhance green chains and river corridors and prevent inappropriate development. It also states that improvements and enhancements will be sought to the quality and access to existing green spaces. The policy continues to clarify that SINC's and the Regional Park shall be protected and enhanced.
- 6.9.4 Policy DM19 of the DM DPD states that development proposals within SINC's or ecological corridors should protect and enhance the nature conservation value of the site.
- 6.9.5 The application site is also located adjacent to a Blue Ribbon Network (BRN) and Policy 7.28 of the London Plan states that the BRN should be restored and enhanced through increasing its habitat value.
- 6.9.6 Site Allocation TH9 requires developments to contribute towards improvements to the Paddock.
- 6.9.7 The applicant has submitted a *Preliminary Ecological Appraisal* (PEA) with the application. The PEA notes that Walthamstow Reservoirs Site of Special Scientific Interest (SSSI), and Lee Valley Special Protection Area (SPA) and Ramsar site, are located within one kilometre of the site, but that the application site provides no supporting habitat for these statutory designated sites.
- 6.9.8 The site includes a pair of semi-detached dwellings and their associated garden areas and tree planting, which provide limited potential habitats for local ecology other than to support breeding birds and bats. There is low or negligible potential for other protected species.
- 6.9.9 The PEA recommends that additional bat activity surveys are undertaken during the months between May and September. Two surveys have recently taken place and no bat activity was observed at the site. The findings of the final bat activity survey will be reported at Committee. Any required mitigation measures will be secured by condition. Lighting arrangements, designed to minimise the impact on bats and other species as appropriate, would also be secured by condition.
- 6.9.10 A precautionary approach to site clearance will be required. Clearance will only be permitted from September to February to ensure the bird breeding season is avoided. Additional bird nesting and bat roosting provision could be integrated into the proposed development through the installation of bat and bird boxes on walls

or trees, or otherwise integrated into the building form. The Canal and River Trust recommend that bug hotels are also provided. These installations can be secured by condition.

6.9.11 As mentioned in the section above, the Environment Agency has requested an ecological 'buffer zone' is provided adjacent to Pymme's Brook. There is an area that could accommodate this and it can be secured by condition.

6.9.12 The applicant has also agreed to provide a financial contribution towards the Paddock open space to the east of the site (adjacent to Hale Wharf) and this will be secured by legal agreement.

6.9.13 The Lee Valley Regional Park Authority, Canal and River Trust and Natural England have all been consulted on this application and raise no objections, subject to the provision of further information, through conditions.

6.9.14 The Canal and River Trust acknowledge that the adjacent lock is usable with one set of gates and the limited river traffic in this area does not require its immediate repair.

6.9.15 Therefore, the proposal would enhance the ecological provision on the site and the surrounding area subject to conditions and a legal agreement.

6.9.16 *Biodiversity and Landscaping*

6.9.17 Policy DM21 of the DM DPD states that proposals should maximise opportunities to enhance biodiversity on site, including through appropriate landscaping. Living roofs and green walls.

6.9.18 Six Category B and C trees need to be removed to facilitate the proposed development. The Council's Tree and Nature Conservation Manager has confirmed that those that would be lost appear unsuitable for a Tree Protection Order. A large Willow tree, which is considered to have the greatest amenity value of any of the existing trees on site, would be retained and would form a key feature of the proposed landscaping arrangement. The trees removed would be replaced with new street trees in the locality and this can be secured by condition.

6.9.19 The proposed development would include green roofs, green walls and additional areas of planting around the site. An indicative landscaping scheme has been shown for the green space to the north of the site, which would provide visual and biodiversity benefits for the surrounding area and towpath. Exact specifications for the on-site landscaping can be secured by condition. Additional indicative landscaping works are shown within the Design and Access Statement it is expected these will be provided by the applicant in partnership with the Canal and River Trust.

6.9.20 There are currently invasive species on site including giant hogweed, cherry laurel and butterfly bush which must be removed by a properly qualified person (a member of the Property Care Association Invasive Weed Control Group) prior to the commencement of any works on site. This can be secured by condition.

6.9.21 As such, the application is acceptable in terms of maximising its biodiversity impact and provision of good quality landscaping, subject to conditions.

6.10 Archaeology

6.10.1 London Plan Policy 7.8 states that development affecting heritage assets and their settings should conserve their significance, and that new development should make provision for the protection of archaeological resources. Policy DM9 of the DM DPD reflects these objectives.

6.10.2 Historic England's GLAAS team have stated that archaeological remains of significance could be found on this site during the construction process. As such, GLAAS recommends that a site investigation takes place before the commencement of development, and that further surveys also take place if heritage assets of archaeological interest are found. Any finds of note should then be reported publicly, to a degree relevant to their significance. These requirements can be secured by condition.

6.10.3 As such, the application is acceptable in terms of its protection of local archaeology, subject to conditions.

6.11 Air Quality and Land Contamination

6.11.1 *Air Quality*

6.11.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction. The whole of the borough is an Air Quality Management Area.

6.11.3 An *Air Quality Assessment* (AQA) has been submitted with the application. The heating and hot water for the development would be provided by a connection to the Hale Village District Energy Network and the scheme would be car-free except for the provision of one off-site parking space. As such, the assessment states that the proposed development would be air quality neutral in respect of both building and transport emissions.

6.11.4 The Pollution Officer raises no objections to the proposal in air quality terms, subject to conditions.

6.11.5 *Land Contamination*

6.11.6 London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back into beneficial use. Policy DM23 requires development proposals to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

6.11.7 The applicant has submitted a *Desk Study Report* with this application. No contaminative activities have been identified on site, which is currently occupied by a pair of semi-detached houses. Thus, the overall risk of harm to end users is low to very low. However, further assessments are required to better characterise any contamination that may exist on site as the result of current and historical land uses. The *Report* recommends that an intrusive investigation takes place prior to the commencement of works. This can be secured by condition.

6.11.8 The Council's Pollution Officer agrees with the recommendations of the *Report* and has recommended appropriate conditions should consent be granted.

6.11.9 Therefore, this application is acceptable in terms of its impact on pollution and land contamination, subject to conditions.

6.12 Employment

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

6.12.2 The proposed development would provide approximately sixty new jobs, which would be an uplift of 44 once the existing LVE office (16 staff) moves to the site from Hale Village. The applicant has also agreed to a range of employment, skills and training initiatives that can be secured through legal agreement. These include the employment and training of Haringey residents, including apprentices, during the construction process, and a commitment to maximising the availability of employment and training opportunities for Haringey residents within the businesses that would occupy the new commercial units.

6.12.3 As such, the application is acceptable in terms of its provision of jobs and local employment initiatives.

6.13 Fire Safety and Emergency Access

6.13.1 Emerging Policy D12 of the draft London Plan states that all development proposals must achieve the highest standards of fire safety.

6.13.2 The residential accommodation would be protected by sprinklers. On reaching the site, fire vehicles would pull in off the side of Ferry Lane, stopping next to the main

building entrances. The flat which is furthest away from the fire vehicle, on the southern side of the second floor, is reachable by a fire fighting hose, via the proposed dry riser inlets, within 35 metres of the street.

6.13.3 The London Fire Brigade have been consulted on this application. They have confirmed that they are satisfied with the proposed development.

6.13.4 The Council's Emergency Planning team has commented on this application and stated that any emergency situations could be easily managed.

6.13.5 As such, the application is acceptable in respect of its fire safety and emergency resilience.

6.14 Conclusion

- The development delivers the aspirations of the requirements of Site Allocation TH9, by providing a significant quantum of commercial space as part of a mixed-use development.
- The development has responded to feedback from the Pre-Application Committee briefing and the Quality Review Panel by amending the design detailing and use of materials, improving the quality and efficiency of the internal layout, relocating the main entrance to Ferry Lane, revising the servicing strategy and providing a new approach to wheelchair parking.
- The proposal would also provide a contribution towards the nearby Paddock open space, and would enhance local ecological and water environments, in accordance with the Site Allocation.
- The development would be a relatively small mixed-use scheme on a highly constrained site and therefore cannot viably provide any affordable housing. It will be subject to early and late stage viability reviews to ensure the maximum reasonable amount of affordable housing is secured.
- The development would be a high-quality detailed design that would reflect the waterside characteristics of its location and provide a transition between the architecture of Hale Village and Hale Wharf. It would improve the visual quality of the local built environment and bring additional activity and passive surveillance onto the river towpath.
- The development would enhance the river environment, would not negatively affect the river walls and would be acceptable in terms of its flood risk.
- The development would provide high-quality living accommodation for residents, including appropriate unit sizes and generous private amenity spaces, with an appropriate mix of units for this location.

- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- Car-free development is supported in this highly sustainable location and would be supported by an acceptable number of cycle parking spaces.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as appropriate site drainage, ecological protection and mitigation and biodiversity conservation measures.

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

6.15 Community Infrastructure Levy

6.15.1 Based on the information submitted with the application, the Mayoral CIL charge would be £123,401.12 (2,069.10 sqm x £59.64) and the Haringey CIL charge would be £43,368.34 (2,069.10 sqm x £20.96).

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

- Existing floor space demolished – 161.8 sqm
- New residential floor space – 1,340.2 sqm
- New commercial floor space – 890.7 sqm

6.15.3 CIL 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. CIL calculations will be subject to indexation. An informative will be attached to the decision notice advising the applicant of this charge.

7 RECOMMENDATIONS

7.1.1 GRANT PERMISSION subject to conditions and subject to s.106 Legal Agreement.

CONDITIONS

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

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

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

1712_0001 Rev. D, 0002 Rev. C, 0003 Rev. B, 0005 Rev. B, 0006 Rev. B, 0100 Rev. G, 0109 Rev. L, 0110 Rev. P, 0111 Rev. L, 0112 Rev. K, 0113 Rev. K, 0114 Rev. K, 0115 Rev. K, 0116 Rev. G, 0200 Rev. N, 0202 Rev. M, 0202 Rev. M, 0210 Rev. G, 0220 Rev. J, 0221 Rev. J, 0223 Rev. D, 0225 Rev. F, 0226, 0310 Rev. B, 0320 Rev. D, 0340.

Supporting documents also approved:

Archaeological Desk-based Assessment, Desk Study Report, Daylight and Sunlight Assessment, Energy and Sustainability Statement, Air Quality Assessment, Noise Assessment, Planning Statement (inc. Statement of Community Involvement), Transport Statement, Workplace Travel Plan, Flood Risk Assessment and Surface Water & Foul Water Drainage Strategy, Preliminary Ecological Appraisal, Arboricultural Method Statement, Financial Viability Assessment, Accommodation Schedule (Rev. L), Design and Access Statement dated June 2020, Construction Environmental Management Plan dated June 2020, Site Waste Management Plan dated June 2020, Overheating Assessment dated June 2020, Residential Overheating Assessment dated June 2020, BREEAM Summary document dated June 2020, Lock Keepers Cottage – Energy, Sustainability and Overheating note dated June 2020, Lock Keepers Cottages: Archaeology note dated June 2020, BRUKL Output Document (Clean) dated February 2020, BRUKL Output Document (Lean) dated February 2020, Delivery and Servicing Plan dated June 2020.

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

- 3) The commercial uses on site shall be occupied by business operations within Use Class B1a (office) and either A1 (retail), A3 (restaurant/café) or a dual use within both classes, as laid out on drawing nos. 1712_0109 Rev. L, 0110 Rev. P and 0111 rev. L, of the Town and Country Planning (Use Classes) Order 1987 (as amended) only, unless otherwise agreed in writing in advance by the Local Planning Authority.

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

- 4) The business unit for Use Class A1 or A3 (or A1/A3) operations within the development hereby approved shall be open only within the hours as described

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

<i>Day</i>	<i>Hours</i>
Monday – Saturday	0700h – 2300h
Sunday & Bank Holidays	0800h – 2300h

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

- 5) Prior to the commencement of above ground works details of high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to the Local Planning Authority for its written approval. Samples shall include a set of appropriately variegated bricks and details of balcony finishes at a minimum, combined with a schedule of the exact product references for other materials including new areas of hardstanding. Details of balcony finishes shall be assessed in consultation with the Canal and River Trust. The development shall thereafter be completed in accordance with the approved details.

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

- 6) All residential units on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended) unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and the Intend to Publish London Plan Policy D7.

- 7) The placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided only for a communal solution for the residential units, details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of any residential unit within the development hereby approved. The communal solution shall be in accordance with the approved details and 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.

- 8) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. 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.

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: In accordance with the requirements of paragraphs 189-192 of the NPPF 2019 and Policy DM9 of the Development Management DPD 2017.

- 9) No part of the development hereby approved shall be occupied until the applicant has secured the implementation of a scheme of public heritage display, interpretation and outreach (of a scale relative to the significance of any finds) which considers industrial heritage, connections with nearby historical sites and archaeological evidence. This shall be undertaken in accordance with written details submitted by the applicant and approved in advance by the Local Planning Authority in consultation with Historic England (GLAAS).

Reason: The Local Planning Authority wishes to secure the provision of historic interpretation and related public benefit from the heritage of the site, including from its mediaeval milling past, and from its connections with contemporary sites, as well as from remains found in archaeological work at the site.

- 10) Before development commences other than for investigative work:

- a) Using the information already acquired from the submitted desk study/preliminary risk assessment, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site 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.
- c) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- d) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 11) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

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

Reason: To protect local air quality.

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

Reason: To protect local air quality.

- 14) If required prior to first installation, of a centralised boiler on site details shall be forwarded to the Local Planning Authority for its written approval. Any boilers shall thereafter be installed in accordance with the approved details.

Reason: As required by London Plan Policy 7.14.

- 15)(A) Demolition works for the development hereby approved shall not commence until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority, and;

(B) Development works for the development hereby approved shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

The following applies to both Parts (A) and (B) above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively 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; and, x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will 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. Details confirming the Plot has been registered at <http://nrmm.london>; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details as well as on the applicant submitted Air Quality Mitigation Measures in the Air Quality Report.

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

- 16) No work shall take place on site until a detailed Piling Method Statement (PMS) has been submitted to the Local Planning Authority for its written approval. The PMS shall include the following information:

(a) details of 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, which shall be considered in consultation with Thames Water, and;

(b) details of piling design, demonstrating that there will be no increased loading on the river wall during construction or from the final structure, which shall be considered in consultation with the Environment Agency.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure, and; to ensure the structural integrity of the river wall will not be compromised and to prevent flood risk on site and elsewhere, in line with paragraph 163 of the National Planning Policy Framework and Policy DM28 of the Haringey Development Management Development Plan Document 2017.

- 17) No development shall take place until a scheme for the provision and management of the buffer zone alongside the watercourse (as shown in drawing no. 1712_0225 Rev. E) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in

accordance with the approved scheme. The buffer zone scheme shall be free from built development, including lighting, and formal landscaping. The scheme shall include:

- i. plans showing the extent and layout of the buffer zone.
- ii. details of any proposed planting scheme (for example, native species).
- iii. details of any new habitat and enhancements created on site to align with Biodiversity Net Gain and Site Allocation TH9 objectives (including the provision of appropriately located bird and bat boxes and insect hotels at a minimum).
- iv. details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- v. details of any proposed footpaths, fencing, lighting, etc. (lighting must be covered and directed away from the watercourse, with no more than 2 lux of light spill into the river or river corridor)
- vi. details of how the invasive species on site will be treated.

The buffer zone shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential that this is protected. This approach is supported by paragraphs 170 and 175 of the NPPF which recognises that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

- 18) Prior to the first occupation of (i) the residential use, and (ii) the commercial uses, 'Secured by Design' certification shall be obtained for such use. The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business operations, and details shall be submitted to and approved, in writing, by the Local Planning Authority and the development shall be built in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities.

- 19) Prior to commencement of the development hereby approved a management and maintenance plan for the proposed drainage system(s), detailing future responsibilities for the lifetime of the development, and final detailed drawings of the proposed system(s) including details of permeable paving materials and layout, shall be submitted to the Local Planning Authority for its written approval. The system(s) shall be installed and managed as approved and retained as such thereafter.

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

- 20) Prior to commencement on site, a design stage accreditation certificate must be submitted to and approved in writing by the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent). The employment and commercial floorspace shall not be occupied for employment (Use Class B1a), retail (Use Class A1) or café/restaurant (Use Class A3) use 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 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' 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 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan 2017 Policy SP4.

- 21) No development shall commence above ground floor slab level until details of the living roofs and living walls have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- i. Plans identifying where the living roofs, living walls and solar panels will be located and what surface area they will cover;
- ii. Elevations identifying where the living walls will be located;
- iii. Sections demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- iv. Sections showing the substrate growing depth and width for the living walls;
- v. Plans showing details of the diversity of roof substrate depths and types to provide contours of substrate, such as mounds in areas with the greatest structural support to provide a variation in habitat;
- vi. Details of the location of log piles / flat stones for invertebrates;
- vii. Details of the range of native species of wildflowers and herbs planted on the living roofs and as living walls to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- viii. Living roof relationship with photovoltaic array; and
- ix. Irrigation, management and maintenance arrangements.

The approved living roofs, living walls and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.

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

London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.

- 22)a) Prior to the commencement of development, an updated Energy & Sustainability Statement shall be submitted to the Local Planning Authority for written approval. This should demonstrate that the development will connect to the Decentralised Energy Network (DEN) at Hale Village, subject to this being feasible and practicable. A minimum carbon dioxide saving of 47.9% should be achieved against a Building Regulations 2013 Part L scheme for the domestic element. The report should aim to achieve a saving of 35% for the non-domestic element of the scheme, and must deliver at least a 14.8% reduction. If a connection to the DEN is found not to be feasible and practicable, a revised heating strategy shall be submitted as part of the updated Energy & Sustainability Statement that delivers the minimum carbon emissions secured under the 'be lean' and 'be green' stages, in addition to demonstrating carbon reductions to the heating strategy.
- (b) Within 6 months of completion, a final Energy & Sustainability Statement must be submitted to the Local Planning Authority to demonstrate the carbon emission savings that have been achieved on site and calculate the carbon offset contribution, if required.
- (c) Two months prior to the first occupation of the development, confirmation shall be submitted of the maximum possible solar photovoltaic (PV) energy to be generated on the roof. The submission shall include: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy. The proposed 12.9 kWp solar array should aim to generate at least 11,780 kWh of renewable electricity per year. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.
- (d) Prior to first occupation of the commercial areas of the development, the following overheating measures shall be installed and retained for the lifetime of the development to reduce the risk of overheating in the office spaces: high energy efficient lighting (10 W/m²), glazing g-value of 0.4 or lower, exposed thermal mass and night-time ventilation, and a window aperture of at least 50%.
- (e) Prior to the first occupation of the residential units within the development, the following overheating measures shall be installed and retained for the lifetime of the development to reduce the risk of overheating in the proposed dwellings: window opening areas of at least 50%, night-time ventilation, internal venetian blinds in kitchen/living rooms, thermal mass where deemed appropriate, and a g-value of 0.63 or lower.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

- 23) Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police, Lee Valley Regional Park and Canal and River Trust. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

Reason: To ensure the design, ecological and environmental quality of the development is protected and enhanced and also to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

- 24) Prior to the commencement of the development hereby approved (excluding demolition) full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials;
- d) Minor artefacts and structures (eg. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

- 25) Details of the species and location of 6no. replacement trees (min. 20-25cm stem girth) to be provided within public realm areas on Ferry Lane and/or Mill Mead Road shall be agreed with the Local Planning Authority in writing before commencing the development hereby approved (excluding demolition), and shall be planted within the next planting season after the development hereby approved is completed.

Reason: In the interests of visual amenity and to conserve the contribution of trees to the character of the area.

- 26) Prior to the first commencement of the development hereby approved a member of the Property Care Association Invasive Weed Control Group (PCA IWCG) shall be contracted to manage the giant hogweed, cherry laurel, and buddleia on the site, and to remove those species as appropriate.

Reason: To protect the long-term landscape quality of the site in accordance with Policy DM1 of the Development Management DPD 2017.

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

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

- 28) Prior to first occupation of any part of the development hereby approved exact details (including size, location, detailed design and materials) of a wayfinding installation indicating access to Tottenham Marshes shall be submitted to the

Local Planning Authority for its written approval, in consultation with the Lee Valley Regional Park Authority. One approved, the wayfinding infrastructure shall be installed as agreed and retained as such thereafter.

Reason: To improve access to the Lee Valley Regional Park in accordance with Policy SP13 of the Local Plan 2017.

- 29) The lift on the eastern side of the approved development that provides access between Ferry Lane and the towpath shall be available for public access in accordance with the opening hours of the approved café/retail unit. The lift shall be operational for as long as this development is in existence and shall not be closed during the opening hours of the café/retail use unless maintenance is taking place, and in any case for no longer than 24 hours unless first agreed in writing by the Local Planning Authority. The lift shall be maintained in a good condition, and so it is fully accessible by wheelchair users, and retained as such thereafter.

Reason: To maximise the design quality of the development overall, in accordance with Policy DM1 of the Development Management DPD 2017, by increasing the provision of step-free access in the local area and improving public access to the towpath.

- 30) The applicant shall work in partnership with the Canal and River Trust using best endeavours to provide landscaping improvements to the towpath in general accordance with the indicative proposals shown in the approved Design and Access Statement.

Reason: To provide visual benefits to the towpath and ecological and biodiversity enhancements to the local area in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

- 31) Prior to the commencement of the development hereby permitted, a Waterway Impact Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal and River Trust. The Waterway Impact Risk Assessment and Method Statement shall identify risks to the stability of canal infrastructure, the waterway environment and the health, safety and enjoyment of canal users during demolition and construction phases. It shall demonstrate that such risks have been adequately avoided, mitigated or managed through the method statement. Once approved, development shall be carried out in accordance with the Risk Assessment and Method Statement.

Reason: To ensure construction works do not have any adverse impact on the environment of the River Lee Navigation and its users, and to prevent harm to the canal during the demolition and construction phases.

- 32) Prior to the first occupation of the development hereby approved evidence shall be submitted to the Local Planning Authority for its written approval that demonstrates the proposed business and residential units will benefit from access to an ultra-high-speed broadband connection. The development shall be carried out in accordance with the approved details.

Reason: To facilitate improvements in the quality of employment land within the borough and to comply with Policies DM38 and DM40 of the Development Management Policies DPD 2017.

- 33) Internal noise levels within individual residential units shall be in accordance with BS8233:2014, as follows:

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

Individual noise events shall not exceed 45dB L_{Amax} (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.

Reason: To ensure a suitable living environment for the residents of the approved development.

- 34) Sound insulation between the commercial premises on the first floor and residential units on the second floor shall be provided and installed in the premises in accordance with schemes of glazing and separating floor insulation submitted to and approved by the Local Planning Authority before the commencement of any above ground works.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 35) Any extract ventilation equipment shall be installed, together with any associated ducting, to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant together and/or associated equipment, including ducting, shall be 10 dB(A) or greater below the measured background noise level at 1 metre from the façade of the nearest residential or noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved by

the Local Planning Authority, installed as approved and retained as such thereafter.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 36) Details of fume extraction and odour control equipment, including any external ducting and flues shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and an approved Plant Management Plan which will detail arrangements for servicing, operation and cleansing.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 37) The development hereby approved shall not be occupied until a detailed Delivery, Servicing and Waste Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. All servicing, delivery, and waste management requirements for the development hereby authorised shall not be undertaken other than in accordance with the approved plan.

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

- 38) If construction, demolition or any other building works commence in the nesting bird season (March-September inclusive) a check for nesting birds shall be carried out by a nominated person no more than 24 hours prior to the commencement of those works. The approved development shall thereafter proceed in line with the recommendations of the Preliminary Ecological Appraisal submitted with this planning application.

Reason: In accordance with Policy DM19 of the Development Management DPD 2017.

Informatives

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. 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. Based on the information given on the plans, the Mayoral CIL charge would be £123,401.12 (2,069.10 sqm x £59.64) and the Haringey CIL charge would be £43,368.34 (2,069.10 sqm x £20.96).
3. The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 legal agreements.
4. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
5. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.
6. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. 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.
8. It is recommended that the following clause is adopted in any residential tenancy agreement: "Noise levels generated by commercial activity should not exceed NR 15dB Lmax in any adjoining residential property."
9. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
10. The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures [<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>]. Should you require further information please contact Thames Water [developer.services@thameswater.co.uk].

11. The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust" and contact the Trust's Works Engineer (steven.ellis@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant.
(<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-ofpractice>).
12. The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.
13. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
 - on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Appendix 1: Consultation Responses from internal and external agencies

Stakeholder	Comments	Response
INTERNAL		
Design Officer	<p><u>Site Location and Context</u></p> <ol style="list-style-type: none"> 1. The site is a small “island” (or almost-an island), a thin slither of land between the Lee Navigation canal and the Pymme’s Brook, on the north side of Ferry Lane in Tottenham Hale, right beside Tottenham Locks on the canal and just north of the point where the canal and Pymme’s Brook joins the River Lee. This part of the Lee Valley has large areas of long standing and recent public open space, such as Tottenham Marshes which touch the northern edge of the site, a thin slither adjoins on the west bank of Pymme’s Brook and which widens out considerably and extends for several miles to the north, and Walthamstow Wetlands, just 350m east, with The Paddock, a small semi-wild park that is effectively an extension of the Wetlands closer still, and these are all part of the Lee Valley Regional Park. 2. However its immediate neighbours to the east, at the other side of Tottenham Lock, and west of Mash Lane on the other side of Pymme’s Brook (& the thin slither extension of Tottenham Marshes) are major, high rise, residentially led development sites, Hale Wharf and Hale Village respectively. Tottenham Hale Station is immediately west of Hale Village, 250m from this site, and immediately west of that is the emerging high rise development of Tottenham Hale District Centre. The site, although small, therefore has tremendous potential for development, with unparalleled doorstep access to services and amenities. 3. The site is part of the same Site Allocation as Hale Wharf (and a further plot of land, a former petrol station, east of Hale Wharf, as “TH9: Hale Wharf” in the Tottenham Area Action Plan (TAAP, adopted July 2017). The site allocation is for: 	<p>Comments noted. Materials to be controlled by condition.</p>

	<p><i>“Comprehensive redevelopment to provide a mix of uses, with replacement employment floorspace, new residential and a leisure destination linked to the Lee Valley Regional Park..”</i></p> <p>The allocation notes that the site “distinctive riverside development on this site, including an element of replacement employment floorspace, and a new link to the currently underused Paddocks and wider Lee Valley Regional Park from Tottenham Hale District Centre”. Relevant Site Requirements are: a site-wide masterplan (“...and the Lock Keepers Cottage to the east should be developed as part of a comprehensive proposal”), mixed-use employment-led development, accommodate part of the Green Grid (of pedestrian and cycle links to and between parks and green spaces), have regard to environmental, ecological interests in the locality, particularly relating to the water environment and habitat of the Lee Valley Regional Park. Relevant Development Guidelines are; enable the ongoing operation and maintenance of the lock gates, not adversely impact on ecological assets, include a range of unit sizes and types and take advantage of the site’s suitability for family housing, heights will have to respond to the site’s location within the Lee Valley Regional Park, be orientated to allow a continuous sight line from the Green Link into the Lee Valley Regional Park, be designed having regard to risks of flooding, ensure opportunities to enhance the ecological status of the rivers, reduce flood risk and ensure access for future maintenance and replacement of the river walls.</p> <p>4. These proposals are in a sense the second to last piece in the jigsaw of development opportunities along Ferry Lane where it enters the Lee Valley; the Hale Village development has been completed except for its last development plot, the tower currently under construction. And the Hale Wharf development was granted permission by the Mayor Of London (after Haringey had refused) and is now well under way, with its two towers and its bridges over Pymme’s Brook and the Lee Navigation, approaching completion. The masterplan requirements of the Site Allocation have in effect been negated by the Hale Wharf planning permission (that no development has yet come forward for the former petrol station is of no relevance to this application as they are separated by the far larger Hale Wharf), and their</p>	
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Stakeholder	Comments	Response
	<p>bridges, paths and spaces provide the connections and compatibility with the Regional Park required.</p> <p><u>Form, Pattern of Development, Bulk & Massing</u></p> <p>5. The proposals' form respond to the riverine island setting by moulding to the island plan with an almost boar-like plan with narrow ends widening in the middle, and reinforce that form with a sloping top rising gently from its southern end to a peak and dropping off more steeply at its northern end. This creates a series of roof terraces, planted with intense and climbing greenery, between glazed facades at its southern and northern ends, climbing up and over the roof, contrasting with two hard, monumental brick walls curving around the two longer sides. This is considered an appropriate response to the contrast between the park and river settings to the north and south, as it almost "carries the park over the building", with the large built mass to either side.</p> <p>6. Therefore within this sloping form, the proposals rise from 3 storeys on the Ferry Lane frontage, to six storeys at its maximum, at about $\frac{3}{4}$ of its length, before dropping more steeply to 3 storeys at its northern end. Albeit that the northern end ground floor height is taller the canal towpath ground level being almost half a storey below the Ferry lane pavement ground level, and that the steeper drop and shallower balconies at the northern end will make more of the height visible. However the maximum 6 storeys height is not excessive and will not be out of character with the context, given the taller height of neighbouring developments and the reason they were considered acceptable, that they are "islands" of development surrounded by large areas of open space (much of it water) applies equally or even more so to this modest proposal.</p> <p>7. That the proposals fill most of the site is also made acceptable by the large amounts of open space around them. The proposals also promise to bring lively active frontages to the short street frontage onto Ferry Lane and longer canal towpath side, and most of all to the short café patio to the northern end, a short distance south of the new pedestrian bridges. The least lively, most private, western side, where it will</p>	

Stakeholder	Comments	Response
	<p>be built close to the Pymme's Brook, which is currently somewhat secretly concealed by the landscaped strip / extension of Tottenham Marshes on its western bank from the Ferry Lane street frontage, responds to that with a private, cantilevered walkway, primarily for servicing, and windows onto the more private residential circulation, whilst not harming the ecology of the river.</p> <p>8. Panoramic views up and down the waterways from the various bridges are listed in the Council's Locally Significant Views and Vistas under policy DM5 of the Development Management DPD (adopted 2017). Neither the precise viewpoint nor the precise viewed point are specified for these views, and indeed the description as a panorama indicates that no specific viewed point is required, so much as an expanse of openness. This scheme will protect those panoramas by presenting its narrow blade-like ends to the views and its broad sides across those views, and actually enhance them by adding further framing of those views.</p> <p><u>Elevational Treatment, Fenestration, including Balconies, and Materials</u></p> <p>9. Ground floor fenestration and how that brings active frontage is mentioned above and provides a fully public, fully active, shopfront style frontage to the northern and southern ends, as well as more distanced but still active office windows onto the canal towpath side.</p> <p>10. The mostly open glazed southern and northern end elevations respond to this public presence as the main entrances and café at ground level, and then, through one or two floors of primary office frontage, become more private main living room elevations to the proposed flats, where the terraces start stepping back, giving them privacy by being distanced behind terraces and, in the more busy, trafficked southern end, additional planted areas in front of terraces, as well as in both office and residential and office floors being partially screened behind areas of mesh up which climbing plants will be trained.</p> <p>11. The regular pattern of punched windows, interspersed with more occasional recessed balconies and projecting bays, of the two side elevations, respond strongly to the "warehouse vernacular" style of the Hale Wharf development, whilst the more</p>	

Stakeholder	Comments	Response
	<p>modelled, streamlined shape respond more to the buildings of Hale Village. In particular the inscribed pitched form within the patterning of the brick flank elevations makes specific reference to Hale Wharf and give the proposed flank elevations an elegant, orderly composition which nevertheless expresses the difference between the workspace and residential functions of the lower and upper floors. A rhythm is imparted to the elevations via grooves cut into the brickwork, giving the longer flanks a grain of a more domestic scale.</p> <p>12. Two different brick colours are proposed for the elevations and brick patterning to further express the rhythm and functionality of the proposals, which will be complimentary to the context and a striking, attractive addition to the unfolding composition of distinctive buildings along Ferry lane and up and down the canal, whilst appearing as a modest yet striking landmark building in longer views up and down the wider riverine and parkland views.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u></p> <p>13. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.</p> <p>14. All dwellings meet or exceed the private external amenity space in the London Plan, with private balconies or, generally generous roof terraces. Privacy of amenity space is achieved by most amenity space being roof terraces, screened to their sides by the monumental brick flank walls, only visible from the north and south where they are often behind vegetation. The four flats who's outdoor amenity spaces are balconies on the eastern side are recessed to provide privacy, and the short glass balustrade will not significantly harm that privacy or expose their clutter, being partially screened by neighbouring projecting bay windows and mainly seen obliquely.</p> <p>15. There are no single aspect flat in the whole development, although four on the eastern side rely for their second aspect on side windows to their recessed balconies and projecting bay windows. Eastern aspect is not a bad single aspect, and their views will be onto the wide open spaces and vibrancy of the canal, with the</p>	

Stakeholder	Comments	Response
	<p>interesting main public square of Hale Wharf beyond, with views from their bay windows up or down the canal. This is a major benefit of the relatively small, narrow footprint, block form. All flats are at least dual aspect, many triple aspect, an exemplary achievement in a higher density urban development.</p> <p>16. There is also plentiful public open space, including equipped playspace, in many public parks and communal amenity spaces in neighbouring developments nearby.</p> <p><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p> <p>17. There are no neighbouring residential buildings within 40m of the proposed development, that being the approximate distance to Coppermill Heights , the nearest block of Hale Village, to the west, and to the southernmost tower of Hale Wharf to the east.</p> <p>18. There is also, thanks to the layout, no possibility of “intervisibility” between residents of the proposed development.</p> <p><u>Daylight and Sunlight</u></p> <p>19. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p style="padding-left: 40px;"><i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p> <ul style="list-style-type: none"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</i> 	

Stakeholder	Comments	Response
	<p>20. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".</p> <p>21. The assessment finds that the impact of the development on existing neighbouring residential properties is completely favourable for both daylight and sunlight, with no neighbouring existing window to a habitable room found to lose a noticeable amount of daylight, no neighbours losing a noticeable amount of sunlight to living rooms, and no neighbouring external amenity spaces losing a noticeable and relevant amount of sun on the ground,. The applicants' assessment also finds the proposals would achieve good levels of daylight to the proposed dwellings and to the café courtyard, all in accordance with the levels of the full recommendations of the BRE Guide.</p> <p>22. 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 compliance with the BRE Guide is an achievement well in excess of what is normally expected.</p> <p><u>Conclusions</u></p> <p>23. This is an interesting site, a small site, but highly visible, in a notable location, almost literally an island, and now that has all the characteristics and appearances of being an island. The innovative and striking design responds well to this highly visible site,</p>	

Stakeholder	Comments	Response
	<p>providing an interesting development that will enliven the ground level, with a café that will provide animation and vibrancy to the already lively canal towpath and lock side location, as well as providing a useful service, providing much needed and useful employment uses that will enliven the Ferry Lane frontage, and providing high quality residential accommodation.</p> <p>24. The proposals were reviewed by the councils' Quality Review Panel (QRP) in July 2019. The panel strongly supported the strategic approach to development, scale, massing, architectural expression, sense of rhythm created by the repeated elements, and mix of uses, describing it as potentially a "jewel" within the surrounding context, but asked for certain refinements, which it was confident could be resolved in consultation with officers. These were primarily that it should no longer be entered off the canal towpath, but from the southern end on Ferry Lane, which should also be "greened", along with greening Pymme's Brook, refinements to internal layouts to reduce corridor lengths and improve kitchens screening south facing roof terraces from traffic noise, checking there wouldn't be any concern of overhearing, and improvements to the canal locks themselves.</p> <p>25. Since QRP, all these issues have been addressed except improvements to the canal locks, which are outside the scope and capability of this developer. The entrance to the flats and offices has indeed been moved to the southern end of the block, at a greened forecourt on Ferry Lane which will also contain a lift to provide accessible access to the towpath alongside the retained, steep historic horse steps, the servicing access down the west side has been made a cantilevered deck to enable waterside plant growth, and internal layouts have been improved including to give most flats a direct view from their entrance door to their balcony. Further refinements have recently included confirmation of details of the dry riser system that will permit easier fire fighting, greater transparency to the entrances allowing passive surveillance, a toning down of some of the brick patterning and confirmation of the Canals and Rivers Trust's plans for improvements and landscaping to the locks.</p>	

Stakeholder	Comments	Response
	<p>26. These further refinements confirm to officers that this proposal will indeed be a “jewel” in the emerging exemplary, accessible, inhabitable, sustainable, ecological landscape of the Lee Valley at Tottenham Hale.</p>	
<p>Transportation</p>	<p>This application is for redevelopment of the lock keeper’s cottage site north of Ferry Lane, to provide a mixed use development with commercial floor space, a café and 13 residential units. Overall in transportation terms, this is a small development and will not therefore create any adverse highway or public transport network or capacity issues. It has excellent accessibility to public transport services and is close by to local shops and services so is a well located development.</p> <p>Given the site’s unique location, without any vehicle access it is not possible to provide a blue badge parking space on the site, and it is proposed to locate an allocated space within the Hale Village development. This space is 150m walk away, so whilst some potential occupants of the full accessible unit would consider that acceptable it doesn’t meet the recommendations of BS8300. It is acknowledged that there is level/step free access to the space and that the site is very accessible with access to shops and services.</p> <p>Cycle parking is proposed to meet the requirements of the draft London Plan, however further details are required to demonstrate acceptability of the proposed arrangements, which can be covered by condition.</p> <p>The delivery and servicing demands are considered low, but will of course be an uplift from the present situation. It is unfortunate that to service the site requires stopping and dwelling in a mandatory cycle lane, however there is no real alternative. It is suggested that the draft delivery and servicing plan be updated as commented earlier to include a wider time period free of deliveries in the AM and PM peaks and for the applicant to provide a bi yearly update to review and recommend change to arrangements to minimise</p>	<p>Observations have been taken into account. The wheelchair accessible parking and delivery / servicing arrangements have been revised. Conditions will be included as appropriate.</p>

Stakeholder	Comments	Response
	<p>the impact on highway users and in particular cyclists using Ferry Lane. This can be covered by condition.</p> <p>A draft CEMP has been submitted and a CLP will be developed up for submission and review prior to commencement of construction works. It is important that the applicant include in the CLP the details of the temporary highway arrangements required and that they liaise with and consult the Network Management Team to agree working practices.</p> <p>Finally, it is considered appropriate that this development makes a proportionate contribution towards improving access to and from the site and within the locality by active travel modes, to align with the Council's forthcoming Walking and cycling action plan, and to part mitigate the impacts on the cycling facilities along Ferry Lane.</p> <p>Subject to the above conditions (cycle parking details, D&S Plan, CLP) and an appropriate contribution towards improving facilities and connections by active travel, Transportation do not object to this application.</p>	
Housing	<p>In light of the negative viability and the fact that the scheme cannot support any affordable housing provision, the Housing Department has no comments or objections to the scheme.</p>	<p>Comments noted. Early and late stage viability reviews will be secured by legal agreement.</p>
Tottenham Hale Construction Co-Ordinator	<p>I've checked over the updated document – I'm happy with this and note the commitment now given by the scheme to consult with Highways on the timings / starting of works.</p>	<p>Comments noted.</p>

Stakeholder	Comments	Response
SUDS (Drainage) Officer	<p>We've taken a look through the drainage strategy for this proposed development, as already identified there are few opportunities to have a broad range of SuDS solutions.</p> <p>The proposed SuDS, are Green roof and attenuation tank to manage surface water, consideration could be given to include permeable paving. There should be a management maintenance schedule for the chosen SuDS, that should include who will be responsible for this and this must be for the lifetime of the development. The Haringey, pro-forma will also need to be completed and returned to us for review once completed.</p> <p>The proposal for discharge of the surface water is to Pymmes Brook, the Environment Agency, would need to consent to this and issue the necessary permits for any construction of head walls that may impact the river.</p> <p>Please let me know if you require anything else from us at this stage.</p>	<p>Comments noted. Condition attached in respect of drainage management and maintenance. EA permit for works will need to be secured outside of planning process.</p>
Carbon Management	<p>Carbon Management Comments 22/05/2020</p> <p>In preparing this consultation response, we have reviewed the Energy & Sustainability Statement (dated March 2020) prepared by XCO2, Design and Access Statement (dated April 2020) prepared by RM_A, and relevant supporting documents.</p> <p>Summary</p> <p>The development does not meet the policy requirements to achieve a zero-carbon development on site, particularly for the non-residential element of the scheme. It is requested that the applicant revisit the energy modelling to achieve further carbon reductions with a fabric first approach.</p>	<p>Comments noted. Conditions and legal agreement clauses included.</p>

Stakeholder	Comments	Response						
	<p>No information has been submitted for the overheating or non-domestic sustainability assessment, these have been requested and must be provided prior to the determination of the application. Detailed comments have been set out that should be addressed. Appropriate planning conditions will be recommended once this information has been provided.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further confirms this in Policy SI2. As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The overall predicted reduction in CO₂ emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 47.9% in residential carbon emissions and 14.8% improvement of commercial emissions. The report has been developed with SAP 2012 emission factors.</p> <p>The non-domestic element of the scheme does not even meet the minimum on-site carbon reductions as set out in the London Plan, let alone Haringey's 100% reduction requirement. The development needs to demonstrate that all measures have been incorporated on site before relying on a carbon offset payment.</p> <p>The remaining carbon emissions will need to be offset. The indicative carbon offset contribution due for this application, subject to the As Built SAP assessment, is £53,865. Please note the carbon offset is £95 not £90 per tonne of CO₂/year.</p> <table border="1" data-bbox="544 1230 1776 1343"> <tr> <th></th><th>Domestic</th><th>Non-domestic</th></tr> <tr> <td>Baseline (tCO₂ per annum)</td><td>18.6</td><td>10.8</td></tr> </table>		Domestic	Non-domestic	Baseline (tCO₂ per annum)	18.6	10.8	
	Domestic	Non-domestic						
Baseline (tCO₂ per annum)	18.6	10.8						

Stakeholder	Comments			Response
	Saving in emissions (tCO ₂)	8.9	1.6	
	Residual CO ₂ emissions after energy hierarchy	9.7	9.2	
	% saving over baseline	47.9%	14.8%	
	Offset due (£95 x 30 years x residual emissions)	£95 x 30 x 9.7 = £27,645	£95 x 30 x 9.2 = £26,220	
	Total offset due	£53,865		
	Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 1.2% through improved energy efficiency standards in the residential element and 8.4% improvement for the commercial element. This is far below the minimum 10% and 15% reduction respectively set in Policy SI2 in the Intended to Publish London Plan. A fabric-first approach is essential in reducing carbon emissions in the longer term. It will reduce heating costs for occupants and minimise the level of retrofit measures required to meet future energy efficiency standards. The applicant needs to revisit this section to get nearer to the Mayor’s 10% and 15% targets respectively. This could be achieved by improving u-values for the walls, reducing air permeability to below 3 m ³ /m ² h @ 50Pa, proposing a MVHR system to recover ventilation heat loss (that will be more efficient with lower air permeability), improving the thermal bridging, and cooling demand can be reduced for the commercial units.			
Energy – Clean A 13.9% reduction is proposed for the residential element under Be Clean measures, and a 6.5% reduction for the commercial element. This is based on the proposal to connect to the Hale Village Energy Centre.				

Stakeholder	Comments	Response
	<p>The connection to Hale Village DEN has not been confirmed. The applicant should demonstrate that this connection will be commercially and technically viable and provide an indicative connection route. If not, the applicant should demonstrate alternative low carbon heat sources. Furthermore, Veolia say they can supply heat from biomass but probably will not. Have xCO2 included biomass within the assumptions?</p> <p>Energy – Green</p> <p>The application has reviewed the installation of various renewable technologies. A total 6.1 tCO₂ of emissions are proposed to be reduced under Be Green measures. This represents a 32.9% reduction from the baseline for the residential and 0% reduction for the commercial element. The report concludes that solar photovoltaic (PV) panels will deliver the Be Green requirement for the residential units.</p> <p>The solar array is proposed to be made up of a south-facing array on a 68m² roof area, with an efficiency of 19%. The peak output would be 12.9 kWp, which is estimated to produce around 11,783 kWh of renewable electricity per year. This equates to a yearly saving of 6.1 tCO₂.</p> <p>The office server room in the proposed development should be making use of renewable energy.</p> <p><u>Energy Strategy actions:</u></p> <ul style="list-style-type: none"> - Submit SAP output sheets. - Demonstrate the model is based on SAP2012 carbon factors. - Revisit the Be Lean energy demand reductions. E.g. the BRUKL sheets show that the actual energy consumption for heating and auxiliary is higher than the notional. - Confirm heating and cooling strategy for the non-residential units. - Confirm sub-metering will be installed for the commercial units. - Confirm there are no cooling requirements across the development at all. - What will the lighting specification be? 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> - Residential lighting energy demand can be reduced by introducing daylight control and occupancy sensing for communal areas. - No details around the thermal bridging have been included. The proposals should seek to reduce this as much as possible. - Have xCO2 included biomass within the DEN assumptions? - Confirm connection to Hale Village energy centre is possible, and through what connection route. <p>Overheating</p> <p>The overheating modelling has only been undertaken with SAP and SBEM software. The development must undertake dynamic thermal modelling to analyse overheating adequately.</p> <p>The development cannot rely on the installation of internal blinds to reduce overheating risk. This puts the onus on occupiers managing overheating, which is subject to clear instructions being provided when occupants move in and through a building guide. Internal blinds can also be removed. The development should use passive design measures to reduce overheating first.</p> <p>Using thermal mass to regulate temperatures relies on adequate night-time ventilation that does not allow the room to heat up when the thermal mass releases its heat. Details of this must be provided.</p> <p><u>Overheating actions:</u></p> <ul style="list-style-type: none"> - Submit a Dynamic Overheating Modelling report, with CIBSE TM49 weather files (DSY1-3 and 2020s, 2050s and 2080s weather patterns). This must be in line with TM59 for the residential dwellings and TM52 for the offices. - Mitigation for overheating must be integrated within the design for 2020s weather file. - The risks, impacts and mitigation strategy should be set out for the future weather patterns. Full compliance should be demonstrated for the 2020s and 2050s through 	

Stakeholder	Comments	Response
	<p>passive and building design solutions, and requirements for cooling in the 2020s need to be fitted now. 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 enabling future delivery. This should ensure, for example, that the structure can accommodate the fitting of Brise Soleil or ceiling fans.</p> <ul style="list-style-type: none"> - We need a statement from the applicant that there is a named person who will manage and own the overheating risk going forward. They should be named in this report so that if residents have an issue, we can sign post them to the responsible / liable party. <p>Sustainability Assessment</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the wider sustainability of the scheme.</p> <p>The applicant has not submitted a BREEAM Pre-Assessment Report (or equivalent) for this application. Policy SP4 requires this.</p> <p><u>Sustainability actions:</u></p> <ul style="list-style-type: none"> - Submit a BREEAM Pre-Assessment. - Respond to the following: <ul style="list-style-type: none"> o How will the development reduce and avoid water pollution from runoff into Pymmes Brook and the River Lee Navigation? o Will there be any rainwater harvesting to help maintain the proposed landscaping? o There are existing buildings on the site. What materials will be reused on the site and what % of materials can be reused elsewhere? o Will the development be using a lower embodied energy concrete? 	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> ○ Will the non-residential units have access to appropriate dry, food and other recycling facilities? ○ How will the double stack bike racks be accessed by residents, the configuration looks awkward and too crowded. ○ How will the stepped green roofs be accessed and maintained, and by who (e.g. on 2nd, 3rd and 4th floors)? We support green roofs, but to be effective they should be maintained properly. ○ What is the proposed substrate depth of the living roofs? ○ Please provide details on the proposed intensive living walls, how these will be established and planted. ○ How will the removal of three trees be compensated within the scheme and provide biodiversity net gain? <p>Carbon Management Comments 12/06/2020</p> <p>Further information has been provided on 12/06/2020 in response to the comments above: Response to Haringey Comments letter (dated 12/06/2020), SAP files (Be Lean, Clean, Green, thermal bridging), BREEAM 2018 Pre-Assessment (dated 12/06/2020), Veolia Calculations and correspondence (dated 24/10/2019), TM59 Overheating Design Note by XCO2 (dated 12/06/2020) and TM52 Overheating Design Note by XCO2 (dated 09/06/2020).</p> <p><u>Overheating</u></p> <p>This report assesses the overheating risk for the office spaces through dynamic thermal modelling in line with CIBSE TM52 and in line with TM59 for 5 residential dwellings (15 rooms). It models DSY1, 2 and 3 for the 2020s weather file, and the 2050s and 2080s future weather files for DSY1.</p> <p>Office spaces:</p>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> - DSY1 2020s high emissions 50% percentile weather file was passed through the use of energy efficient lighting, g-value of 0.4, and window openings of 50% for natural ventilation. - To pass the 2050s files, external fins, internal blinds, secure night-time ventilation and exposed thermal mass in the office ceilings would be required. <p>Dwellings:</p> <ul style="list-style-type: none"> - DSY1 2020s high emissions 50% percentile weather file was passed with the following mitigation measures: window opening areas of at least 50%, night-time ventilation, internal venetian blinds in kitchen/living rooms, and a g-value of 0.63. - To pass future weather files, the applicant proposes these mitigation measures are incorporated: external fins, internal blinds, solar control glazing (g-0.3), exposed thermal mass and active cooling. <p>A planning condition has been drafted to secure these mitigation measures within the design.</p> <p><u>BREEAM</u> A BREEAM Score of 63.22% can be achieved on this development, which equates to a Rating of 'Very Good'. This is policy compliant and it demonstrates that it is targeting a higher score than the minimum requirement. The applicant is encouraged to aim for an 'Excellent' score during the detailed design stage.</p> <p>A planning condition has been drafted to secure the delivery of a 'Very Good' rating.</p> <p><u>Other Energy & Sustainability matters</u> The clarifications and additional information provided by the applicant are sufficient to address the concerns.</p> <p><u>Conclusion</u></p>	

Stakeholder	Comments	Response
	Subject to the use of appropriate planning conditions, this scheme has demonstrated it is policy compliant and can be supported from a carbon management perspective.	
Pollution	<p>Having considered all the submitted supportive information i.e. Design and Access Statement dated April 2020, Planning Statement dated April 2020 taken note of the applicant submission that there will be no combustion emission from the site energy centre because it will be connected to Hale Village District Heating Scheme, Air Quality Assessment Report prepared by XCO2 dated March 2020 taken note of the proposed highly recommended mitigation measures in Table 11 and the Desk Study Report with reference GE18350-DSR-APRIL 20 prepared by Geo-Environmental Ltd dated 1st April 2020 taken note of the likelihood of the presence of an asbestos at the site, Table 3.6 (Possible Receptors of Contamination) and section 4 (Conclusions and Recommendation), please be advise that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> Using the information already acquired from the submitted desk study/preliminary risk assessment, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, 	Comments noted. Conditions included.

Stakeholder	Comments	Response
	<p>refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <ul style="list-style-type: none"> c. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>2. Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p><u>Reasons:</u> To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p><u>3. NRMM</u></p> <ul style="list-style-type: none"> a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of 	

Stakeholder	Comments	Response
	<p>EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>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.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Combined Heat and Power (CHP) Facility Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) f) details of CHP engine efficiency 	

Stakeholder	Comments	Response
	<p>The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p><u>Reason:</u> To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p> <p><u>5. Combustion and Energy Plant</u> Prior to installation considering the applicant proposal for the use of a centralised boilers as an energy source, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p><u>Reason:</u> As required by The London Plan Policy 7.14.</p> <p><u>6. Demolition/Construction Environmental Management Plans</u> a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p>	

Stakeholder	Comments	Response
	<p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> 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; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. 	

Stakeholder	Comments	Response
	<p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details as well as on the applicant submitted Air Quality Mitigation Measures in the Air Quality Report.</p> <p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p><u>Reason:</u> To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><u>Informative:</u></p> <ul style="list-style-type: none"> 1. 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. 	

Stakeholder	Comments	Response
Waste Management Officer	<p>Yes that looks like a workable solution in relation to storage and collection of residential waste.</p> <p>Please be advised we do not provide guidance of commercial waste requirements other than saying it cannot be stored or collected alongside residential waste. It is for the business owner to ensure they have a waste collection system in place to ensure that it does not end up on the public highway and become detrimental to the local amenity.</p>	<p>Comments noted. Commercial waste collection arrangements shall be secured privately.</p>
Tottenham Team	<p>I am currently delivering a scheme onsite along Ferry Lane (next to the lock keepers cottage site) that focuses on cycling and walking improvements; further details on the improvements being delivered currently on Ferry lane can be found in the attached presentation.</p> <p>Are open space improvements being sought from the applicant under the s106 heads of terms? -If yes, then the Paddock in Tottenham Hale (TH) which is the nearest open space to the applicant site has been earmarked for improvements and my colleague Nick cc'd in is leading on this along with Christopher Patterson from Parks Service. The Paddock is a major regen project requiring significant funding with c£0.5m collected to date from s106 contributions- that being from nearby Hale Wharf that is located next to the gate keepers cottage. It would be great if we could secure some open space s106 contributions from this applicant.</p>	<p>Cycling and walking improvements are currently being delivered. A contribution towards the paddock has been secured via legal agreement.</p>
Tree and Nature Conservation Manager	<p>I have reviewed it and been on site. The trees are categorised as B and C trees and are unlikely to meet the criteria for a TPO. I am happy that the Willow is to be retained as this has the highest amenity value. Protective measures have been specified in the AMS for this tree and if adhered to, should ensure there are no detrimental impact on this tree.</p>	<p>Comments noted. Conditions included for</p>

Stakeholder	Comments	Response
	<p>However, its disappointing there is a 'lack of space' on site for new trees. For this reason, can you please seek funding for Haringey to plant new trees nearby in the public realm. There are suitable locations in the footway on Ferry Lane, adjacent to Coppermill Heights and also within the Ferry Lane estate opposite.</p>	<p>new tree planting and landscaping.</p>
<p>Emergency Planning</p>	<p>It is very often the case that in order to attend an emergency incident, the emergency services have to close off a main arterial route. I would not object to a planning application on that basis.</p> <p>Looking more closely at the plans, I can see there is land to north of the site as well as access to Ferry Lane so I would not foresee an insurmountable problem with evacuation of the site.</p> <p>I therefore have no objections.</p>	<p>Comments noted.</p>
<p>Noise ASB Officer</p>	<p>Commentary I have reviewed the information provided in respect of the above and particularly the Noise Assessment (Reference No 1918965) and the Construction Environmental Management Plan, June 2020 (CEMP).</p> <p>CEMP and construction impacts. We note that the predominant sound likely to impact site end users is road traffic on Ferry Lane. The measures proposed in the CEMP to address vibration from the demolition / construction phases of the development is likely to be sufficient. and expect that the potential for nuisance from vibration is likely to be low for this development.</p> <p>Noise Nuisance We note and accept the following:</p>	<p>Comments noted. Conditions will be added to any planning permission.</p>

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> - It may be difficult to achieve the WHO noise levels in amenity areas at the southern façade of the building, and that - it may be difficult to achieve the acoustic standards with windows open for this development (and accept that measures to mitigate against this have been suggested as the provision of solid balustrades and provision of background ventilation in compliance with Building Regulations Part F); <p>We will still require the applicant to meet and comply with BS 8233:2014 where practicable and confirm the actual impacts for site end users by undertaking pre- and post-completion testing to verify this. As a result the scheme of sound insulation for the proposed residential development will need to be submitted for approval prior to commencement of the development and further verification testing required post completion and prior to occupation of the development.</p> <p>We would also expect that any assessment of the local noise environment includes consideration of all mechanical plant, namely that serving to ventilate the residential properties as well as that serving the commercial element of the development.</p> <p>Commercial / Café End Use</p> <p>The applicant will also need to ensure that any kitchen ventilation extractions do not adversely impact on future residents (from noise or odour) and they will need to ensure that the terminal point of any ducting is located to prevent odour nuisance.</p> <p>As specific details regarding potential future commercial tenants' operations are unconfirmed at this stage, it has been <u>recommended</u> that the following clause in any tenancy agreement is adopted;</p> <p><i>'Noise levels generated by commercial activity should not exceed NR 15dB Lmax in any adjoining residential property.'</i></p>	

Stakeholder	Comments	Response											
	<p>Conclusion</p> <p>There are no objections made in principle to this proposed development, but the following conditions are recommended for inclusion in any permission granted:</p> <p>Internal Noise Levels within Residential Units (in accordance with BS8233:2014)</p> <table border="1"> <thead> <tr> <th>Time</th><th>Area</th><th>Maximum Noise level</th></tr> </thead> <tbody> <tr> <td rowspan="2">Daytime Noise 7am – 11pm</td><td>Living rooms and Bedrooms</td><td>35dB(A)</td></tr> <tr> <td>Dining Room/Area</td><td>40dB(A)</td></tr> <tr> <td>Night Time Noise 11pm - 7am</td><td>Bedrooms</td><td>30dB(A)</td></tr> </tbody> </table> <p>With no individual noise events to exceed 45dB L_{Amax} (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.</p> <p>Condition: Sound Insulation between Residential and Commercial Properties. Sound insulation between the commercial premises on the ground floor and residential units on level 1 shall be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority before the commencement of any building works.</p> <p>The applicant shall submit respective schemes of Sound Insulation (glazing and separating floor) to the Local Planning Authority for approval before the commencement of any building works.</p> <p>Condition: Plant Noise Design Criteria</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)	Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
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Stakeholder	Comments	Response
	<p>Noise arising from the use of any plant and associated equipment <u>shall not exceed</u> the existing background noise level (LA90 15mins) when measured at 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.</p> <p>Condition: Plant Noise Design Criteria (commercial) <i>Any extract ventilation equipment shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant together with any associated ducting, shall be 10 dB(A) or greater below the measured background noise level at 1 metre from the façade of the nearest noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'.</i></p> <p><i>Should the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved by the local planning authority for consideration.</i></p> <p>Condition: Odour control equipment (commercial) <i>Details of fume extraction and odour control equipment, including any external ducting and flues shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and an approved Plant Management Plan which will detail arrangements for servicing, operation and cleansing.</i></p>	

EXTERNAL		
	DVS Viability Conclusion	

Financial Viability Consultant	<p>Having regard to the hierarchy specified, it is the considered conclusion of the DVS valuer that this scheme cannot viably support the provision of Affordable Housing.</p> <p>Additional Comments</p> <ul style="list-style-type: none"> • DVS have used the residual appraisal methodology, as is established practice for viability assessments. In simple terms the residual appraisal formula is: • Gross Development Value less Gross Development Cost (inclusive of S106 obligations, abnormal development costs and finance) less Profit, equals the Residual Land Value. • The Residual Land Value is then compared to the Benchmark Land Value as defined in the Planning Policy Guidance on Viability. • Where the Residual Land Value produced from an appraisal of the proposed scheme is lower than the Benchmark Land Value, the scheme is financially not viable to support the provision of Affordable Housing and vice versa. • I have undertaken two appraisals to assess the Residual Land Value for the proposed policy compliant scheme and the All-Private scheme. • Once the Gross Development Costs for the proposed scheme, including finance and profit, are removed from the sum received for the total sales of all the proposed new-build units (Gross Development Value), the Residual Land Value does not exceed the site's Benchmark Land Value which is derived from the value of the houses on the site. • This is due to the fact that gross development costs exceed the sales revenue generated from the proposed scheme. 	<p>Comments noted. Early and late stage viability reviews will be secured through legal agreement.</p>
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	<ul style="list-style-type: none"> • The reason for high build costs is due to design complexities involved with construction on a narrow and constrained site situated next to a canal. This also includes the provision of a lower ground floor, which involves excavation and additional reinforcement. • I have therefore agreed to adopt BCIS upper quartile build costs to reflect the upper end of the range of build costs warranted by the restricted nature of the site and its location. • Based on the above, the Residual Land Value of the proposed All-Private scheme is -£57,065. The Residual Land Value for the policy compliant scheme is -£702,090. I have compared this with the Benchmark Land Value of the site. • The Benchmark Land Value of the site is £990,000 which is sum of the Existing Use Value of the site (£825,000-derived from the value of the houses) and a 20% premium (£165,000). • The Residual Land Value does not exceed the Benchmark Land Value of the site and the proposed scheme is therefore not considered viable enough to support the provision of Affordable Housing whilst maintaining the minimum required level of profit. 	
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any</p>	<p>Observations have been taken into account and conditions and informatives included as appropriate.</p>

	<p>piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p>	
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	<p>Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or</p>	
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	<p>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>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	
London Fire Service	<p>The Commissioner is not satisfied with the proposals as fire fighting access not shown.</p> <p>Revised Comments</p> <p>The Commissioner is satisfied with the proposals for fire fighting access.</p>	Initial comments given in error. Revised comments noted.
Metropolitan Police	<p>Section 1 - Introduction:</p> <p>Thank you for allowing us to comment on the above planning proposal.</p>	Observations have been taken into account and

	<p>With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the project Architects or Agents to discuss Crime Prevention or Secured by Design (SBD). The Architects have provided a separate Security & SbD Appraisal Document that is comforting to read but will still need to be enhanced but the intention to include SbD from the onset is welcomed by ourselves.</p> <p>We welcome the construction of the project and continue to require the attaching of suitably worded conditions and an informative. Any comments made can be easily mitigated early and we would seek your assistance in encouraging the design team to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Gold/Silver Secured by Design Award & Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p>	<p>amendments to the plans made where possible. Condition included.</p>
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	<p>a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.</p> <p>b) Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.</p> <p>c) The Commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p>Yours sincerely, Leslie Gipps 707TP</p>	
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	Designing Out Crime Officer Metropolitan Police Service	
Transport for London	<p>The site of the proposals is located off the A503, Ferry Lane, approximately 400 metres east of the junction with Broad lane which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal that may affect the performance and/or safety of the TLRN.</p> <p>TfL object to the proposals as the servicing strategy currently proposed will have an unacceptable impact upon cyclist and pedestrian safety and amenity along Ferry Lane. Further details follow below.</p> <ul style="list-style-type: none"> Proposals to provide level access from Ferry Lane to building's front entrance and enhance the public realm adjacent to the towpath are welcomed in line with Intend to Publish (ItP) London Plan policies T2 and D8. TfL welcome proposals for a car-free scheme given the site's excellent public transport accessibility level. The location of one blue badge space on the nearby Waterside Way is considered acceptable. The quantum of residential long-stay cycle parking complies with ItP London Plan minimum standards which is welcomed. The applicant should provide the Gross External Area (GEA) for the commercial and café uses to enable assessment of the associated cycle parking quantum against the ItP London Plan minimum standards. <p>TfL hold concerns with the somewhat secluded location of commercial cycle parking within the servicing area at lower ground floor level, with limited surveillance and away from the pedestrian desire lines along Ferry Lane and the towpath. The applicant should clarify security measures in place for this external bike store.</p>	<p>Comments noted. Servicing arrangements were amended and are now acceptable. Conditions will secure detailed delivery and servicing plan and CEMP, amongst other measures.</p>

	<p>Further details on the design of cycle parking should be provided to demonstrate how this provision will be designed and laid out in accordance with the London Cycling Design Standards. This should include stand, corridor and aisle width dimensions.</p> <ul style="list-style-type: none"> • The trip generation associated with the proposals is considered acceptable. • A framework travel plan has been produced. Given the site's excellent accessibility and car-free nature, it is welcomed that travel plan targets and measures focus upon increasing the active travel mode share in line with the Mayor's Transport Strategy mode shift target. • The proposed servicing arrangement is not acceptable. There is a mandatory cycle lane on Ferry Lane and the only access is via a ramp. Stopping here wouldn't be acceptable as vehicles are not meant to drive in a cycle lane or park here. The primary issue is safety and impact on cyclists and pedestrians. <p>The applicant should demonstrate that all other potential routes from other roads have been assessed. For example, vehicles could stop on Mill Mead Road and use a trolley/ cargo bikes to transport deliveries through the park.</p> <p>If stopping on Ferry Lane is the only option, the applicant will need to provide a design for an off peak (say 10am-4pm only) loading box, and show how this incorporates the cycle lane. The would also need to make sure that unloading activity does not lead to bins and boxes blocking the use of the Ferry Lane footway or the ramp. Pedestrian footfall will increase along this route as a result of local growth.</p> <ul style="list-style-type: none"> • A draft CEMP has been produced for the proposals and it is welcomed that the scheme has outlined a commitment to using FORS silver and above accredited contractors. It is also welcomed that construction related deliveries will scheduled to avoid peak hours. 	
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	<p>An indicative figure for the number of daily vehicle movements associated with the construction should be provided.</p> <p>To support the Mayors Vision Zero objectives from October 26th 2020 all Heavy Goods Vehicles (HGV's) more than 12 tonnes entering or operating in Greater London will need to hold a valid HGV safety permit, granted if the vehicle meets the minimum Direct Vision Standard (DVS) star rating. TfL requests the applicant confirm that all HGV's in use at the site will meet the minimum DVS star rating.</p> <p>The scope for utilising river transport for waste removal and delivery of construction materials should be discussed further with Haringey Council given the site's proximity to the River Lee.</p> <p>Swept path analysis should be provided to demonstrate how the largest vehicles associated with the development enter and egress the proposed access point off Mill Mead Road.</p> <p>TfL note two routes onto Mill Mead Road are proposed. Given the location of cycle lanes along Ferry Lane, TfL's preference would be for construction vehicles to avoid left turns onto Mill mead Road and thus promote the route from the east.</p> <p>TfL recommends that construction operations are reviewed in accordance with national Site Operating Procedures issued in March 2020 by Government and that traffic marshalling and vehicle access arrangements are reviewed to enable pedestrians and cyclists to safely social distance, and take account of the Mayor's new Streetspace for London plan as details emerge.</p> <p>Contractors should promote walking and cycling to the site for all or part of their travel and shift working to reduce travel at peaks, as well as other national guidance. Consideration should be given to the supply of cycle parking, showers and lockers for construction workers to support sustainable travel to the site.</p>	
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	<p>Overall, based on the current servicing arrangement TfL object to the proposals. TfL also requires further information on cycle parking and construction logistics.</p> <p><u>Additional</u></p> <p>Both the servicing and waste strategies proposed are considered acceptable.</p> <p>In terms of the CEMP, it is welcomed that routing to the site will be solely from the east to avoid left turns across the cycle lane along Ferry Road into Mill Mead Road.</p> <p>Noted and welcomed that river transport options are being pursued further.</p> <p>Outstanding information:</p> <ul style="list-style-type: none"> - DVS compliant HGV use? - Indicative figure for number of construction vehicle trips to the site. - On site cycle parking provision for workers? <p>In term of site access, figure 8 shows swept paths and both the entrance and exit manoeuvres seem to show the 10m lorry oversailing the pavement. I assume this issue will be addressed through the temporary widening of the crossover?</p>	
Environment Agency	<p>Thank you for consulting us on the above planning application. Please accept my apologies for the late response and any inconvenience caused.</p> <p>Having reviewed the information submitted, the proposed development raises some concerns which we believe are reason to refuse planning permission. Specifically, the proposals are contrary to your Local Plan Policy DM28 on setting back development from a main river. Please see our commentary on this under 'Advice to LPA'.</p>	<p>Comments noted. Condition 2 is no longer required following further discussions.</p>

	<p>If you are minded to approve the proposal as it stands, it will only be acceptable if the following conditions are included on the planning permission decision notice. Without these conditions we would object to the proposal due to its adverse impact on the environment.</p> <p>Condition 1 No work on site shall take place until a detailed piling method statement and piling design, demonstrating that there will be no increased loading on the river wall during construction or from the final structure, has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason To ensure the structural integrity of the river wall will not be compromised and to prevent flood risk on site and elsewhere. This is in line with paragraph 163 of the National Planning Policy Framework (NPPF) and policy DM28 of the Haringey Development Management Development Plan Document (DPD).</p> <p>Condition 2 No work on site shall take place until a detailed design and method statement, which demonstrates the operation for the removable ramp and structural independence from the river wall, has been submitted to and approved in writing by the local planning authority.</p> <p>Reason To ensure the structural integrity of the river wall will not be compromised and to prevent flood risk on site and elsewhere. To ensure access to the flood wall is achievable for maintenance and repairs. This is in line with paragraph 163 of the NPPF and policy DM28 of the Haringey Development Management Development Plan Document (DPD).</p> <p>Condition 3 No development shall take place until a scheme for the provision and management of the buffer zone alongside the watercourse (as shown in Drawing: Boundary Sections, 1712_0225, Revision E) has been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out in accordance with the approved scheme. The buffer zone scheme shall be free from built</p>	<p>Other conditions shall be included.</p>
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	<p>development including lighting, domestic gardens and formal landscaping. The scheme shall include:</p> <ul style="list-style-type: none"> • plans showing the extent and layout of the buffer zone. • details of any proposed planting scheme (for example, native species). • details of any new habitat and enhancements created on site to align with Biodiversity Net Gain and site allocation TH9. • details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan. • details of any proposed footpaths, fencing, lighting, etc. • details of how the invasive species on site will be treated <p>Reason Land alongside watercourses is particularly valuable for wildlife and it is essential that this is protected. This approach is supported by paragraphs 170 and 175 of the NPPF which recognises that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.</p> <p>Development that encroaches on watercourses can have a potentially severe impact on their ecological value. Rivers and the associated riparian zone act as blue and green wildlife corridors, important for a wide range of protected species. Naturalised riparian zones or buffer zones also act as high biodiversity areas for a great range of flora and fauna. Within the footprint of this development there is existing natural vegetation that will be lost. The development will also cause the loss of a biodiversity refuge and potentially cause disturbance to animals commuting through this section of the watercourse.</p> <p>Flood Risk Activity Permit Informative The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> • on or within 8 metres of a main river (16 metres if tidal) 	
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	<ul style="list-style-type: none"> • on or within 8 metres of a flood defence structure or culvert (16 metres if tidal) • on or within 16 metres of a sea defence <p>□ involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert</p> <ul style="list-style-type: none"> • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. <p>For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.</p> <p>Advice to LPA Development Setback</p> <p>The development is located in very close proximity to the Pymmes Brook, designated a main river. Drawing: Boundary Sections, 1712_0225, Revision E, shows a building setback between 1.9m and 2.2m from the Pymmes Brook, for the majority of the western boundary of the site. This is contrary to your Local Plan Policy DM28 which states that: A New development must be set back at a distance of 8 meters from a main river and 5 meters from an ordinary watercourse, or at an appropriate width as agreed by the Council and the Environment Agency, in order to provide an adequate undeveloped buffer zone. We therefore view this as a valid reason for refusal.</p> <p>However, we understand that this site is within the boundary of the Hale Wharf Site Allocation (TH9), as part of the Tottenham Hale Area Action Plan, and it is the ambition of the council that this site is developed as part a 'comprehensive proposal'. We also accept that this site is constrained given it is a narrow parcel of land located between two main rivers which impacts development options. That being said, we believe the proposals could do more to increase the setback from the Pymmes Brook than what is currently being proposed, and align the proposals with the development guidelines of the site allocation and also the ambition to create a comprehensive proposal.</p>	
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	<p>Outline approval was granted to the wider Hale Wharf development in 2017 (reference: HGY/2016/1719) and subsequent reserved matters have been approved. The Hale Wharf development is setting back development from its bounding main rivers by 3.8m and establishing this zone as a natural buffer with ecological enhancements which will be closed off to the public. These proposals are more closely aligned with the development guidelines of the site allocation. We would encourage you to consider if the current proposals for the Lock Keepers cottages are acceptable, or if more can be done to setback the development from the Pymmes Brook and enhance the blue ribbon network through Tottenham Hale. We would be happy to discuss this point further.</p> <p>Additional Information Flood Risk It appears that the reason the site is designated Flood Zone 2/3 is because it is within the historic outline from the 1947 flood event. In terms of the current risk the site is outside of all our modelled flood events and therefore could be classified Flood Zone 1. The FRA demonstrates that the site is safe in a flood event for both a 35% and 70% climate change allowance, therefore the application is considered acceptable from a flood risk perspective.</p> <p>If you have any queries please don't hesitate to contact me on the details below.</p>	
Natural England	<p>Apologies again for the delay in providing you a response.</p> <p>Lee Valley SPA- no objection</p> <p>With regards to Lee Valley SPA, it is good to see appropriate SUDS measures proposed alongside the application. The proposed green roof and controlled release of surface water from attenuation tanks etc. to approximately greenfield runoff rates should help ensure no increase in pollution or flood risk from surface water into adjacent watercourses that may be hydrologically linked to the Lee Valley SPA and its underpinning SSSIs, plus</p>	<p>Comments noted. Maintenance of SUDS will be secured by condition, as will biodiversity improvements. The site does</p>

	<p>the Walthamstow Marshes SSSI. The green roof will also have biodiversity benefits. Please ensure the provision of SUDS and in perpetuity maintenance are secured by condition.</p> <p>The only other concern with Lee Valley SPA might be the height of the building (6 storeys) due to the potential for birdstrike with the buildings. However, 6 storeys is not overly high and given the small scale nature of this application, we would not object on those grounds.</p> <p>Epping Forest SAC- no objection</p> <p>Protected Species With regards to protected species, Natural England has produced standing advice to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.</p> <p>Biodiversity Net Gain We have not reviewed the application with regards to biodiversity net gain. However please note is a requirement of all development to enhance the natural environment, as stated in the NPPF (2018 as amended), paragraphs 170(d), 174 and 175. Natural England recommend that an appropriate level of enhancement, such as the addition of bat boxes and/or bird boxes, are secured as part of this application.</p>	not affect the nearby SSSI or any other ecological designations.
Canal and River Trust	<p>We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring</p>	Comments are noted. CRT recommend a number of modifications to the

	<p>for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.</p> <p>The main issues relevant to the Trust as statutory consultee on this application are:</p> <ul style="list-style-type: none"> a) The impact on users of the River Lee Navigation towpath b) The impact on biodiversity of the River Lee Navigation corridor c) The impact on the structural integrity of the River Lee Navigation <p>Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is to advise that suitably worded conditions are necessary to address these matters. Our advice and comments follow:</p> <p>The impact on users of the River Lee Navigation towpath</p> <p>The Trust considers that the scheme will have a positive impact on towpath users' perceptions of safety in this area by bringing a significantly greater sense of natural surveillance. The café should bring a welcome sense of activity to what will become an increasingly important access/egress point between the towpath and the highway network.</p> <p>The Trust welcomes the attempt to improve access down to the towpath from Ferry Lane for less mobile users. However, we question whether, based on the proposed frontage to Ferry Lane, the public lift will be visible and attractive to casual users, with the route to the lift entrance potentially obstructed by cycle parking. At towpath level, the interaction between people waiting for the lift, exiting it and people coming down the ramp will need careful consideration and management. It may be necessary to add a refuge to the entry/exit at towpath level. If this was to be necessary then it would need to be provided within the footprint of the proposed building rather than on the towpath, given the proximity of the access ramp. We suggest that, if possible, it may be better to move the lift further north within the development, away from the access ramp.</p>	<p>development which have all been considered adaptations made where possible. The lift will not open directly onto the towpath and the ramp to the west is needed for servicing. Balconies will be designed to prevent objections falling onto the towpath. Public realm improvements will be secured through on and off site landscaping, tree planting, wayfinding installations and biodiversity / ecology</p>
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	<p>We note that the developer proposes to take on the responsibility for managing and maintaining the lift to towpath level. The Council should not expect that the Trust will take on any maintenance or management responsibilities.</p> <p>By developing close to the bottom of the existing access ramp, the scheme is likely to preclude any improvements to this access in the future. We question whether more could be made of the service ramp to the west of the building, allowing this to provide accessible and cycle-friendly access to the towpath and the café. It may need to be wider to fulfil this role. However, this may provide a cheaper and more user-friendly solution than the lift, with fewer ambiguities over whether it is public/private or what types of users it is open to (cyclists for example).</p> <p>Whilst we welcome the inclusion of a café within the scheme, potential conflict between towpath users and café patrons will need to be carefully managed, including through good design. We suggest that building corners should be profiled to avoid abrupt corners, to allow a safe flow of people along the towpath. The public realm space around the café should be laid out to allow space for people to move along the towpath without obstructions from planting/chairs/tables. It may also be necessary to limit the opening of doors to the space to the north of the building or recessing them into the building with good visibility in both directions to allow people to emerge safely.</p> <p>The Trust will want to see the details of the proposed balconies to ensure that the design seeks to minimise the risk of objects falling from the balconies onto the towpath.</p> <p>We suggest that the development is highly likely to result in use of the towpath increasing, with more people visiting the café, commuting to the offices or new residents using the waterway corridor for recreation or commuting. We suggest that developer contributions, secured through CIL or planning obligations, should be put towards improving the under-bridge environment beneath Ferry Lane. We suggest that the surface beneath the bridge, which comprises square granite setts, should be smoothed in a manner that is sensitive to the historic character of the setts. Hiding corners that attract litter and anti-social behaviour should be removed. We would also like to see improvements to the ramp down</p>	<p>measures, as well as a financial contribution to the nearby Paddock. All other matters will be dealt with by appropriate conditions.</p>
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	<p>from Ferry Lane on the south side, some repairs to the towpath (which was surfaced for the London Olympics in 2012) and improved signage and wayfinding, given that the development may make the waterway less visible from Ferry Lane, when approaching from the west.</p> <p>The impact on biodiversity of the River Lee Navigation Corridor</p> <p>The Trust welcomes the intention to retain the trees to the north of the site and we have no objection to the removal of the remaining trees. However, in the interests of achieving a biodiversity net gain, which the NPPF (para 170) requires and the Environment Bill proposes to legislate for, we suggest that the council secures measures to improve on- and off-site habitats. We suggest that this should include filling gaps in the hedgerows adjacent to the canal in this area and working with the Trust (and partners such as the Stonebridge Coalition adoption group) to identify a suitable location for the installation of floating habitat within the River Lee Navigation.</p> <p>We suggest that bird & bat boxes and bug hotels should be included within the site.</p> <p>We suggest that further details of artificial external lighting should be required by condition. In the interests of the biodiversity of the River Lee Navigation corridor, particularly bats that use waterway corridors for foraging, lighting should be <5Lux, directional and warm white LEDs. Details of lighting, including a diagram displaying the expected ambient lighting spill and artificial external lighting in Lux units, should be required by condition.</p> <p>The impact on the structural integrity of the River Lee Navigation</p> <p>The lock adjacent to the proposed development was rebuilt in 1960 and the chamber wall is of a heavy duty concrete construction. The lock is currently out of use and the water level is held at the downstream (lower) level. The developer should satisfy itself that any works below the upstream (higher) water level would not result in water leaking from the lock structure into the development in the event that the lock was brought back into</p>	
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	<p>service. Whilst our assumption is that development below the water level is not proposed, the level of the plant room in relation to the lock is not clear from the submitted drawings.</p> <p>The Trust suggest that a risk assessment and method statement to assess and mitigate the risks of construction and demolition activities (such as vibration from piling) on waterway infrastructure, users and environment should be required by condition. In addition, the developer should review our Code of Practice for Works affecting the Canal & River Trust and ensure that the necessary consents are obtained.</p> <p>The Canal & River Trust as Landowner</p> <p>From the information available, we believe that at least one of the proposed balconies would oversail the Canal & River Trust s property. In addition, the proposed development will create new accesses on to the canal towpath. These items, along with any other uses of the Trust s property (including temporary use during development) will require the Trust s prior approval through a commercial agreement. Consent from Defra for the Trust to grant the required rights may also be required and should be factored in to the developer s plans for completing the development, if consented. These rights are not included in agreements relating to the Trust s sale of part of the site. The developer should contact Bernadette McNicholas (Bernadette.McNicholas@canalrivertrust.org.uk) regarding the necessary agreements.</p> <p>Planning Conditions, Obligations and Informatives</p> <p>Should planning permission be granted we request that the following conditions are applied:</p> <p>Balconies</p> <p>Prior to the first occupation of the development hereby permitted, full details of the appearance and materials of the balconies hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p>	
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	<p>Reason: In the interests of users of the Blue Ribbon Network and its visual amenity.</p> <p>Landscaping</p> <p>Prior to the first occupation of the development hereby permitted, full details of the proposed hard and soft landscaping and its management/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The landscaping plan shall include on-site biodiversity enhancement measures. The landscaping shall be carried out, managed and maintained in accordance with the approved details.</p> <p>Reason: In the interests of visual amenity of the Blue Ribbon Network, its biodiversity and its users</p> <p>Lighting</p> <p>No external lighting related to development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated on a lux plan. Any lighting that is so installed shall not thereafter be altered.</p> <p>Reason: In the interests of the protection of the biodiversity of the Blue Ribbon Network .</p> <p>Risk Assessment and Method Statement</p> <p>Prior to the commencement of the development hereby permitted, a Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Risk Assessment and Method Statement shall identify risks to the stability of canal infrastructure, the waterway environment and the health, safety and enjoyment of canal users during demolition and construction phases. It shall demonstrate that such risks have been adequately avoided, mitigated or managed through the method statement. Once approved, development shall be carried out in accordance with the Risk Assessment and Method Statement.</p>	
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	<p>Reason: To ensure construction works do not have any adverse impact on the environment of the River Lee Navigation and its users. This condition seeks to prevent harm to the canal during the demolition and construction phases</p> <p>In addition, the Trust would welcome further discussions with the Council about the appropriate route for securing developer contributions (through CIL or s106) for local towpath and biodiversity enhancements, as identified above.</p> <p>Should planning permission be granted we request that the following informatives are appended to the decision notice:</p> <p>The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (steven.ellis@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-ofpractice)".</p> <p>For us to monitor effectively our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.</p> <p>The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.</p>	
Lee Valley RPA	<p>I would be very interested to learn what is intended for the area immediately north of the café and how that could be secured as a public open space adjacent to the towpath.</p> <p>In advance I am sending you a extract from the report I am writing which sets out in draft the response that is likely to go up to Members; although it is officer level only at this stage. I will be discussing this further with colleagues shortly and I can of course revise if further detail is supplied by the applicants if you are able to pass this on?</p>	<p>These recommended measures have been taken on board. An indicative landscaping</p>

	<p>“Recommendation</p> <p>1) That the London Borough of Haringey be informed that whilst the Authority does not object to the principle of development proposed it has serious concerns about the lack of information in relation to, and seeks further detail regarding:</p> <p style="padding-left: 40px;">a) The landscape treatment of the development in relation to the Regional Park, namely the southern entrance to Tottenham Marshes which lies on the opposite side of the Pymmes Brook to the application site, the western waterside elevation overlooking Pymmes Brook, and land to the north of the application site, contiguous with the towpath that could provide an additional area of public open space of benefit to Park visitors</p> <p style="padding-left: 40px;">b) The ecological value of the site and adjoining waterways; further detailed survey work is required in order to assess the application for biodiversity impacts, particularly in relation to protected species; this should be a material consideration in this case</p> <p style="padding-left: 40px;">c) measures for habitat retention, enhancement, mitigation, and compensation, based on the findings of the ecological surveys to be incorporated within the proposed development</p> <p style="padding-left: 40px;">d) a lighting plan or strategy for the development both in operation and during the construction period, this should be informed by the ecological surveys and take particular account of the adjoining areas of the Regional Park and the habitats these contain</p> <p>2) That the London Borough of Haringey be informed that the Authority would wish to be consulted on this detail provided prior to any grant of consent</p> <p>3) That should the London Borough of Haringey be minded to approve the planning application then S 106 contributions should be sought for open space</p>	<p>plan has been provided for the land to the north, ecological protection measures and enhancements, and lighting arrangements will be secured by condition.</p>
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	<p>enhancements and habitat creation within the Regional Park to cater for the recreational needs of the new residents and to mitigate for habitat loss and disturbance along the waterway corridor in accordance with the findings of the ecological surveys and as specified in the schedule attached</p> <p>4) In addition, efforts should be made to secure, via conditions or planning obligations, the area immediately north of the application site as an area of public open space forming part of the towpath and to implement a comprehensive landscape and access plan in association with the new footbridge landing.</p> <p>Please email if you have any queries and also if you receive any updates from the applicant that you consider relevant to the points above. We may need a separate discussion about S106 matters.</p>	
Historic England (GLAAS)	<p>Recommend Pre-Determination Archaeological Assessment/Evaluation</p> <p>Thank you for your consultation received on 15 April 2020.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) give advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.</p> <p>NPPF Section 16 and the London Plan (2017 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. A field evaluation may also be necessary.</p>	<p>The additional comments are noted and were provided following additional information provided by the applicant. These matters regarding archaeology will be secured by condition.</p>

	<p>I have looked at this proposal and at the Greater London Historic Environment Record but I need more information before I can advise you on the effects on archaeological interest and their implications for the planning decision. If you do not receive more archaeological information before you take a planning decision, I recommend that you include the applicant's failure to submit that as a reason for refusal.</p> <p>The planning application lies in an area of archaeological interest.</p> <p>Recent work at the neighbouring Hale Wharf site (not yet on the GLHER) by Pre-Construct Archaeology excavated well-preserved remains of the seventeenth and eighteenth century milling on the Lea as well as earlier palaeoenvironmental evidence including Saxon period peat. Similar remains, of milling on the Pymmes Brook, as well as other riverside activity may be affected by the proposals. As a basement is proposed, there may not be scope for preservation in situ of important remains under a consented scheme.</p> <p>Because of this, I advise the applicant completes these studies to inform the application:</p> <p>I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application.</p> <p>The planning application lies in an area of archaeological interest.</p> <p>Evaluation</p> <p>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</p>	
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	<p>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.</p> <p>I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application.</p> <p>NPPF paragraphs 193 - 194 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non- designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 197). Conservation can mean design changes to preserve remains where they are.</p> <p>NPPF paragraphs 185 and 192 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Applicants should therefore expect to identify appropriate enhancement opportunities.</p> <p>If preservation is not achievable then if you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.</p> <p>You can find more information on archaeology and planning in Greater London on our website.</p> <p>This response only relates to archaeology. You should also consult Historic England's Development Advice team on statutory matters.</p> <p>Additional Comments</p>	
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	<p>GLAAS advise that the risk at the site is that policy-compliant management of well-preserved buried remains of a mediaeval mill (ones that would merit conservation as an designated archaeological heritage asset of national importance in NPPF terms) would not be compatible with a scheme with a basement. Well preserved remains would be likely found if the site had undergone past waterlogging, permitting timbers and other organic material to survive. Historical records show that milling on the site took place from at least the 13th century and given the recently uncovered Saxon settlement remains at Ferry Island recently, very possibly earlier.</p> <p>Unfortunately there is no ground survey information, including geotechnical data, submitted with the desk-based archaeological assessment to help inform on the presence of waterlogging here.</p> <p>We have gone back to the records of the excavation of Hale Wharf scheme next door. Those results did not indicate high levels of organic preservation. On this basis, we advise that the risk of well-preserved remains at the current site *may* be the same as at Hale Wharf. It goes without saying that working with this point is not without risk and that the hydrology on the west side of the Lea Navigation may well be very different from the hydrology on the east side where Hale Wharf stands.</p> <p>I should say that if significant, well preserved remains are present, then the appropriate level of archaeological work to investigate, record and interpret them will likely be time-consuming and expensive.</p> <p>The resulting destruction of archaeological remains by development impact would also warrant the developer following the NPPF's advice on including proposals for leveraging affected heritage assets to improve local character and distinctiveness, to contribute to sustainable communities including their economic vitality, and to enhance the significance and public understanding of the assets.</p>	
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	<p>With the above risks in mind, should the LPA be minded to grant this application, it should only do so with the following two (2) conditions in place on a consent:</p> <p>CONDITION 1 :</p> <p>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. 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.</p> <p>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:</p> <p>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</p> <p>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.</p> <p>Informative: 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</p>	
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	<p>AND CONDITION 2:</p> <p>Condition: The development will not be occupied until applicant has secured the implementation of a scheme of public heritage display, interpretation and outreach which considers industrial heritage, connections with nearby historical sites and archaeological evidence. This shall be undertaken in accordance with written details submitted by the applicant and approved in advance by the local planning authority.</p> <p>Reason The planning authority wishes to secure the provision of historic interpretation and related public benefit from the heritage of the site, including from its mediaeval milling past, and from its connections with contemporary sites, as well as from remains found in archaeological work at the site.</p>		
London Borough of Waltham Forest	<p>I refer to your consultation under Article 16/17 of the Development Management Procedure (England) Order 2010 and this Council has the following views to make:</p> <p>The CEMP only contains details of the route and there is no information on vehicle numbers and sizes. There is an LBWF bridge with a weight limit on the proposed route, which would be passing several other construction sites and we therefore request to be consulted on the CLP when submitted.</p> <p>We trust that you will take the above into account when determining this application and I look forward to receiving a copy of the decision notice.</p>		<p>Comments noted. LBWF will be consulted as per the wording of the appropriate condition.</p>
LOCAL REPRESENTATIONS:	<p>Land Use and Housing</p> <ul style="list-style-type: none"> • Café use is not required in this area 	<ul style="list-style-type: none"> • This would be the only café unit in the area to directly provide refreshments to users of the towpath 	

<p>LETTERS FROM 38 INDIVIDUAL ADDRESSES</p> <p>36 IN OBJECTION</p> <p>2 COMMENTS</p>	<ul style="list-style-type: none"> • Lack of affordable housing • Loss of existing residential accommodation 	<ul style="list-style-type: none"> • Affordable housing provision is not financially viable for this development. This has been independently tested. • The existing dwellings are ageing and are now out of keeping with the developing surrounding area. This plot has been identified for employment-led regeneration as part of Site Allocation TH9 and therefore the loss of two dwellings is acceptable.
	<p>Size, Scale and Design</p> <ul style="list-style-type: none"> • Excessive height and scale • Poor design • Overdevelopment of the site and local area 	<ul style="list-style-type: none"> • The height and scale of the building provides an appropriate transition between the much larger Hale Village and Hale Wharf developments. • The design of the development has undergone several reviews, including by the Quality Review Panel, Pre-Application Committee and by the Council's Design Officers, amongst others. It is considered that the design is now of a high-quality, and is appropriate for the site, and can be accepted. • The Council is required by policy to support the optimisation of new developments. The proposal makes the most of the space within the site but does not constitute

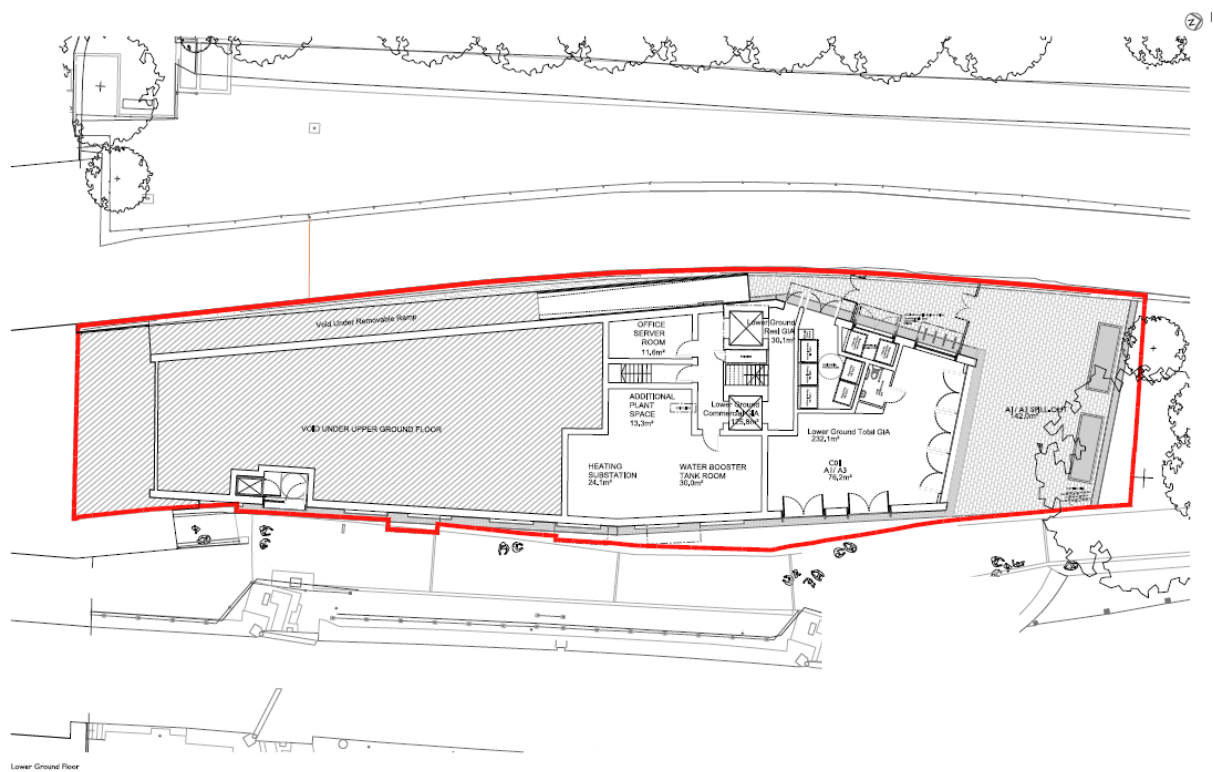
	<ul style="list-style-type: none"> • Out of keeping with surrounding area • Negative impact on local character • Loss of historic character • Loss of openness on this plot • Impact on local and strategic protected views 	<p>overdevelopment, particularly given the size and scale of neighbouring developments.</p> <ul style="list-style-type: none"> • The detailed design would be unique within the local area, but the location and constraints of the site allow for this. The building would be finished in high-quality contemporary materials, and this will be secured by condition. • The local character to the east and west is one of high-quality contemporary developments of scale and this proposal accords with that character. • The existing properties are of no particular architectural merit and there are no heritage assets nearby that are listed or locally listed. Therefore, local heritage would be respected. • The plot already contains dwellings and boundary fencing and is therefore not particularly 'open'. Although some airspace above these dwellings would be lost this would be mitigated by the open air above the adjacent waterways. • The site is not a tall building (not ten storeys or greater in height) and therefore would not impact significantly on any local views.
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	Parking, Transport and Highways <ul style="list-style-type: none"> • Disruption from construction traffic and works • Increased local traffic • Lack of parking provision • Overcrowding of public transport • Inappropriate delivery/servicing arrangements • Inappropriate emergency access arrangements 	<ul style="list-style-type: none"> • Construction works would be carefully controlled through a construction management plan and a contribution will be provided towards a dedicated officer, who will manage construction and other works within the Tottenham Hale area. • This development would be car free, aside from a single wheelchair-accessible parking space. Therefore, traffic increases from the development would not be significant. • Car free development is supported in this area due to the excellent local transport connections. • There is capacity available on local public transport networks. • Delivery and servicing arrangements have been considered acceptable by Transport for London. • The Council's Emergency Planning team considers the emergency access acceptable
	Residential Amenity <ul style="list-style-type: none"> • Excessive overshadowing 	<ul style="list-style-type: none"> • The development would not overshadow residential properties to any significant extent

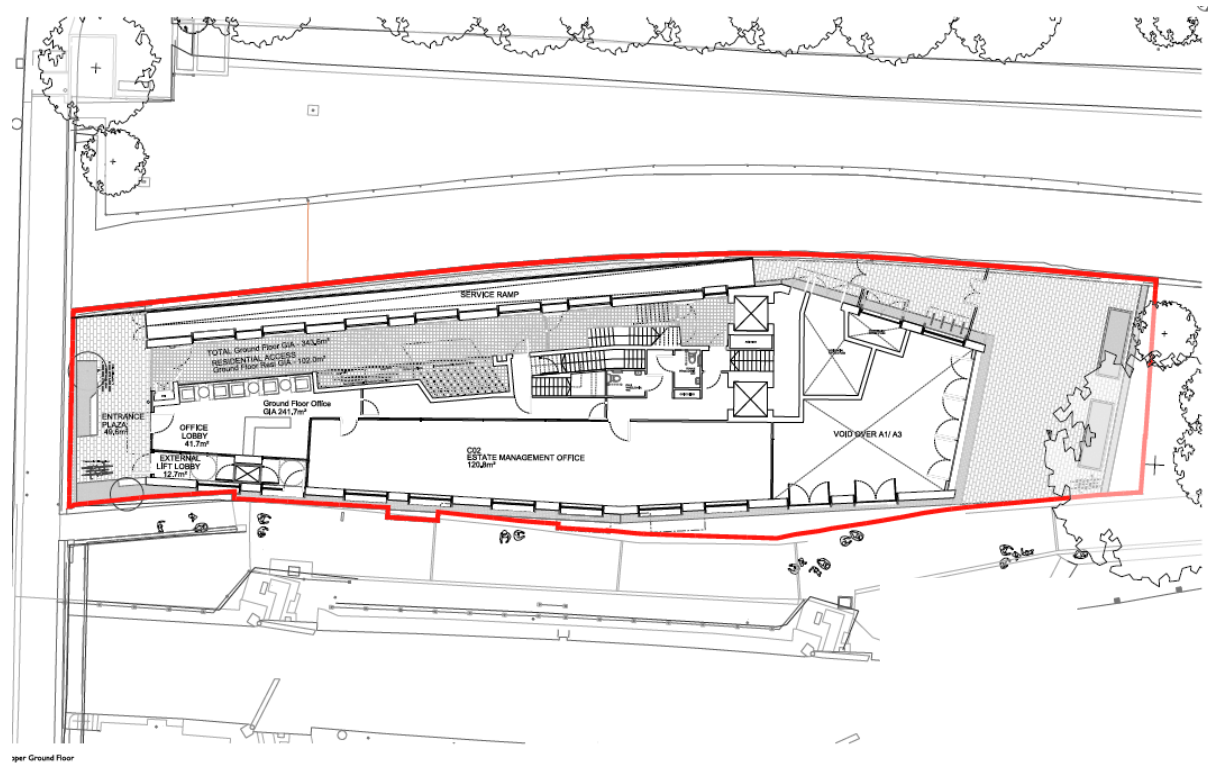
	<ul style="list-style-type: none"> • Loss of privacy • Loss of day/sunlight • Increased noise disturbance • Excessive disturbance from construction works • Lack of local amenities • Lack of fire safety 	<ul style="list-style-type: none"> • The development would be located at least 30 metres from any other residential property which is sufficient to prevent any significant impact on privacy. For the same reason, daylight and sunlight to neighbouring properties would not be affected. • The development would not provide significantly noise creating uses. • Disturbance from construction works are a temporary nuisance and are controlled by environmental health legislation. • There are numerous local amenities nearby including shops, restaurants, cafes and parks/open spaces. • Sprinklers are included within this development. Fire safety has been deemed suitable by the London Fire Brigade.
	<p>Environment and Public Heath</p> <ul style="list-style-type: none"> • Loss of open and green space • Loss of trees 	<ul style="list-style-type: none"> • The application site is not formally designated open space, and although it contains some green areas these are mostly private gardens. A contribution to the Paddock and green roofs/walls would mitigate for the loss of green planted areas. • The highest quality 'Willow' tree would be retained. Category B and C trees lost would

	<ul style="list-style-type: none"> • Negative impact on Lee Valley Regional Park, wetlands, river towpath and canal • Negative impact on ecology and biodiversity • Lack of public realm improvements 	<p>be replaced on street. This is secured by condition.</p> <ul style="list-style-type: none"> • The LVRPA raise no objections to this development subject to landscaping and ecology conditions. The towpath and canal would also be unaffected. The protected areas of the wetlands are too far away from this site to be affected by a development of this relatively modest scale. • Ecological and biodiversity improvements would be secured by conditions. • The public realm would be improved through greater surveillance from a high quality contemporary development that is occupied over 24 hours and provides new lighting and step-free access onto the towpath. New landscaping and tree planting is proposed in public areas. A contribution towards improvements to the Paddock is also provided by legal agreement.
	<p>Other</p> <ul style="list-style-type: none"> • Negative impact on local archaeology 	<ul style="list-style-type: none"> • Further archaeological surveys will take place prior to development taking place and any significant finds will be displayed publicly.

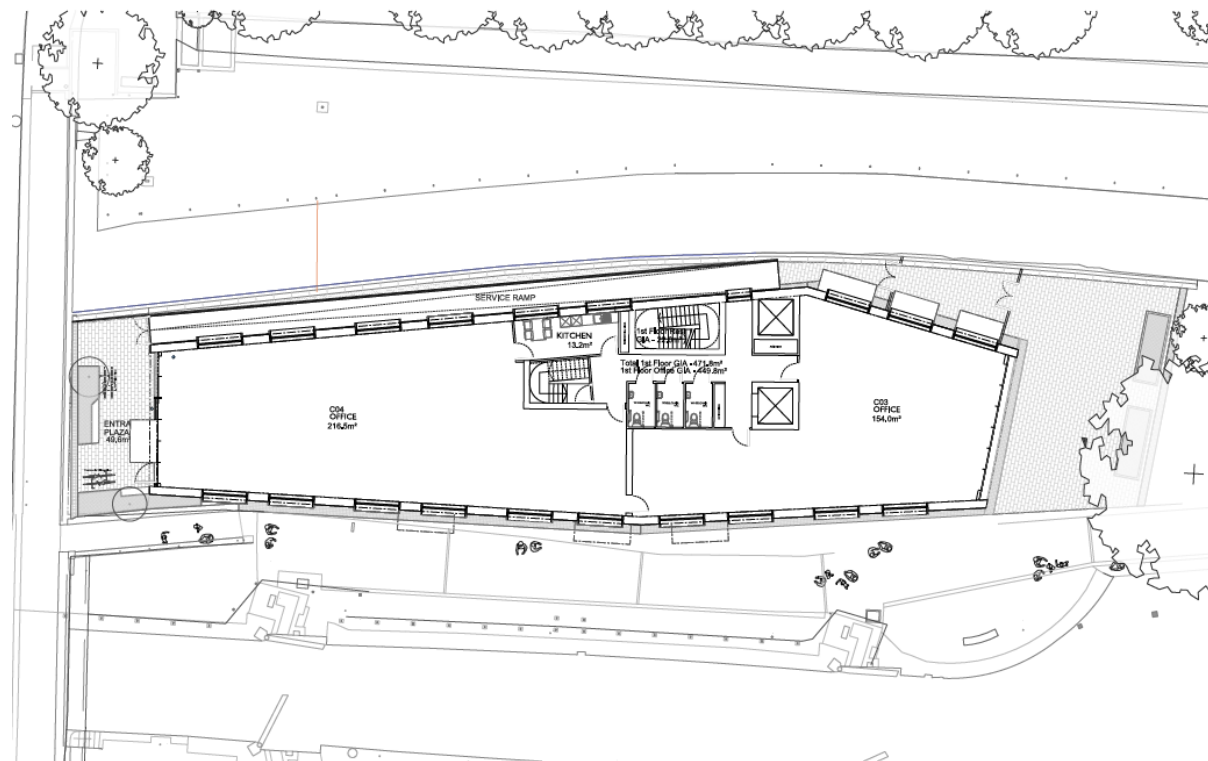
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Upper Ground Floor Layout Plan



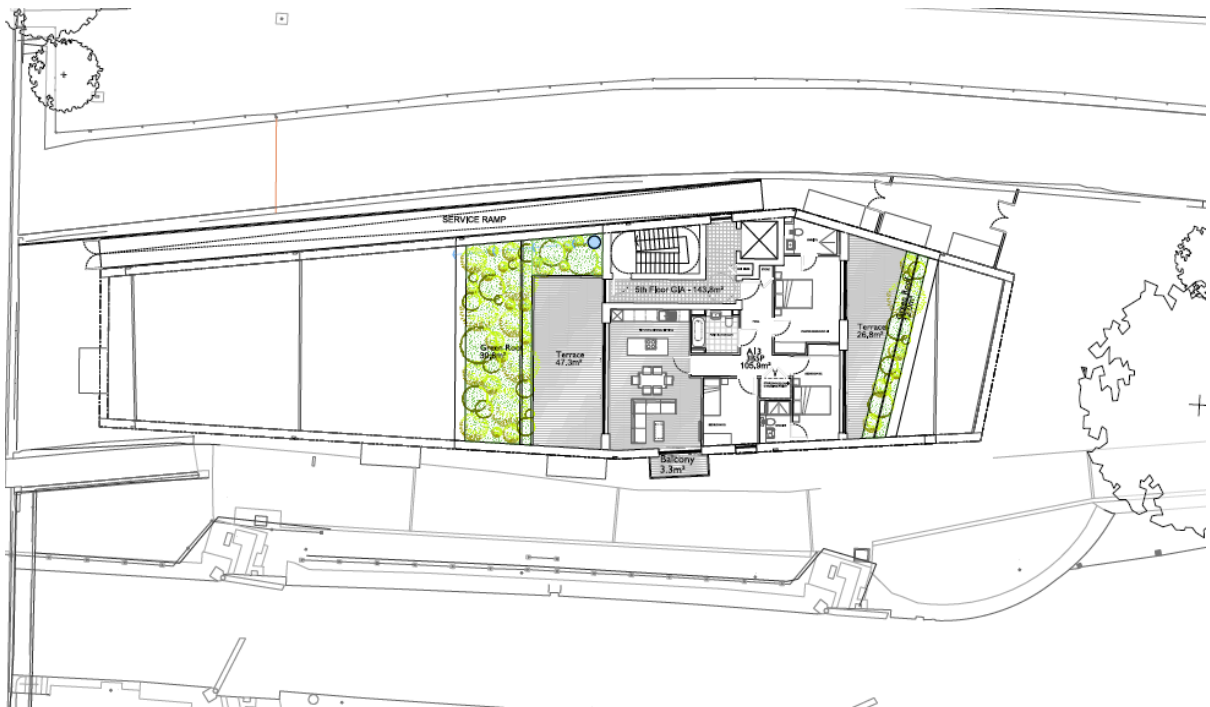
First Floor Layout Plan



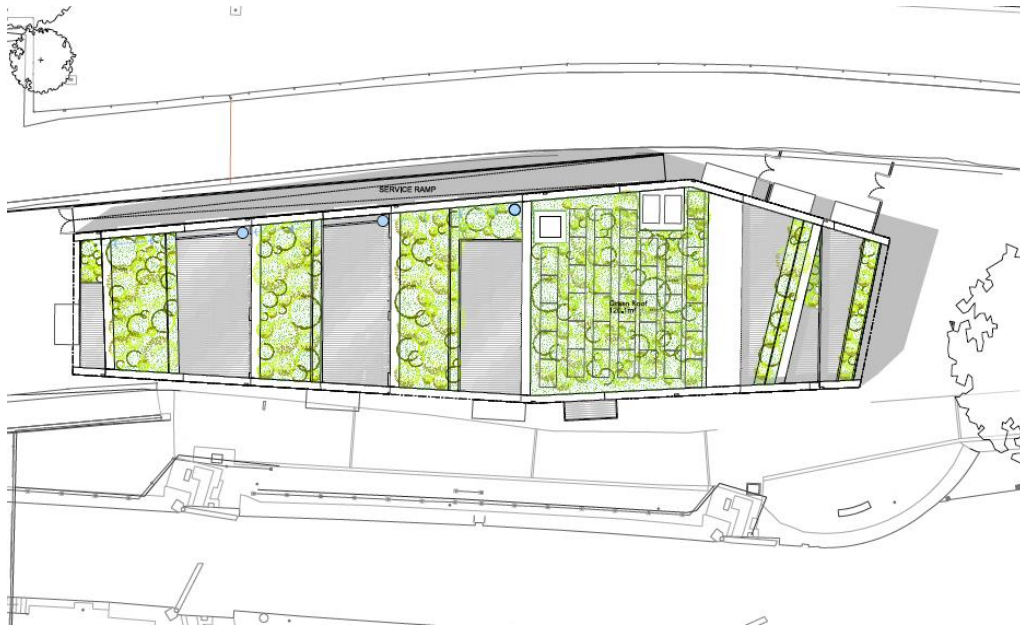
Second Floor Layout Plan



Fifth Floor Layout Plan



Roof Layout Plan



Proposed North and South Elevations



Proposed Aerial View from Hale Village (West)



View from River Lee (East)



Appendix 3: Quality Review Panel Response

24th July 2019

1. Project name and site address

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

2. Presenting team

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

3. Planning authority's views

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

4. Quality Review Panel's views

Summary

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

These comments are expanded below.

Strategic approach

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

Site context

- The panel seeks clarification of the status of the damaged and disused lock at the site. It understands that this is the responsibility of the Canal & River Trust.
- The lock currently detracts from the quality of the environment and the panel stresses the importance of its repair and cleaning, making it safe and secure. A more radical approach might be considered: permanent closure of the lock, together with appropriate landscape design, could be envisaged, provided that the perception of a lock is retained. As a double lock, it would be possible to retain one lock, while taking the other out of use.

Plan and layout

- The only access to residential entrances is from the pedestrian tow path. The panel expresses some concern about how practical this might be, including, for example, for removals and furniture deliveries.
- The panel is unaware of precedents of residential entrances directly from a tow path and suggests that this be reconsidered. Reconfiguring the plan and layout of the ground floor could allow location of residential entrances on Ferry Lane.
- The panel supports inclusion of a café in the development – but its success will depend on an optimum location. It is currently proposed at the north of the building, which will be overshadowed, and where the amount of footfall along the tow path is unclear.
- The panel suggests that other options may be possible that better integrate all uses. It encourages exploring the potential for a multi-functional entrance to the building on Ferry Lane. This would include access to the residential units, the Lee Valley Estates offices, and also the café. (The panel acknowledges that, if the café were relocated and integrated into the entrance sequence from Ferry Lane, it would require careful management.)
- If residential entrances are located along the tow path, adequate lighting will be essential to ensure safety and security. (This could, however, compromise initiatives to enhance biodiversity (see below).)

Scale and massing

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

Architectural expression

- The architectural expression proposed is considered appropriate for the character of Tottenham and this stretch of the River Lee. It is both modern and interesting.
- The sense of rhythm created by repeated elements in the elevations works well. The proportions of the windows – differentiated for commercial and residential spaces – are also successful. The panel suggests that the gable elevations be treated simply, without extraneous decoration.
- The building could well be conceived of as a 'jewel' within its surrounding context. Materials and detailing should therefore be chosen to effectively convey this quality. This would include, for example, the colour of bricks.

Residential accommodation

- In addition to the comments above on the location of the residential entrances, the panel recommends further interrogation of the plan and layout of individual residential units on the upper storeys of the building, to explore reducing the number of corridors, reconfiguring rooms, and maximising the amenity of terraces.
- As a detailed point, in sections and plans, kitchens and bathrooms do not always appear well aligned – which could pose problems of noise and access. The panel therefore recommends minor amendments to resolve this.

Environmental conditions

- The panel recommends careful thought to the vulnerability of south facing terraces to noise from Ferry Lane. The design of balustrades could, for example, help to mitigate this.
- The panel recommends careful consideration of potential overheating – and suggests that the architectural treatment of the east and west elevations might differ to reflect this.

Public realm and landscape design strategy

- With development, the site will lose something of its more wild, green nature – and Ferry Lane is a rather unforgiving presence. The panel therefore strongly recommends interventions to the soften and 'green' the public realm along the building's Ferry Lane frontage.
- Development of this site presents considerable opportunities to increase biodiversity, including by planting indigenous species. It suggests inclusion of areas of planting – with sole access by those managing the development – that encourage biodiversity.

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

Next steps

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

Appendix 4: Pre-Application Committee Briefing – Printed Minutes

10th February 2020

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.

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2020/0158**Ward:** West Green**Address:** 300-306 West Green Road N15 3QR

Proposal: 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

Applicant: KHR Properties Ltd**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi**Site Visit Date:****Date received:** 03/01/2020 **Last amended date:** 31/03/2020**Drawing number of plans:**

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513 100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail (drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513.500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing

Aerial View (drawing no. 0513.500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

Supporting documents also assessed:

Cover letter prepared by Firstplan dated 23 December 2019; Construction Methodology Statement and Basement Impact Assessment for Subterranean Development dated 22 June 2019 (prepared by John Farquharson Partnership LLP); Air Quality Assessment dated 19 December 2019 (prepared by Miller Goodall); Daylight, Sunlight and Overshadowing Report (prepared by Syntegra); Sustainability and Energy Statement dated August (prepared by Syntegra Rev B, dated May 2020); Dynamic Overheating Assessment Report prepared by Syntegra dated April 2020; Economic Viability Assessment Report dated December 2019 (prepared by Upside London Limited); Phase 1 Geo-Environmental Desk Study Report dated December 2019 (prepared by Brown 2 Green); SuDS Drainage Report dated December 2019 (prepared by EAS); Transport Statement dated December 2019 (prepared EAS); and Delivery and Servicing Plan dated December 2019 (prepared by EAS); Planning, Design and access Statement dated December 2019 (prepared by Firstplan)

1.1 This application is being reported to the planning committee as it is a major application recommended for approval and is subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Demolition of the existing buildings and the construction of a mixed use development comprising of retail on the ground floor and residential above is acceptable in principle and would re-provide the employment floorspace and would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location.
- The proposed development would provide good quality retail floor space that would generate approximately 12 jobs.
- The ownership of the retail (ground floor) element of the development as well as 17 residential flats is proposed to be managed by the applicant as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayors London's Living Rents.
- The development would be of a high-quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment.

- The development would provide high-quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location, and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The application is considered acceptable for all other reasons as described above.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than [15 July 2020] or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Three years

- 2) Drawings
- 3) Materials
- 4) Hours of operation
- 5) Boundary treatment and access controls
- 6) Landscaping
- 7) Lighting
- 8) Secure by Design
- 9) Construction Logistics Plan/ Construction Management Plan
- 10) Full site investigation and soil report
- 11) Energy Plan
- 12) Overheating mitigation
- 13) Living roofs
- 14) BREEAM
- 15) Land Contamination
- 16) Unexpected Contamination
- 17) Plant and Machinery
- 18) Demolition/Construction Environmental Management Plan
- 19) Impact Piling Method Statement
- 20) Combustion and Energy Plant
- 21) Satellite antenna
- 22) Restriction to telecommunication apparatus
- 23) Building Regs Part M

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Ground Water Risk Management
- 8) Thames Water Underground Assets
- 9) Public Sewer
- 10) Water pressure
- 11) Water Mains
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Affordable Housing Provision
 - 2 x 1 bed flats to be let at London Living Rent Levels (LLR)
 - The Residential units will have a 15 year covenant as Build to Rent Units
 - The Residential units to have a minimum three year tenancy agreement
 - The Residential Units to meet requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism

2) Sustainable Transport Initiatives

- Five years free membership
- £50 oyster card for one occupier of each dwelling
- The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's signage etc
- To restrict eligibility of all occupiers from obtaining CPZ parking permits

3) Section 278 Highway Agreement

- Highway works includes new access to rear service area with access via Ashleys Alley (Crossover) and new crossover to serve the two disabled user parking spaces also off Ashleys Alley.

4) Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting (£22,800.00), or more if required by Energy Statement review

5) Employment & Skills Plan – Local Training and Employment

- Submit an ESP prior to implementation for the Council's approval
- Commit a named individual to engage with the Council's Employment and Skills Team and Construction Partnership Network
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment Costs.

6) Monitoring Contribution

- 5% of total value of monetary contributions (excluding those that already relate to monitoring) (£5,693.25)
- £500 for all other heads of terms (£2,500)

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of early and late stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy 3.12 of the London Plan 2016, emerging Policy H5 of the draft London Plan and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.
2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies 5.2, 5.3 and 5.7 of the London Plan 2016, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

Appendix 1	Consultation Responses – Internal and External Consultees
Appendix 2	Plans and Images
Appendix 3	Quality Review Panel Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for full planning permission for the demolition of the existing buildings and erection of a five-storey building including basement level comprising of a retail unit of 304sqm at ground level and ancillary storage on the basement level and 19 residential Private Rented Sector (PRS) (including two affordable units at London Living Rent Level) self contained flats situated over the first to fourth floors. Two parking spaces are proposed for disabled users located off Ashleys Alley and 28 cycle parking spaces are also proposed.
- 3.1.2. At first floor level 67sqm of childrens outdoor playspace is proposed. A living roof is proposed at 2nd and 4th floor level and a sedum green roof is proposed at roof level. Soft landscaping to the external areas of West Green Road and Langham Road is proposed comprising of planted beds with low level shrubs, new street trees and cycle stands with low level planting.
- 3.1.3. The development would be predominantly finished in brickwork with recessed panels. The top floor would be predominantly glazed with zinc clad. The windows and doors would be powder coated aluminium framed and the balustrades would be powder coated to match the window frames.

3.2 Site and Surroundings

- 3.2.1 The site is located on the corner of West Green Road and Langham Road. It currently comprises part of a terrace of two and three storey buildings. The existing uses comprise two retail units and a restaurant at ground floor level and four residential units above. There is a private forecourt to the front and rear of the building.
- 3.2.2 On the opposite side of Langham Road is Strawbridge Court which is predominantly a four storey building comprising retail and an A2 unit on the ground floor and residential above. It has a contemporary design with a mix of brick and render and a higher roof height at both ends of the main frontage.
- 3.2.3 Adjoining the site to the east is a row of two storey terraces with pitched roofs comprising retail/commercial uses at ground floor level and residential above.
- 3.2.4 On the opposite side of West Green Road is a row of three storey terraces with retail uses at ground floor level and residential above. To the rear of the site is Ashley's Alley is a private road, which provides access to the rear of the terraces. Beyond this is Park View School, which has buildings set back away from the site

3.2.5 The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area and not within any designated site allocation.

3.2.6 The site has moderate public transport accessibility (PTAL 3) and the surrounding area has CPZ

3.4 Relevant Planning and Enforcement history

3.4.1 There is no relevant planning history

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.2 The proposal was presented to the Planning Committee at a Pre-Application Briefing on 9 September 2019. The main points raised are below:

- There was no child play space identified, and too many one bed properties;
- The terrace was described as undistinguished, however Members felt that this was incorrect, and the terrace was actually an attractive view;
- Five storeys seemed high when the surrounding buildings were four or lower Balconies should face the rear of the development, not on the busy road;
- The design was not particularly interesting;
- The inclusion of a builders merchants in the retail unit would increase traffic to an already busy area, particularly in relation to the neighbouring school.
- Some Members of the committee were not convinced of the design approach

4.3 Quality Review Panel

4.4 The proposal was presented to the Quality Review Panel on 14 November 2018. The Panels comments from the meeting can be summarised as follows:

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

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

4.6 The Panel's comments are repeated in full in Appendix 3. An indication of how their key comments have been met are provided in table form within the design section below.

4.7 The following were consulted regarding the application:

INTERNAL

4.8 Design officer

4.9 Comments provided are in support of the development

4.10 Transportation

4.11 No objections raised, subject to conditions and S106 legal clauses

4.12 Housing

4.13 No objection

4.14 Drainage Engineer

4.15 No objections raised

4.16 Carbon Management

4.17 No objections raised, subject to conditions.

4.18 Pollution Lead Officer

4.19 No objection, subject to conditions

4.20 Waste Management

4.21 Indicate support for the proposed development

4.22 Emergency Planning

4.23 No objections raised

4.24 Nature and Conservation

4.25 No comments made

4.26 Building Control

4.27 No objections raised subject to conditions

EXTERNAL

- 4.29 Environment Agency
- 4.30 No comments made
- 4.31 Thames Water
- 4.32 No objections raised
- 4.33 London Fire Service
- 4.34 Satisfied with the proposals and action plans
- 4.35 Designing Out Crime
- 4.36 No comments made
- 4.37 Transport for London
- 4.38 No objections raised
- 4.39 Affinity Water
- 4.40 No objections received.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 300 Neighbouring properties
- Public site notices were erected in the vicinity of the site
- Press notice in the local paper

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

Responses from individual addresses

- 13 in Objection
- 1 'Comment'

5.3 The following local groups/societies made representations:

- None

5.4 The following Councillor made representations:

- None

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

Land Use, Employment and housing

Lack of affordable housing

Size, Scale and Design

Excessive height and scale

The height is out of scale with the context and character of the area

The height sets a precedent for future developments

Poor layout

High density

Poor design

Concerns with the appearance

Concerns with materials

Parking, Transport and Highways

Lack of parking

Builders merchant will generate excessive traffic on an already congested road

Safety issues for pedestrians and school kids

Highway safety

Parking for delivery vehicles

High volume of deliveries

Residential Amenity

Loss of daylight/sunlight/overshadowing

Loss of privacy/Overlooking

The sunlight and overshadowing report falls short in its assessments

Park, Environment and Public Health

Disruption on daily life

Noise pollution

Increased traffic fumes

Planting of trees and other greenery welcomed and should be delivered

Disruption and noise generated from basement excavation

5.6 The following issues raised are not material planning considerations:

- The value of the neighbouring property reduced
- Loss of view

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development

- Policy Framework
- Land Use Principles
- 2. Housing Provision and Affordable Housing
- 3. Detailed Design
 - Density
 - Character and Appearance
- 4. Layout and Residential Quality
- 5. Impact on Neighbouring Amenity
- 6. Parking and Highways
- 7. Basement Development
- 8. Sustainability
- 9. Water Management
- 10. Air Quality and Land Contamination
- 11. Employment
- 12. Fire Safety
- 13. Section 106 mitigation

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 This planning application is for the demolition of the existing buildings and erection of a five storey building comprising of retail and ancillary storage at basement and ground floor level and 19 residential units on the upper floors.

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

6.2.4 *National Policy*

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

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

6.2.7 *The Development Plan*

6.2.8 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017) and the Site Allocations DPD (2017). The draft new London Plan is also material.

6.2.9 The planning decision must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2.10 *Regional Policy*

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

6.2.12 The draft London Plan has recently been subject to examination and is currently a limited material consideration in the assessment of planning applications.

6.2.13 *Local Policy*

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

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

6.2.16 Land Use Principles

6.2.17 The proposed development would replace the existing two retail units and restaurant at ground floor level and four residential units above with a mixed-use development.

6.2.18 *Demolition of existing buildings*

6.2.19 The scheme proposes demolition of all existing buildings within the application site. The existing buildings are late-Victorian / Edwardian style terraces, and while attractive do not have significant heritage significance to warrant protection (i.e. Listing). The existing buildings are not Statutorily Listed or Locally Listed, nor is the site in or close to a Conservation Area, and nevertheless is significantly degraded by the insertion of the inter-war Imperial Banqueting Suite and significant other alterations. The principle of demolishing the existing building on

site is therefore considered to be acceptable, subject to an appropriate replacement scheme of high quality.

6.2.20 *Proposed mixed use – Employment and Residential Uses*

Employment

6.2.22 Policy DM44 'Neighbourhood Parade and other Non-Designated Frontages' of the Development Management DPD (2017) states.

Within neighbourhood parades and other non-designated shopping frontages, the use of ground floor premises for appropriate town centre, community and economic uses will be supported where an active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage.

6.2.23 The site currently comprises of two vacant commercial units (No. 300's lawful use is a restaurant and No. 302-306's is lawful retail use) on the ground floor. The site is not located within a Town Centre, however, the proposal would result in the re-provision of retail floor space on the ground floor, and would retain an active frontage in line with the requirements of policy DM44 'Neighbourhood Parades and other non-designated frontage'. The retail floorspace will be increased from 304sqm to 434 sqm at ground floor and 466sqm of ancillary storage at basement level. At ground floor and the new basement level, the proposals would provide a new retail unit for the applicant, MP Moran, a hardware store which operates at 5 London stores as well as online. The applicant has provided an accompanying supporting note which confirms that the retail unit would sell materials to the construction industry as well as DIY and retail. The high street model consists of a retail store which sells products for decorating, including paint mixing, hand tools, plumbing and electrical products and other services such as key cutting. The High street model operates similarly to a Leyland SDM and Best of B&Q. The store will further generate approximately 12 jobs. Officers note that an A1 permission could be occupied by any retail business, and it is not intended to restrict the ground floor to use only by the applicant.

6.2.25 It is also considered that the proposed retail floorspace within this commercial street would offer a better standard and quality of retail floor space.

Residential use

6.2.26 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. It sets a target for Haringey of 15,019 homes to be provided during the plan period and prior to 2025. This target is set to increase with the adoption of the draft London Plan. Draft London Plan Policy H1 sets a target of 19,580 net

completions of homes in the draft Plan period of 2019/20 to 2028/29. This yields an annualised target for Haringey of 1,958 homes.

6.2.27 Policy DM10 states that the Council will support proposals for new housing as part of mixed-use developments.

6.2.28 The site currently comprises of 4 residential units on the upper floors and the proposal would result in the provision of 19 residential units (net gain of 15) The increase in residential units forming part of this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location and is considered acceptable in principle.

Land Uses – Conclusion

6.2.29 The principle of a mixed-use development on this site is considered acceptable in land use planning policy terms and is supported by the above planning policies and recent planning consents on neighbouring sites within the parade subject to all other relevant considerations.

6.3 Housing Provision and Affordable Housing

6.3.1 Affordable Housing and Mix

6.3.2 London Plan Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing for residential developments.

6.3.3 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough-wide target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable (and social) rent and intermediate housing respectively. Policy DM13 of the DMDPD reflects this approach and confirms that the preferred affordable housing mix is as set out in the Council's latest Housing Strategy.

6.3.4 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews applied where appropriate

6.3.5 London Plan Policy 3.8 'Housing Choice' states that the planning system provides positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery. The NPPF asks LPAs to make an evidence-based planning judgement about the need for build to rent homes in the area, and how it can meet the housing needs of different demographic and social groups. Intend to Publish London Plan Policy H13 'Build to Rent' states that to qualify as a Build to Rent scheme within the context of this policy, the homes held as Build to Rent should

be under a covenant for at least 15 years, a three year or more tenancy should be made available to all tenants, a clawback mechanism should be in place to recoup additional affordable housing contributions in the event of the covenant being broken and the scheme should offer rent certainty for the period of the tenancy.

Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayor's London's Living Rents. The proposed remaining flats are Build to Rent units at market rent.

Viability Review

- 6.3.6 The applicant has stated that they will be retaining ownership of the retail (ground floor) element of the development as well as the 17 residential flats as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayors London's Living Rents.
- 6.3.7 The applicant's Economic Viability Appraisal (EVA) was independently assessed by GL Hearn on behalf of the Council and it was found that it is not viable and the scheme cannot make a contribution towards affordable housing.
- 6.3.8 Negotiations have since taken place concluding with the applicant offering 2 x 1 bedroom flats as affordable units to be let at London living Rent levels with a nominations agreement with the Council. The remaining flats are Build to Rent units at market rent levels.
- 6.3.9 All the units are to have a 15 years covenant to remain as Build to Rent, three year tenancy agreements and all the flats will meet all the requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism and this will be secured in the S106 agreement.
- 6.3.10 Therefore, it is considered that the affordable housing provision together with the Build to Rent requirement meets policy requirements.

Housing Mix

- 6.3.11 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that new developments offer a range of housing choices.
- 6.3.12 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

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

Unit Type	Units	%
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1 bed flat	10	49%
2 bed flat	7	45%
3 bed flat	2	6%
TOTAL	19	100%

6.3.13 The proposed dwelling mix is mostly of 1 and 2 bedroom units, with 2 family sized 3 bed units. Officers consider the dwelling mix is acceptable given the location of the site on a distributor road within a commercial frontage, and its constraints, and furthermore 2 family sized units are proposed located at first floor level with level access onto the child playspace.

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

6.4 Density

6.4.1 The supporting text of London Plan Policy 3.4 states that the London Plan Density Matrix should not be applied mechanistically. Its density ranges are intentionally broad, enabling account to be taken of other factors relevant to optimising potential including local context, design and transport capacity which are particularly important, as well as social infrastructure.

6.4.2 It is relevant to note that the draft London Plan proposes to remove the density matrix (draft Policy D6) and instead indicates that a design-led approach to finding a site's optimum density would be most appropriate. Nevertheless, an assessment of the applicant's density figures is provided below.

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

6.4.4 The application site is within an "urban" setting and has a maximum PTAL of 3. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 450 habitable rooms per hectare for residential developments in this type of location.

6.4.5 The proposed development includes 19 residential units with a total of 49 habitable rooms on a site measuring 0.07 hectares. This equates to a density of 700 habitable rooms per hectare. Therefore, the proposed development would be in excess of the guidance range for habitable rooms. This does not mean the development is automatically inappropriate or an overdevelopment of the site, and the new draft London Plan advises a design-led approach to density. Having regards to the proposed mix, the location and accessibility of the site,

adjacent to a range of local amenities including shops, restaurants, community facilities and a public park the density is considered acceptable in seeking to optimise the use of existing brownfield land, without compromising the character of the surrounding area. This is discussed in detail below.

6.5 Design and Appearance

- 6.5.1 The NPPF 2019 states that good design is a key aspect of sustainable development and that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.5.2 Policy DM1 of the DM DPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.
- 6.5.3 The proposal would be formed of a four-story building plus a set back fifth floor, and a basement comprising of a retail unit and ancillary storage at basement and ground floor level and 19 residential flats above. The development would be predominantly finished in brickwork with recessed panels. The top floor would be predominantly glazed with zinc clad. The windows and doors would be powder coated aluminium framed and the balustrades to the private amenity space would be powder coated to match the window frames. The main retail entrance is from West Green Road and the main residential entrance and commercial and residential refuse/recycling store is from Langham Road. A communal cycle store is accessed from Langham Road. The loading area serving the retail unit and 2 no. parking spaces is from Ashley's Alley. The rear access to the basement via Ashley Alley.
- 6.5.4 At first floor level 67sqm of childrens outdoor playspace is proposed. A living roof is proposed at 2nd and 4th floor level and a sedum green roof is proposed at roof level. Soft landscaping to the external areas of West Green Road and Langham Road is proposed comprising of planted beds with low level shrubs, new street trees and cycle stands with low level planting.

Quality Review Panel (QRP)

- 6.6.5 The proposal was presented to the QRP for review prior to this planning application being submitted. The review took place on 14th November 2018 and the Panel's summary comments are provided below:
- 6.5.6 *'The Quality Review Panel supports the overall layout, scale, massing and residential typology of the scheme at 300-306 West Green Road. The panel feels that at a detailed level there is some scope for improvement in the design and generosity of the internal circulation areas and access to the bin- and bicycle-stores, in addition to the architectural expression and the roofscape.'*

6.5.7 *It would encourage the Council to clarify the long-term aspirations for Ashley's Alley at the earliest opportunity, as this will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area'*

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

Panel comments	Officer Response
Summary	
<p>General support for the overall layout, scale, massing and residential typology with scope for refinement to the design and generosity of the internal circulation areas and access to the bin- and bicycle-stores, in addition to the architectural expression and the roofscape.</p> <p>The long term aspirations for Ashley's Alley will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area'</p>	<p>The design has been refined and progressed following the Panels comments as further revisions have been made to the generosity of the communal lobby and circulation areas internally within the building. The bike and bin stores are independent spaces with doors opening onto the street for practical day to day access</p> <p>The long term aspirations for Ashley's Alleys is noted by Officers.</p>
Massing and development density	
<p>The panel note the datum level for the street is notionally 4 storeys in height. The Panel supports the overall scale and layout of the scheme and considers the quantum of development the proposals are at is the absolute limit of what the site can support.</p>	<p>Comments noted by officers</p>
Place-making/Public Realm/Landscaping	
<p>The location of MP Moran Builders Merchants within the retail unit at ground level within the scheme is very positive, and will bring a good level of activity to this part of West Green Road.</p>	<p>Comments noted by officers</p>
<p>The Panel would welcome more clarity on the nature of the traffic that would be generated by the development.</p>	<p>The Council's Transportation team are satisfied with the provisions for deliveries and servicing for both the commercial and</p>

	residential uses and they have considered the potential parking and public highway.
The Panel supports the intention to set the building line back along Langham Road which will create a wider pavement.	Comments noted by officers
The Panel would encourage the Council to consider the long-term future of the alley, and clarify the aspirations for it at the earliest opportunity, so that it can inform the development of this – and any other adjacent - site.	Comments noted by officers
The park is located at some distance from the site, so there would be a real benefit if external play space could be achievable within the boundary of Ashley's Alley	The proposal has evolved and includes 67.1sqm of children's playspace at first floor level. Further details of the playspace will be secured by the imposition of a condition should consent be granted.
Layout/Architectural Expression	
The panel would support further refinements that sought to increase the generosity within corridors (on all levels) and the entrance areas, to give more breathing space and to accommodate practical features such as mail boxes and deliveries	Following these comments, the design has been refined to address these comments and progressed following the QRP feedback
The Panel support location of the entrance to the basement level at the rear of the site, onto Ashley's Alley.	Comments noted by officers
The panel would encourage the design team to further explore the architectural expression of the proposals in order to introduce additional depth, richness and detail.	The schemes architectural expression has been checked by officers and has significantly improved since pre-application discussions. High quality materials will be secured by condition should consent be granted.
The panel would encourage the design team to explore ways of enhancing the character of the proposed development – and add colour and life - in an authentic and contemporary way.	The scheme has evolved following pre-application discussions and officers consider it is a well designed addition to the local area, with good attention to detail
The panel would encourage further	The incorporation of the first floor child

consideration around how the internal scheme layout relates to – and shapes – the exterior of the building.	playspace at 1 st floor level and the activation of Langham road. contributes towards shaping the exterior of the building
The panel questions whether the strong visual emphasis on the corner of the building is appropriate, as it is not located at a key junction.	The strong visual emphasis on the corner of the building has been omitted from the scheme and the composition and proportions now works very well.
Further consideration of the materiality of the roof and its relationship to the elevation would be welcomed; this might comprise referencing the materials of the roof within the façade to provide a greater visual coherence, or inclusion of a living roof or additional play space at roof level. It notes that sedum used at roof level is not ideal in terms of biodiversity.	The roof incorporates children's playspace at first floor level and living roofs are proposed at 2 nd and 4 th floor level. Sedum remains being used at roof level. Further details of the living/sedum roof and playspace will be secured by condition should consent be granted.
At a detailed level, the panel would encourage the design team to explore how the issue of overlooking can be mitigated through design and landscape. In particular, striking a good balance between openness and privacy within the design of the balconies and the railings that enclose them would be welcomed.	900mm high stainless steel planter boxes with planting within up to total overall height of 1.80m to prevent any possible overlooking into adjacent residential properties is proposed at the edges of the living roof at 2 nd and 4 th floor level and edge of the children's playspace at first floor level. Further details of the stainless steel planter boxes with planting will be secured by condition should consent be granted.

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

Form & Pattern of Development

6.5.10 The proposal is to replace four units in a two-storey terrace with a four-story (plus set back fifth floor) terrace. The undistinguished late Victorian or Edwardian existing terrace has some consistency, with ground floor retail, a slightly set back residential floor above, and a gabled attic on either end, but has been disrupted by the inter-war Imperial Banqueting Suite building (290 & 292 West Green Road) being inserted, and is also of lower height and scale than most of its neighbours on this part of West Green Road. The proposed design maintains the terraced form, continuing the proportions of the existing terrace (but an obvious increase in height) while introducing a contemporary architectural expression that

make the development a distinct and positive new addition. The Design Officer considers the appearance, rhythm and layout of the proposal is acceptable.

- 6.5.11 Haringey's Local Plan policy DM44 (Neighbourhood Parades and Other Non-Designated frontages) requires ground floor units to be appropriate for town centre uses, with active frontage or display. The design officer considers this proposal fulfills the above policy with four large bays of glazing addressing West Green Road, providing views in and out of the large scale ground floor retail unit, making a significant improvement to the public realm compared with the existing. In addition, the basement provides ancillary space that supports the servicing and operational requirements of the retail space above.

Scale, Bulk and Massing

- 6.5.12 The proposed height, bulk & massing represents a significant increase on the existing terrace but is comparable to other existing developments in the immediate neighbourhood, being marginally higher than Strawbridge Court to the west, and is a reasonable response to the need to make the best use of land in the context of housing need. It is of comparable height to the neighbouring Strawbridge Court (308 West Green Road) on the opposite side of Langham Road from the application site, The Council's Design Officer has commented on the height, bulk and massing of the scheme, and notes that this proposal can be considered a better response to the rhythm and grain of the West Green Road high street frontage than the Strawbridge Court development (308 West Green Road). Strawbridge Court presents somewhat of a monolithic appearance due to its height coupled with its extreme length. The proposal would have a less linear form. The proposal is also of comparable bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks (Vicarage Parade), with similar grain and rhythm, gradation into retail base, 2 storey middle and set back attic. The proposal comprises taller floor to floor heights as required by current planning policy and building regulations, which also creates more flexible spaces at ground floor that could be suitably adapted for new uses in the future.

Streetscape Character & Approach

- 6.5.13 The design officer considers West Green Road should be treated as a shopping frontage and Langham Road a more residential street. The street setting of the proposal includes low level planting beds on Langham Road which acts as defensible landscaping. The planting at low level is considered acceptable as the ground floor uses are commercial and operational rather than residential. The external space on West Green Road would include cycle stands combined with low level planting and street trees. The proposed street trees are given a sufficient area of surface drainage around the roots. The design officer considers that the details of the public realm are as well considered as those of the new building and soften its appearance from street level. Ashley's Alley would

comprise of 2 secure disabled parking spaces for the residential flats and it would also be used for delivery and service movements. Further details of the public realm improvements will be secured by condition should consent be granted.

Elevational Treatment, Materials and Fenestration, including Balconies

- 6.5.14 The Design Officer considers all the elevations of the building would be designed appropriately with consideration to proportions and composition, providing a distinct and orderly arranged base, middle and top fenestration which is further accentuated with balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion.

Amenity Space

- 6.5.15 Private amenity spaces for the flats are a range of private winter gardens with two glazing lines, and recessed balconies which mitigate against solar gain and offer some protection from the weather; and projecting balconies. Juliet balconies give depth and variation to the façade where they have been applied. It is critical that balustrades which front onto a street give residents privacy and hide clutter. Further details of the balustrade will be secured by the imposition of a condition should consent be granted.

Masterplan

- 6.5.16 The applicant has prepared an indicative masterplan for the whole terraced parade, to demonstrate how the whole terrace could be re-developed (Planning, Design and Access Statement: Appendix 4). The Council's Design Officer considered this necessary as the proposal, in replacing part of an existing terrace, clearly establishes a precedent for the redevelopment of other properties in the terrace. The design officer considers that it is important that should future properties in the rest of the existing terrace be redeveloped, they should closely follow the form of development proposed in this application. It is also important for the proposals in this application to demonstrate they would not prejudice both the continued existing neighbouring buildings and their potential redevelopment. The rear access to the basement via Ashley Alley is considered to be positive.
- 6.5.17 There is a clear hierarchy between the retail entrance on West Green Road, and residential entrance on Langham Road and both are clearly articulated through the design of the elevations. The mixed use development and arrangement of the retail ground floor with adjoining basement complies with Development Management Policy DM45 'Optimising The Use of Town Centre Land and Floorspace' and NPPF paragraph 123 'Achieving appropriate densities' which supports the inclusion of housing above relatively low density commercial uses, and the proposal performs well in optimising the site's capacity.

Design Summary

6.5.18 The proposed scheme offers new high quality residential accommodation and appropriate retail space that will enhance the shopping parade and neighbourhood activities on West Green Road and beyond. Whilst taller than surrounding buildings the proposal is a well-designed addition to the local area, with good attention to detail. The public realm, particularly on Langham Road where the resident's entrance is located, incorporates greenery and a defensible zone before the building line. The implications of future development of the terrace have been considered as part of the design of this scheme, and the study satisfactorily demonstrates that this proposal will not impede or constrain the evolution of the area.

6.5.19 Therefore, the proposal is considered acceptable in design terms.

6.6 Residential Quality

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

6.6.2 Policy DM1 of the DM DPD requires developments to provide a high standard of privacy and amenity for its occupiers.

Residential Amenity and Play Space

6.6.3 Standard 29 of the Housing SPG states that development should minimise the number of single aspect dwellings. It also states that single aspect dwellings that are north facing or of three or more bedrooms should be avoided.

6.6.4 There are only two single aspect flats proposed. One is a one bedroom flat facing west onto Langham Road, which is acceptable as the 'single aspect' would be mitigated by benefit from a good aspect with long views of the street, and being a smaller flat. This flat also has a 'secondary' aspect, as its bedroom has a side window onto its deeply recessed balcony. The other single aspect flat is a two bedroom unit. This single aspect flat would be mitigated as the flat would be south facing onto West Green Road and would have a deep recessed balcony with a side window, so that its living room would benefit from a range of outlooks. Neither of these flats face north, and the layout of flats is considered acceptable overall.

- 6.6.5 Standard 26 of the Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for each dwelling, with larger spaces provided for units of three or more bedrooms. All flats have good sized balconies/terraces providing private external amenity and meet or are in excess of minimum recommended sizes.
- 6.6.6 Standard 5 of the Housing SPG and Policy 3.6 of the London Plan state that development proposals with an estimated occupancy of ten children or more should provide play space on site in accordance with the Mayor's Play and Informal Recreation (PIR) SPG. These policies are reflected in Policy S4 of the draft London Plan. The child population yield from this development requires approximately 33.1 sqm of play space to be provided (based on the latest child playspace calculator).
- 6.6.7 The PIR SPG states that play space for under 5s should be provided within 100 metres of proposed residential units. 67.1sqm of secure playscape would be provided at first floor level within the new development which would be within 100m of all residential units. The playspace is provided on the same floor as the family sized units but will be available to all flats within the development. As the playspace would exceed the requirement of 33.1sqm by 100%, the amount of play space provided for this proposal is acceptable.
- 6.6.8 There are large play areas for older children within Downhills Park (approximately 152m from the furthest residential unit). These play areas are located within the distance requirements of the Mayor PIR SPG, given the respective ages of the children expected to use them.

Daylight and Sunlight

- 6.6.9 No quantitative assessment of daylight and sunlight has been undertaken in respect of the proposed residential units. However all units meet nationally described space standards with large windows, good floor to ceiling heights and logical layouts (no deep rooms) with living/sleeping spaces directly adjacent to large windows. In addition, the majority of the units (17) will also benefit from dual aspect with only 2 single aspect units. However, these two units will benefit from deep recessed balconies offering views east and west along West Green Road and north and south along Langham Road respectively, providing good outlook and access to light. Overall it is considered the units would benefit from adequate daylight and sunlight.

Other Amenity Considerations

- 6.6.10 A large proportion (17 of 19) of the units would benefit from dual aspect, enabling passive ventilation, with flats benefiting from large windows or amenity spaces onto either Ashley's Alley or Langham Road where pollution levels are low. Air quality is lowest on West Green Road and flats facing that street benefit from

enclosed terraces. Further details of passive design measures can be secured by condition should consent be granted.

6.6.11 The increase in noise from occupants of the proposed residential properties would not be significant to existing residents given the current urbanised nature of the surroundings, and themselves would be raised up above a generous ground floor.

6.6.12 Lighting throughout the site would be controlled by condition so it would not impact negatively on future occupiers.

6.6.13 The new development has a communal waste store for the residential units and separate waste store for the commercial unit of an appropriate size at ground level, from which waste operatives can collect bins directly. Collection of refuse for both the residential and commercial uses will be undertaken from Langham Road. The commercial waste will be collected by private contractors and the residential waste will be collected by Haringey Refuse collection Services. Further details of waste management can be secured by condition should consent be granted.

Accessibility

6.6.14 Two flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which meets 10% target required. These are flats 06 and 11. The units would benefit from access to the flats by lift and a stairwell. It is also important to note that all floorplans have been updated to meet part M of Building Regulations.

Security

6.6.15 The development would increase natural surveillance onto Langham road by providing an active frontage i.e. large glazing and balconies along this façade on the upper floors, large retail window, glazed residential entrance and glazing to residential stairwell and glazed door to the cycle store on the ground floor of this facade.

6.6.16 Low level planting beds would be provided along the base of the west façade to act as defensible space. The residential entrance will be accessed via a door entry system control. Further details of Secure by Design can be secured by condition should consent be granted.

6.7 Impact on Neighbouring Amenity

6.7.1 London Plan Policy 7.6 states that development must not cause unacceptable

harm to the amenity of surrounding land and buildings. DM Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.7.2 *Daylight and sunlight Impact*

6.7.3 The applicant has submitted a *Daylight, Sunlight and Overshadowing Report* with the application on their proposals and of the effect of their proposals on neighbouring properties. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2nd Edition, Littlefair, 2011), known as 'The BRE Guide'.

6.7.4 The assessment finds that the impact of the development on existing neighbouring residential properties is favorable for both daylight and sunlight, with no noticeable adverse effect to any existing neighbouring windows, and only minor adverse effect is to one neighbouring external amenity area - that of the immediate neighbour no. 298. It is noted that this building would continue to receive good levels of sunlight at mid-summer. This minor adverse effect is considered acceptable and would not warrant refusal, particularly in the context of wider improvements the development will bring and the reasonable expectation that intensification of this location is likely.

Privacy/Overlooking and outlook

6.7.5 There are few existing neighbouring dwellings close to this proposal. It is believed that there are two flats on the 1st floor level of no 298, immediately adjoining the site. The rear part of the development which includes the child playspace at first floor level and flat roof at second floor level would be screened by 0.9m high stainless steel planter boxes with planting with an overall height of 1.8m to mitigate any possible overlooking to the adjacent residential property at No. 298. The separation distance between the proposed development and existing properties at Strawbridge Court (No. 308) on the opposite side of Langham Road is over 20m away which is an appropriate separation distance for an urban area. Furthermore, the 20m distance is over the maximum distance at which a human face can be recognised (18m). The houses on the same side of the site on Langham Road and the school at Park View Academy are even further away (over 35m)

6.7.6 Mutual overlooking between the windows of the proposed development facing the adjoining terrace would be reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful. In terms of privacy/overlooking, the development would overlook the car park and secondary entrance to Park View Academy secondary school. Although

there is no policy protection for the overlooking of school grounds, the area that would be overlooked is generally not used by school-children.

- 6.7.7 The scale of the development would have an impact upon outlook from the surrounding neighbours, in particular when viewed from the side facing windows of the residential flats of the adjoining terrace at first floor level and side facing windows of the block of flats at Strawbridge Court (No. 308) and would be an obvious change from the existing buildings on site. Surrounding residents would accordingly experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site, given the stepping form of the development on the upper floors on the side facing the adjoining terrace and given also the distances of the neighbouring properties at Strawbridge Court (No. 308) and Langham Road the proposal is not considered to result in an unacceptable impact on local amenity.
- 6.7.8 Therefore, it is considered that nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

Other Amenity Considerations

- 6.7.9 London Plan Policy 7.14 states that developments should address local problems of air quality. London Plan Policy 7.15 requires proposals to avoid significant adverse noise impacts. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.7.10 The increase in noise from occupants of the proposed residential properties would not be significant given the current urbanised nature of the surroundings.
- 6.7.11 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.7.12 Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition on any grant of planning permission.
- 6.7.13 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and air pollution would be acceptable.

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.

- 6.8.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.
- 6.8.3 The site has a maximum public transport accessibility level (PTAL) of 3 (1 being poor and 6 being excellent). There are 5 different bus services accessible between 1 and 4 minutes of the site. No rail stations are included in the derivation of the PTAL value by TfL, as they are greater than a 12-minute walk away, however Turnpike Lane Underground Station is a 13 minute walk away and Seven Sisters National Rail station a 17 minute walk away, both of which would be considered walkable by some occupiers.
- 6.8.4 Langham Road as far down as Ashley's Alley is within the Wood Green Outer CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. The stretch of West Green Road the site fronts is not within any of the Borough's CPZ's but is close to both Bruce Grove and St. Ann's CPZ's.
- 6.8.5 The Council's Transportation team has considered the potential parking and public highway impact of this proposal and their comments are referenced in the assessment below.
- 6.8.6 The existing site currently forms part of a terrace building. The existing uses comprise one retail unit and a restaurant at ground floor level with four residential units above. There is a private forecourt to the rear of the building, accessed via an existing footway crossover off Langham Road. To the rear of the forecourt is Ashley's Alley
- 6.8.7 The Transportation Officer has assessed trip generation. Their comments are referenced below:
- 6.8.8 *'The transport assessment has considered trip generation from the proposed commercial and residential development. However, while this has not been based on comparable selected TRICS sites, given the small scale of proposed development, it is not expected to result in significant trip generation'*
- 6.8.9 As such, the trip generation impacts of the development proposal would be acceptable.

Access and Parking

- 6.8.10 The proposals include an acceptable provision for two car park spaces for disabled users located off Ashley's Alley. This complies with the requirement for 10% provision for 19 proposed residential dwellings

6.8.11 The transport assessment undertook parking surveys that indicated average existing parking stress levels of between 74%-78%. Under these circumstances, a car free s106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits

6.8.12 Vehicular access for customer collection of bulky DIY materials is from Ashley Alley. The commercial development is expected to receive one HGV delivery vehicle / day and this will take place from existing loading bay on Langham Way or West Green Road, outside the time of school start / finish times. This can be controlled by condition in the interests of pedestrian safety.

Cycle Parking

6.8.13 The London Plan 2016 requires one secure and sheltered cycle parking space per one-bedroom unit and two spaces per unit with two or more bedrooms.

6.8.14 The plan shows 28 cycle parking spaces within the communal cycle store. This provision is sheltered, secure and accessible. The Council's Transportation team has confirmed that this level of provision is in accordance with the London Plan.

Deliveries and Servicing

6.8.15 The predicted deliver trip generation would be one HGV and twelve light commercial vehicles trips per day. These commercial deliveries and servicing movements will be accommodated by using a combination of the existing loading bay on Langham Road (for HGVs), and the rear service yard (with access from Ashley's Alley) being used for LGVs and other traffic. Vehicular swept paths have been submitted and demonstrate that the layout is operationally practical. The delivery and servicing plan includes a commitment to no deliveries taking place during 8.00-9.00am and 3.00-4.00pm - to avoid the times when schools start / finish. In addition, there is provision for monitoring delivery / servicing movements, size of vehicles and location of suppliers / customers - over a five year period to identify measure to further reduce number of traffic movements. Most household customers will use the existing on-street parking (pay by phone) along West Green Road

6.8.16 The number of residential deliveries and servicing trips are expected to be low – comprising of occasional removals / furniture delivery vehicles and home deliveries. While there is no specific on-site provision to accommodate such movements, the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.

6.8.17 Provision for refuse storage is located within the development facing West onto Langham Road. Collection of refuse for both the residential and commercial uses will be undertaken from Langham Road. The commercial waste will be collected by private contractors and the residential waste will be collected by Haringey Refuse collection Services. The existing dropped kerb will be retained for servicing and delivery activities from Langham Road.

6.8.18 As such, the provision for deliveries and servicing, for both commercial and residential uses are considered acceptable.

Construction Logistics and Management

6.8.19 No specific details of construction logistics and management have been submitted at application stage. However, this information is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by the imposition of a condition on any grant of planning permission.

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

6.9 Basement Development

6.9.1 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

6.9.2 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 Development Management Development Plan Document (DPD). This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

6.9.3 The BIA was reviewed by Officers. It is considered acceptable with regard to the above considerations outlined in relevant planning policy. The BIA notes that the proposed basement floor can be formed using standard construction techniques and materials in a controlled and pre-determined sequence. CFA Piling techniques are particularly suited to urban environments in close proximity to nearby structures. Piles will be designed by specialist installers to minimise ground movement. The ground conditions and proposed depth of construction are such that they minimise the risk of instability, heave, ground slip and movement.

- 6.9.4 The BIA notes a contractor experienced with carrying out this type of work would be engaged at all times accompanied by close supervision from the Structural Engineers. Site safety and method statements will need to be prepared and approved by the appointed Health and Safety advisor. A site-specific soil investigation and accompanying trial hole information will be required pre-construction. The authors, certified chartered engineers, note that the works would not affect the subterranean environment or surrounding buildings.
- 6.9.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a full site investigation and soil report and construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.
- 6.9.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. In specific the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

6.10 Sustainability and Biodiversity

Carbon Reduction

- 6.10.1 The NPPF, Policies 5.1-5.3 and 5.5-5.9 of the London Plan 2016, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.
- 6.10.2 An updated Energy Statement and Sustainability statement has been submitted with the application. The residential baseline emissions have reduced from 22 to 19 tCO₂/year. The residential element of the hierarchy is 11% Be Lean, 0% Be Clean and 65% Be Green. A communal gas boiler has been modelled for the residential units under the baseline/be lean. Under the baseline Be Clean the applicant states that a CHP and connecting to a district heat network are not feasible. The applicant has confirmed that the schematic of the heating pipework proposed in the building will be submitted by mechanical engineer at later stage, but prior to the commencement of works, and as such this matter can be secured by condition. Under the baseline Be Green ASHPs will be used for underfloor heating in residential units and solar panels on the roof are proposed resulting in a 65% carbon reduction for the residential element.
- 6.10.3 The shortfall of both the residential and non-residential elements needs to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution is £22,800.00, subject to the detailed design stage.

This figure of £22,800.00 would be secured by legal agreement should consent be granted.

6.10.4 The overheating report submitted demonstrates active cooling would be required to reduce overheating risk, based on the current detailed design. This would only be acceptable as a 'last resort' solution. All options within the cooling hierarchy must be exhausted before proposing active cooling. The applicant has therefore explored the use of passive measures built into the fabric of the building in place of active comfort cooling and have confirmed that solar glazing and bespoke solar louvre shutters can be designed as an integral part of the building's façade. The Council's Carbon Officer considers this an acceptable option to reduce the overheating risk in the flats and would need to see further modelling to demonstrate the scheme complies (for all the necessary weather files). Further modelling and technical details of the type of louvres shutters will therefore be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

6.10.5 In terms of BREEAM the applicant has considered targeting the following credits; HEA04 Thermal comfort, WAT03 Water leak detection, MAT01 Life cycle impacts, MAT03 Responsible sourcing, POL01 Impact on refrigerants where Thermal Comfort (Hea04), Water Leak (Wat03) and Impact of Refrigerants (Pol01). The applicant confirmed that all credits with the exception of MAT01 Life cycle impacts and MAT03 Responsible sourcing are false targets for the scheme whereas the pre-assessment acknowledges that 3 credits are targeted for Mat01 and 1 credit is targeted for Mat 03. The Council's Carbon Officer considered this to acceptable as a design stage report and final certificate at occupation will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

Biodiversity

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

6.10.7 Soft landscaping to the public realm areas of West Green Road and Langham Road in the form of planted beds with low level shrubs and new street trees and planter boxes with planting would be provided at the edge of the terrace/balconies, living roof and child playspace. Whilst these objectives are acceptable in principle, the proposals as presented lack detail. Therefore, further information is required in respect of the, soft landscaping and biodiversity provision.

6.10.8 The development is also proposing two types of living roofs in the development: an intensive green, landscaped amenity roof on the first floor, and sedum roof on

the roof. Living roofs are supported in principle, subject to detailed design. Sedum roofs are not supported as the species that grow on such roofs are not native to the UK. Details for both roofs will need to be submitted as part of a planning condition.

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

6.11 Water Management

Flood Risk and Drainage

6.11.1 London Plan Policies 5.12 and 5.13 require measures to reduce and manage flood risk. Local Plan Policy SP5, and Policies DM24 and DM25 of the DMDPD, state that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) where possible to improve water attenuation, quality and amenity.

6.11.2 The site is within Flood Zone 1 which equates to a low risk of flooding. The Council's Drainage Officer considers the drainage strategy to be acceptable as the proposals include extensive green roofs and attenuation storage where rainwater will be held and controlled before being discharged to the Thames Water sewer network. Thames Water however, will need to approve connection to their network prior to any drainage work being carried out on the site. Thames Water have raised no objection subject to an informative to address this.

6.11.3 The Council's Drainage Officer has noted that the management maintenance plan has identified a private company that will be responsible for the SuDS elements to ensure they function correctly for the lifetime of the development.

6.11.4 Thames Water also raised no objection with regards to waste water network and sewage treatment.

6.11.5 As such, it is considered that the proposal is acceptable in terms of its water management arrangements.

6.12 Air Quality and Land Contamination

5.12.1 Air Quality

5.12.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction. The whole of the borough is an Air Quality Management Area.

5.12.3 An *Air Quality Assessment* (AQA) has been submitted with the application. The

assessment states the proposed development will be neutral in terms of building emissions and transport emissions.

5.12.4 The Pollution officer has taken note of the applicants submission for no centralised energy facility or other centralised combustion processes, installation of an individual high efficiency gas boilers as part of the development although, the preference is for a more closer monitoring locations for determining the pollutant background concentration as shown in Appendix A: Site location, location of AQMA and Local Authority Monitoring rather than the use of DEFRA background concentration in section 7.3.

5.12.5 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of demolition, construction Environmental plans, individual gas boilers, considerate contracting, dust management and works machinery.

Land Contamination

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

6.12.7 The applicant has submitted a *Desk Study Report* with this application, which provides a review of information relating to geotechnical and geo-environmental factors affecting the site.

6.12.8 The existing use is as a vacant shop with residential flats above. The site walk-over did not identify any potential sources of contamination. A small growth of Japanese Knotweed was identified. The review of the historical maps identified that the site remained undeveloped until the construction of the current buildings by 1896. The review of the industrial setting identified an electrical substation north of the site.

6.12.9 The report concludes that contamination will not pose a significant risk to human health or other identified receptors and further assessment of the risk from contamination is not required. The Council's Pollution Officer has taken note of an identified potential sources of contamination off site i.e. filling stations and electric substations, removal of made ground and the likelihood of an asbestos containing material due to the age of building.

6.12.10 Therefore, the application is considered acceptable in terms of its impact on pollution and land contamination, subject to conditions and an informative regarding asbestos should consent be granted.

6.13 Employment

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

6.13.2 The proposal seeks to create employment generating retail use at ground floor level that will generate approximately 12 jobs.

6.13.3 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement should consent be granted.

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

6.14 Fire Safety

6.14.1 Fire safety is dealt with at Buildings Regulation stage, however the applicant has submitted a fire statement with other technical building requirements relating to structure, ventilation and electrics, for example. Upon consultation, the London Fire Brigade has confirmed that they are satisfied with the proposed development which is expected to meet Building Regulations requirements. The applicant has confirmed this to the satisfaction of the London Fire Brigade.

6.14.2 As such, there are no objections to the application in respect of fire safety.

6.15 Section 106 Heads of Terms

6.15.1 Local Plan Policy SP17 and Policy DM48 of the DM DPD permit the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.15.2 The Council's Planning Obligations SPD sets out the Council's approach, policies and procedures in respect of the use of planning obligations.

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

1. Affordable Housing Provision

- 2 x 1 bed flats to be let at London's Living Rent level with nominations agreements for the Council
- The 19 Build to Rent units to have a 15 year covenant
- The 19 Build to Rent units to have three year tenancy agreements
- The 19 Build to Rent units to meet all the requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism

2. Sustainable Transport Initiatives

- Five years free membership
- £50 oyster card for one occupiers of each dwelling
- The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's signage etc
- To restrict eligibility of all occupiers from obtaining CPZ parking permits

3. Section 278 Highway Agreement

- Highway works includes new access to rear service area with access via Ashleys Alley (Crossover) and new crossover to serve the two disabled user parking spaces also off Ashleys Alley.

4. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting (£22,800.00), or more if required by Energy Statement review

i) Employment Initiative – Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator;
- Notify the Council of any on-site vacancies;
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment Costs.

ii) Monitoring Contribution

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

6.16 Conclusion

- Demolition of the existing buildings and the construction of a mixed use development comprising of retail on the ground floor and residential above is acceptable in principle and would re-provide the employment floorspace and would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location.
- The proposed development would provide good quality retail floor space that would generate approximately 12 jobs.
- The ownership of the retail (ground floor) element of the development as well as 17 residential flats is proposed to be managed by the applicant as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at London's Living Rent levels.
- The development would be of a high-quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment
- The development would provide high-quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location, and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The application is considered acceptable for all other reasons as described above.

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

6.7 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £100,195.2 (1680sqm x £59.64) and the Haringey CIL charge will be £22,720.64 (1,084sqm x £20.96). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

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

Applicant's drawing No.(s)

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513-100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail (drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513-500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing Aerial View (drawing no. 0513-500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

Supporting documents also assessed:

Cover letter prepared by Firstplan dated 23 December 2019; Construction Methodology Statement and Basement Impact Assessment for Subterranean Development dated 22 June 2019 (prepared by John Farquharson Partnership LLP); Air Quality Assessment dated 19 December 2019 (prepared by Miller Goodall); Daylight, Sunlight and Overshadowing Report (prepared by Syntegra); Sustainability and Energy Statement dated August (prepared by Syntegra Rev B, dated May 2020); Dynamic Overheating Assessment Report prepared by Syntegra dated April 2020; Economic Viability Assessment Report dated December 2019 (prepared by Upside London Limited); Phase 1 Geo-Environmental Desk Study Report dated December 2019 (prepared by Brown 2 Green); SuDS Drainage Report dated December 2019 (prepared by EAS); Transport Statement dated December 2019 (prepared EAS); and Delivery and Servicing Plan dated December 2019 (prepared by EAS); Planning, Design and access Statement dated December 2019 (prepared by Firstplan)

Subject to the following condition(s)

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

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

- 2 The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513-100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail

(drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513.500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing Aerial View (drawing no. 0513.500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

Supporting documents also assessed:

Cover letter prepared by Firstplan dated 23 December 2019; Construction Methodology Statement and Basement Impact Assessment for Subterranean Development dated 22 June 2019 (prepared by John Farquharson Partnership LLP); Air Quality Assessment dated 19 December 2019 (prepared by Miller Goodall); Daylight, Sunlight and Overshadowing Report (prepared by Syntegra); Sustainability and Energy Statement dated August (prepared by Syntegra Rev B, dated May 2020); Dynamic Overheating Assessment Report prepared by Syntegra dated April 2020; Economic Viability Assessment Report dated December 2019 (prepared by Upside London Limited); Phase 1 Geo-Environmental Desk Study Report dated December 2019 (prepared by Brown 2 Green); SuDS Drainage Report dated December 2019 (prepared by EAS); Transport Statement dated December 2019 (prepared EAS); and Delivery and Servicing Plan dated December 2019 (prepared by EAS); Planning, Design and access Statement dated December 2019 (prepared by Firstplan)

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

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

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

4. The use hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Saturday, or before 09:00 hours or after 18:00 hours Sundays and Bank Holidays.

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

5. Details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. Once approved the details shall be provided as agreed.

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

6. Prior to the commencement of the development hereby approved (excluding demolition) full details of both hard and soft landscape works for the private and public realm areas on West Green Road and Langham Road shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

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

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

- l) Any new trees and shrubs to be planted together with a schedule of species

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is

sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

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

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

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

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

9. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's written approval at least eight weeks prior to any work commencing on site. In specific, the plans shall include details/ measures to address the following:
 - a) a programme of works with specific information on the timing of deliveries to the site to minimise disruption to traffic and pedestrians on West Green Road and Langham Road
 - b) details of any vehicle holding area;
 - c) details of the vehicle call up procedure;

- d) location of temporary hoarding, storage buildings, compounds, construction material and plant storage areas used during construction;
- e) details of wheel washing and measures to prevent mud and dust on the highway during demolition and construction.

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

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

10. Before the development authorised by this permission commences, the results of further site investigation and soil report condition and details of appropriate mitigation measures shall be submitted to the local planning authority and approved in writing. Thereafter the development shall not proceed, other than in accordance with the mitigation measures approved.

Reason: In order to mitigate the impact of the development and prevent flooding

11. (a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval that demonstrates a carbon dioxide reduction of at least 76% against a Building Regulations 2013 Part L scheme for the domestic element and 58% for the non-domestic element. The updated assessment should include:

- A minimum fabric efficiency improvement of 10% and 15% respectively for the domestic and non-domestic elements of the scheme under the Be Clean requirements;
- Reduction in reliance on active cooling to overcome the overheating risks;
- Strategy to demonstrate the hot water, heating and cooling systems, whether this is a communal, individual or hybrid system, with a schematic of the heat + hot water systems, showing flow return temperatures;
- An estimate of the heating and/or cooling energy the air source heat pump (ASHP) would provide to the development and the electricity the heat pump would require for this purpose;
- Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs, which should be used in the energy modelling;
- Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements;
- Location of ASHP, and if required, the mitigation measures (noise/visual);
- Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements;

- Confirmation of the maximum possible solar photovoltaic (PV) energy to be generated on the roof, including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).

(b) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.

(c) The proposed 19.25 kWp solar array should aim to generate at least 23,562 kWh of renewable electricity per year. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

12. Prior to commencement of the development, a revised Overheating Report based on thermal dynamic modelling based on CIBSE TM59 with TM49 weather files shall be submitted for approval by the Local Planning Authority. Further modelling must be submitted to demonstrate the introduction of different types of proposed external louvres will ensure compliance with the overheating criteria, and if not, the report must demonstrate how the scheme's detailed design has incorporated further passive design measures to reduce overheating risk in the dwellings in line with the cooling hierarchy without using active cooling. Well-evidenced justification must be provided that passive design measures are not feasible if proposing active cooling.

The submission must also include a retrofit plan that prioritises passive design measures for the 2050s and 2080s weather files, and technical design specifications of the proposed louvres (and any other proposed mitigation measures) to understand how they will work and be maintained.

Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.

- 13.(a) No development shall commence above ground floor 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 and solar panels will be located and what surface area they will cover;
- ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- ii) Plans showing details on the diversity of substrate depths and types across the roof to 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) Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Relationship with photovoltaic array;
- vii) Irrigation, management and maintenance arrangements.

(b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

14. (a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent).
- (b) The employment and commercial floorspace shall not be occupied for retail use (Use Class A1) 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 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' 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 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.

15 Before development commences other than for investigative work:

- a. Taken note of the submitted Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd, a site investigation 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.

- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 16 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

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

- 18 **a.** Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
- b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively 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; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
- i. Monitoring and joint working arrangements, where appropriate;
 - ii. Site access and car parking arrangements;
 - iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will 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. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.
- vii. the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement

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

Reason: As required by The London Plan Policy 7.14.

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

Reason: As required by The London Plan Policy 7.14.

- 22 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the

residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

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

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

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

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

Informatives:

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

INFORMATIVE : CIL - Based on the information given on the plans, the Mayoral CIL charge will be £100,195.2 (1680sqm x £59.64) and the Haringey CIL charge will be £22,720.64 (1,084sqm x £20.96). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act

1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE : A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer

INFORMATIVE :The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

INFORMATIVE :Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

INFORMATIVE : Thames Water will aim to provide customers with a minium 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.

INFORMATIVE : The applicant is advised that there are plans on using mains water for construction purposes, it's important Thames Water is informed before starting to use it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/building water](https://www.thameswater.co.uk/building-water)

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Transport comments are as follows:</p> <ul style="list-style-type: none"> a. The site has moderate public transport accessibility (PTAL=3) and the surrounding area has CPZ. b. The proposals includes an acceptable provision for two car park spaces for disabled users located off Ashleys Alley. This complies with the requirement for 10% provision for 19 proposed residential dwellings. c. The transport assessment undertook parking surveys that indicated average existing parking stress levels of between 74%-78%. Under these circumstances, a car free s106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits. d. The proposals includes acceptable cycle storage provision for 28 bicycles to comply with London Plan standards. This provision is sheltered, secure and accessible. e. Vehicular access for customer collection of bulky DIY materials is from Ashley Alley. The commercial development is expected to receive one HGV deliver vehicle / day and this will take place from existing loading bay on Langham Way or West Green Road, outside the time of school start / finish times. f. The transport assessment has considered trip generation from the proposed commercial and residential development. However, while this has not been based on comparable selected TRICS sites, given the small scale of proposed development, it is not expected to result in significant trip generation. g. A s106 agreement is required for the provision of one car club bay on-street and for securing 5 year free membership and £50 oyster card for one occupier of each dwelling. The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's, signage etc. h. Haringey Refuse collection Service should be consulted regarding provision for refuse storage and collection. i. Construction Management Plan will be required to be submitted for approval, prior to start of construction. j. A s278 agreement is required for all highway works. <p>Transport comments regarding provision for deliveries and servicing are as follows:</p> <ul style="list-style-type: none"> a. The proposed development is expected to generate one HGV and twelve LGVs commercial 	<p>Observations have been taken into account. The recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>vehicles trips per day. These commercial deliveries and servicing movements will be accommodated by using a combination of the existing loading bay on Langham Road (for HGVs), and the rear service yard (with access from Ashleys Alley) being used for LGVs and MGVs traffic. Vehicular swept paths have been submitted and demonstrate that the layout is operationally practical. The delivery and servicing plan includes a commitment to no deliveries taking place during 8.00-9.00am and 3.00-4.00pm - to avoid the times when schools start / finish. In addition, there is provision for monitoring delivery / servicing movements, size of vehicles and location of suppliers / customers - over a five year period to identify measure to further reduce number of traffic movements. Most household customers will use the existing on-street parking (pay by phone) along West Green Road.</p> <p>b. The number of residential deliveries and servicing trips are expected to be low – comprising of occasional removals / furniture delivery vehicles and home deliveries. While there is no specific on-site provision to accommodate such movements, the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.</p>	
Waste Management Team	<p>This application will need the following;</p> <p>3 x 1100L waste receptacle for refuse 2 x 1100L waste receptacle for dry recycling 1 x 240L food waste external box 19 x food waste kitchen caddy</p> <p>We would also recommend that a bulky waste store/area is made available for residents to help dispose of large items.</p> <p>Any Commercial enterprise must arrange for a scheduled waste collection with a Commercial Waste Contractor.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is always contained.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to</p>	<p>Comments noted. Waste provision appears to match or exceed these requirements but further details shall be secured by condition.</p>

Stakeholder	Question/Comment	Response
	<p>arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection</p>	
Design Officer	<p><u>Site Location and Context</u></p> <p>1. West Green Road runs East-West between Green Lanes and Tottenham High Road. It is located to the east of the Green that gives the street its name, where Phillip Lane joins West Green Road. There are busy local shopping parades on both of West Green Road, with local facilities, such as schools, nurseries, a church and social support services. Downhills Park, to the north of the site is the nearest open recreational space, accessed off West Green Road.</p> <p><u>Planning Policy Context & Existing Buildings</u></p> <p>2. The site is not within a Site Allocation, Conservation Area, or any other policy designation, however the opposite side of street is a designated Local Centre and the site it is part of an active shopping parade itself. The existing terrace, for which this proposal would replace the 4 properties at its western end, has positive architectural qualities, but it is not considered by the Council's Conservation Officer to have sufficient heritage significance to have any protection. It is not Statutorily Listed or Locally Listed, nor is it in or close to a Conservation Area, and nevertheless is significantly degraded by the insertion of the inter-war Imperial Banqueting Suite and significant other alterations.</p> <p><u>Form & Pattern of Development</u></p> <p>3. The proposal is to demolish and replace four units in a two-storey terrace with a four-story terrace plus set back fifth floor, and a basement. The undistinguished late Victorian or Edwardian existing terrace has some consistency, with ground floor retail, a slightly set back residential floor above, and a gabled attic on either end, but has been disrupted by the inter-war Imperial</p>	<p>Comments noted. Materials and landscaping to be controlled by condition.</p>

Stakeholder	Question/Comment	Response
	<p>Banqueting Suite building being inserted, and is also of lower height and scale than most of its neighbours on this part of West Green Road. The proposed design maintains the terraced form, continuing the proportions of the existing terrace while introducing a contemporary architectural expression that make the development a distinct and positive new addition. . The scale, massing, appearance, rhythm and layout of the proposal is considered acceptable. Haringey's Local Plan policy DM44 (Neighbourhood Parades and Other Non-Designated frontages) requires ground floor units to be appropriate for town centre uses, with active frontage or display.</p> <p>"Within neighbourhood parades and other non-designated shopping frontages, the use of ground floor premises for appropriate town centre, community and economic uses will be supported where an active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage."</p> <p>The proposal fulfills this with four large bays of glazing addressing West Green Road, providing views in and out of the large scale ground floor retail unit, making a significant improvement to the public realm and compared with the existing. The basement provides ancillary space that supports the servicing and operational requirements of the retail space above.</p> <p><u>Masterplan</u></p> <p>4The applicants have prepared an indicative masterplan for the whole terraced parade, to demonstrate how the whole terrace could be re-developed. This is considered necessary by officers as the proposal in replacing part of an existing terrace clearly establishes a precedent for the redevelopment of other properties in the terrace. Officers consider it is important that should future properties in the rest of the existing terrace be redeveloped, they should closely follow the form of development proposed in this application. The applicant has demonstrated scope for future development of the terrace with an indicative masterplan. There are also no windows on the flank wall of the proposal, to allow for development of no 298. Rear access to the basement via Ashley Alley is considered to be positive.</p> <p>There is a clear hierarchy between the retail entrance on West Green Road, and residential entrance on Langham Road and both are clearly articulated through the design of the elevations. The mixed use development and arrangement of the retail ground floor with adjoining basement complies with Haringey's Local Plan policy DM45* and NPPF paragraph 123** which supports the inclusion of housing above relatively low density commercial uses, and the proposal performs well in optimising</p>	

Stakeholder	Question/Comment	Response
	<p>the site's capacity.</p> <p>* "A: The Council will seek to optimise the use of land and floorspace within town centres by encouraging new mixed use development, including new or re-used space above shops and commercial premises, having regard to:</p> <ul style="list-style-type: none"> a. The role and function of the town centre; b. Impact on town centre vitality and viability; c. Compatibility of both the proposed and existing neighbouring uses; and d. Compliance with other policies." <p>** "c) local planning authorities should refuse applications which they consider fail to make efficient use of land"</p> <p><u>Bulk & Massing</u></p> <p>5. Proposed height, bulk & massing represents a significant increase on the existing terrace but is comparable to other existing developments in the immediate neighbourhood and is a reasonable response to the need to make the best use of land in the context of the housing crisis. It is of comparable height to the neighbouring Strawbridge Court on the opposite side of Lanham Road from the application site, but this proposal can be considered a better response to the rhythm and grain of the West Green Road high street frontage than that development of around 10 years ago. These proposals are also of comparable bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks, with similar grain, rhythm and gradation into retail base, with a 2 storey middle and set back attic. The proposal comprises taller floor to floor heights, which is deemed an acceptable proposal as it creates more flexible spaces that can be suitably adapted for new uses in the future.</p> <p><u>Streetscape Character & Approach</u></p> <p>6. The street setting of the proposal needs more greenery; particularly on the residential side of Langham Road which should have defensible landscaping. The external space on West Green Road should include island planting and cycle stands. West Green Road should be treated as a shopping frontage, Langham Road a more residential street. The proposed street trees are given</p>	

Stakeholder	Question/Comment	Response
	<p>a sufficient area of surface drainage around the roots, and that the details for the public realm are as well considered as those of the building.</p> <p>Ashley's Alley would need further public realm improvements as a pedestrian friendly side street for servicing and occasional parking but not as a through vehicular route.</p> <p><u>Elevational Treatment, Materials and Fenestration, including Balconies</u></p> <p>7. All the elevations are designed with care and considerations for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion. Locations of bathrooms in plan should be reconsidered where privacy requirements compromise the composition of the façade, eg facing onto West Green Road and Langham Road at 2nd and 3rd floors.</p> <p>8.Private amenity spaces for the flats are a range of private winter gardens with two glazing lines, and recessed balconies which mitigate against solar gain and offer some protection from the weather; and projecting balconies. Juliet balconies give depth and variation to the façade where they have been applied. , It is critical that balustrades which front onto a street give residents privacy and hide clutter.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u></p> <p>9. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. There are only two single aspect flats proposed. One is a single bedroom flat facing west onto the side street, Langham Road, which is acceptable as being a good aspect and being a smaller flat; this flat also has a secondary aspect, with its bedroom having a side window onto its deeply recessed balcony. The other single aspect flat is of two bedrooms, south facing and onto West Green Road, both of which are less preferable, but on balance acceptable as it too has a deep recessed balcony with side window, so that its living room would gain a range of outlooks. All flats have good sized balconies providing private external amenity at least as much as and generally in excess of minimum recommended sizes; this is in addition to all flats sharing in the 1st floor rooftop</p>	

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	<p>communal amenity space containing children's playspace.</p> <p><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p> <p>10. There are few existing neighbouring dwellings close to this proposal. It is believed that there are two flats on the 1st floor of no 298, immediately next door. But the width of both West Green Road and Langham Road make the flats on the other side of those streets over 20m away and therefore over the maximum distance at which a human face can be recognised (18m). Houses on the same side of Langham Road as the site are even further away so there is therefore no concern on the impact to neighbouring privacy.</p> <p>The car park and secondary entrance to Park View Academy secondary school, immediately on the other side of Ashleys Alley, is closer however this is not in residential use, nor is it a sensitive non-residential use, not being a part of the school used by children. If it were to be changed in the future, or even redeveloped for residential (discounting other planning considerations), that development could be easily designed to avoid any loss of privacy to the new residents.</p> <p><u>Daylight and Sunlight</u></p> <p>11. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p><i>"D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:</i></p> <ul style="list-style-type: none"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development..."</i> <p>12. The applicants provided a Daylight, Sunlight and Overhsadowing Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good</p>	

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	<p>Practice' (2nd Edition, Littlefair, 2011), known as 'The BRE Guide'.</p> <p>13. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with no noticeable adverse effect to any existing neighbouring windows, and only minor adverse effect is to one neighbouring external amenity area - that of the immediate neighbour no. 298. It is noted that this building would continue to receive good levels of sunlight at mid-summer and it is considered likely that this site will be redeveloped, but this minor adverse effect is considered on balance acceptable in the context of wider improvements the development will bring and the reasonable expectation that intensification of this location is likely. For a higher density development in an urban location, this is considered to be a good outcome.</p> <p>14. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model, and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p><u>Conclusions</u></p> <p>15. The proposed scheme offers new high quality residential accommodation and appropriate retail space that will enhance the shopping parade and neighbourhood activities on West Green Road and beyond. The proposal meets planning obligations and policy objectives and at National, London and local council levels. The site is well optimised for suitable servicing of the commercial unit on the ground floor.</p> <p>Although on the whole, and well designed addition to the local area, with good attention to detail, there are aspects of the internal layout which have less favourable impacts on the facades. The opaque panels bring inconsistency to the street facing elevations, where applied to gives bathroom privacy.</p>	

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	The implications of future development of the terrace have been considered as part of the design of this scheme, and the study satisfactorily demonstrates that this proposal will not impede or constrain the evolution of the area. The residential accommodation is designed to be tenure blind, with shared entrances, outdoor terraces and balconies provide private amenity space for each dwelling, and an additional communal children's play area on the first floor, making a positive contribution to family life and the wellbeing of young residents.	
Drainage Officer	<p>We have reviewed the drainage strategy for this proposed development and have no objection to the application, the proposal includes extensive green roofs and attenuation storage where rainwater will be held and controlled before being discharged to Thames Water sewer network. Thames, will need to approve connection to their network prior to any drainage work being carried out on the site.</p> <p>The management maintenance plan has identified a private company will be responsible for the SuDS elements to ensure they function correctly for the lifetime of the development</p>	Comments noted.
Lead Officer - Pollution	Having considered all the supportive information especially the Sustainability and Energy Statement Report dated August 2019; taken note of the applicant proposition for the installation of an Air Source Heat Pump (ASHPs) System with natural ventilation or use of Photovoltaic (PV) Panels where feasible, Planning & Design Statement with reference 18116/CJ/ik dated December 2019, Air Quality Assessment with reference 102118v2 prepared by Miller Goodall Ltd dated 19 December 2019; taken note of the applicant submission for no centralised energy facility or other centralised combustion processes, installation of an individual high efficiency gas boilers as part of the development although, we would have prefer a more closer monitoring locations for determining the pollutant background concentration as shown in Appendix A rather than the use of DEFRA background concentration in section 7.3, Construction Methodology Statement & Basement Impact Assessment for Subterranean Development with reference 8923/BIA01/RCS/Revision A prepared by JFP dated 22 June 2019; using Continuous Flights Auger for Pilling and the Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd dated December 2019; taken note of an identified potential sources of contamination off site i.e. filling stations and electric substations, removal of made ground and the likelihood of an asbestos containing material due to the age of building, please be advise that we have no objection to the proposed development but the following planning conditions and informative are recommend should planning permission be granted	Comments noted. Conditions included

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	<p><u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> a. Taken note of the submitted Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd, a site investigation 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. b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely</p>	

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	<p>affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p><u>NRMM</u></p> <p>A. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>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.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p><u>Demolition/Construction Environmental Management Plans</u></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p>	

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	<p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> 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; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on 	

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	<p>site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><u>PRE-PILING: Impact Piling Method Statement (Thames Water)</u></p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement</p> <p><u>Combustion and Energy Plant</u></p> <p>Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p>	

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	<p><u>Informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out</p>	
Housing Officer	In light of the negative viability and the fact that the scheme cannot support any affordable housing provision, the Housing Department has no comments or objections to the scheme.	Comments noted.
Building Control	<p>The BIA meets your requirement, however I would add the following pre commencement conditions;</p> <ol style="list-style-type: none"> 1. Full site investigations and soil report to be provided before works commence; 2. Full Construction Management Plan to be provided before works commence 	Comments noted. Conditions included
Carbon Management	<p>Carbon Management Response (19/03/2020)</p> <p>In preparing this consultation response, we have reviewed the Sustainability and Energy Statement prepared by Syntegra Consulting (dated August 2019) and the Planning and Design Statement. Having considered the supporting information, we have provided comments on the areas that need to be addressed to achieve support for the scheme.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new non-domestic development to be zero carbon from 2019 (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further sets out in Policy SI2 that all new development should be zero carbon. As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. Non-domestic development should also achieve at least the BREEAM 'Very Good' standard and aim to achieve BREEAM 'Excellent' (or equivalent). Energy Assessments should be prepared in line with the GLA's Guidance (2018):</p>	Comments noted. Conditions and legal agreement clauses included

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	<p>https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018.pdf.</p> <p>The overall predicted reduction in CO₂ emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 43.46% in carbon emissions with SAP10 carbon factors. This represents an annual saving of approximately 1.98 tonnes of CO₂. Following the reduction measures, 9 tCO₂ and 4 tCO₂ will remain for the residential and non-residential elements respectively.</p> <table><tr><th></th><th colspan="2">Residential (19 units)</th><th colspan="2">Commercial</th></tr><tr><td>Baseline (tCO₂/year)</td><td colspan="2">22</td><td colspan="2">10</td></tr><tr><td></td><td>tCO₂/year remaining after reduction</td><td>% reduction</td><td>tCO₂/year reduction</td><td>% reduction</td></tr><tr><td>Be Lean</td><td>19</td><td>10%</td><td>8</td><td>15%</td></tr><tr><td>Be Clean</td><td>19</td><td>0%</td><td>0</td><td>0%</td></tr><tr><td>Be Green</td><td>9</td><td>50%</td><td>4</td><td>43%</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total emissions reduced</td><td>13</td><td>60%</td><td>6</td><td>58%</td></tr></table> <p>According to the Energy Statement, there is a total shortfall of 19 tCO₂ that need to be offset for the development to be policy compliant. The carbon offset contribution will be determined on the basis of £95/tCO₂ over 30 years. However, the issues outlined below need to be resolved before the carbon offset contribution can be calculated.</p> <p>Energy – Lean</p> <p>The applicant has proposed improvements beyond Building Regulations by 10% and 15% for the residential and non-residential elements respectively, with very good fabric efficiencies. This is supported.</p> <p>Cooling</p> <p>Thermal mass has not been considered in the cooling hierarchy. The report states it will be supplied by electrical cooling systems, but this is not further detailed. It is not clear whether the cooling demand has been assessed properly.</p>		Residential (19 units)		Commercial		Baseline (tCO₂/year)	22		10			tCO₂/year remaining after reduction	% reduction	tCO₂/year reduction	% reduction	Be Lean	19	10%	8	15%	Be Clean	19	0%	0	0%	Be Green	9	50%	4	43%						Total emissions reduced	13	60%	6	58%	
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	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please report on the use of thermal mass and solar shading. - It is not clear whether individual or communal gas boilers have been modelled under the baseline/be lean. - If active cooling is required, please model this and include these energy demands into the carbon footprint of the development and update any offsetting requirements based on this. <p>Energy – Clean</p> <p>The applicant is not proposing any Be Clean measures and states that a CHP and connecting to a district heat network are not feasible. It is accepted that a CHP would not be suitable for this scheme.</p> <p>In line with the London Plan, the Council has an ambition to connect the Broadwater Farm and St Ann’s decentralised energy network (DEN) hubs in the future. The site is located very near to the route that we anticipate would be taken to connect these DEN hubs. The applicant is therefore expected to connect to the DEN when this is available and have a communal heating system (+PV) in the meantime. The scheme should be designed and constructed following the CIBSE / ADE Heat Networks Code of Good Practice.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Please submit a schematic of the heating pipework proposed in the building for both the domestic and non-domestic, including the ASHP. <p>Energy – Green</p> <p>The applicant is proposing air source heat pumps (ASHPs) only. The use of solar photovoltaic has been rejected as the applicant states that the required carbon reductions are already met through ASHPs, despite finding solar photovoltaics (PV) viable and proposing PVs in Figure 4 of the Design and Access Statement.</p> <p>As the policy is for the development to be zero carbon, a further 40% of carbon emissions should be reduced on-site for domestic element, and a further 42% for the non-domestic. By proposing solar PVs on the roof, the site will reduce its energy use during the daytime which is beneficial for the retail unit.</p> <p>There are numerous gaps in the Be Green approach. The applicant will need to reconsider the space heating and hot water strategy.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Action:</u></p> <ul style="list-style-type: none"> - Will ASHPs be used for underfloor heating, and/or radiator space heating? - The applicant needs to submit a schematic of the communal heat + hot water systems, showing flow return temperatures. - Provide details on the ASHP (however, these details can be conditioned): <ul style="list-style-type: none"> o An estimate of the heating and/or cooling energy the ASHP would provide to the development and the electricity the heat pump would require for this purpose o Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER), which should be used in the energy modelling. o Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements. o Location of ASHP, and if required, the mitigation measures (noise/visual) - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements. - Reconsider the proposal for solar PVs on the roof of the development to bring the development as to zero carbon. Submit details of the efficiency, output, number and type of PVs, orientation/tilt angle. <p>Overheating</p> <p>The applicant has not undertaken a dynamic overheating assessment. This must be undertaken for the proposed residential dwellings to mitigate any risk of overheating in new development. This should ideally be dealt with prior to the determination of the application to ensure the necessary measures can be incorporated into the design.</p> <p>Passive shading and ventilation need to be designed into the scheme from the outset, particularly for windows facing east, south and west. With potential noise and air pollution sources from West Green Road, simple passive cooling (opening the windows) may therefore not be a viable option.</p> <p>The applicant will need to undertake a London weather pattern dynamic thermal model in line with CIBSE TM59, using the TM49 Design Summer Years (DSY) for London and the accompanied datasets. This incorporates the Urban Heat Island effect and the severity of hot events in London. The model should include:</p> <ul style="list-style-type: none"> • The Urban dataset for the three DSYs; and, 	

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	<ul style="list-style-type: none"> • Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s. All time periods (2020s, 2050s and 2080s) should be modelled, and the risks, impacts and mitigation strategy set out for each. <p>The report should include 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:</p> <ul style="list-style-type: none"> • 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/western facing; • 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). <p>If the dwellings do overheat, passive design measures and technologies should be installed to minimise this risk (such as Brise soleil). If they only overheat in the future, a strategy should be designed as to how measures can easily be retrofitted when the weather patterns increase temperature and who will own the overheating risk.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Undertake a Dynamic Overheating Assessment to demonstrate any potential overheating risk has been mitigated. <p>Sustainability Assessment – Residential</p> <p>The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme. We have the following comments on the proposed measures:</p> <ul style="list-style-type: none"> - Considerate Constructors Scheme – support this - Strategy in using sustainable materials is supported. <ul style="list-style-type: none"> o Timber: Under MAN 03 <u>all</u> timber products must be sourced from legal and sustainable sources, this should be reflected in the sustainability section. - Water Usage – <u>Action:</u> this commitment should be made for the residential dwellings too, not just the commercial element. - <u>Action:</u> Cycle parking provision for short-stay visitors on the public realm, and as this is a 	

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	<p>corner site, this is a good location for parking facilities for the retail unit.</p> <p>Sustainability Assessment – Retail The development is targeting a 52.21% score under BREEAM ('Good'), and the report has not indicated any potential further credits that could be achieved. This is not policy compliant. A score of 55% must be achieved as a very minimum, but further credits should be achieved to ensure the policy can be met when changes are made to the detailed design. The BREEAM Pre-Assessment will be fully reviewed when a revised report is issued.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - A table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits <p>Living Roofs The development is proposing two types of living roofs in the development: an intensive green, landscaped amenity roof on the first floor and a sedum roof on the roof. Living roofs are supported in principle, subject to detailed design. Sedum roofs are not supported as the species that grow on such roofs are not native to the UK. Details for both roofs will need to be submitted as part of a planning condition. Appropriate conditions will be recommended.</p> <p>Conclusion Overall, it is considered that the application cannot currently be supported from a carbon management and sustainability point of view.</p> <p><i>Drafted by: Suzanne Kimman, Carbon Management Team.</i></p> <p>Carbon Management Response (11/06/2020)</p> <p>Updated reports were submitted on 22/05/2020: Sustainability and Energy Statement (Rev B, May 2020) and a Dynamic Overheating Assessment Report prepared by Syntegra (dated April 2020).</p>	

Stakeholder	Question/Comment	Response																																													
	<p>Energy</p> <p>The residential baseline emissions have reduced from 22 to 19 tCO₂/year. The updated table is reproduced below.</p> <table><tr><td></td><td colspan="2">Residential (19 units)</td><td colspan="2">Commercial</td></tr><tr><td>Baseline (tCO₂/year)</td><td colspan="2">19</td><td colspan="2">10</td></tr><tr><td></td><td>tCO₂/year remaining after reduction</td><td>% reduction</td><td>tCO₂/year remaining after reduction</td><td>% reduction</td></tr><tr><td>Be Lean</td><td>17</td><td>11%</td><td>8</td><td>15%</td></tr><tr><td>Be Clean</td><td>17</td><td>0%</td><td>8</td><td>0%</td></tr><tr><td>Be Green</td><td>4</td><td>65%</td><td>4</td><td>43%</td></tr><tr><td>Cumulative savings</td><td>15</td><td>76%</td><td>6</td><td>58%</td></tr><tr><td>Carbon shortfall</td><td>4</td><td></td><td>4</td><td></td></tr><tr><td>Indicative carbon offset contribution</td><td colspan="4">8 tCO₂ x £95 x 30 yr = £22,800</td></tr></table> <p>The Be Green element has now been clarified. Approximately 77 monocrystalline solar panels will be installed on the roof, with a 30° tilt, western orientation, on 127 m². The 19.25 kWp system would have an estimated annual output of 23,562 kWh.</p> <p>The shortfall of both the residential and non-residential elements needs to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution is £22,800, subject to the detailed design stage.</p> <p>Issues remain with the cooling element of the Be Lean. The overheating report demonstrates active cooling is required to reduce overheating risk. This is not acceptable, all options within the cooling hierarchy must be exhausted before proposing active cooling. Subject to the passive design measures to reduce overheating, and other measures in the cooling hierarchy, this section must be re-run to exclude the use of active cooling.</p>		Residential (19 units)		Commercial		Baseline (tCO₂/year)	19		10			tCO₂/year remaining after reduction	% reduction	tCO₂/year remaining after reduction	% reduction	Be Lean	17	11%	8	15%	Be Clean	17	0%	8	0%	Be Green	4	65%	4	43%	Cumulative savings	15	76%	6	58%	Carbon shortfall	4		4		Indicative carbon offset contribution	8 tCO ₂ x £95 x 30 yr = £22,800				
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Indicative carbon offset contribution	8 tCO ₂ x £95 x 30 yr = £22,800																																														

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Stakeholder	Question/Comment	Response
	<p>The SAP regulation compliance reports are quite different. For example, Flat 1 has a different floor area, fuel factor (mains gas instead of electricity) and therefore TER/DER and TFEE/DFEE. The u-value for walls and air permeability also vary slightly.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • Can the applicant please explain what changes have been made to the baseline emissions (residential)? • Why have the floor areas and other details changed in the SAP calculations? These are quite different for flats 1, 2, 3, 5, 6, 9, 11, 13, 14, 16, 18. • Where are the compliance reports for cumulative savings (Be Lean, Clean & Green) to demonstrate the development does not rely on communal gas heating? <p>Overheating</p> <p>The overheating analysis has been undertaken in line with CIBSE TM59 with TM49 weather files. The following results were reported on in the submitted Overheating Analysis report:</p> <ul style="list-style-type: none"> - Baseline (no mitigation measures): 0% of rooms pass the criteria for DSY1-3 in the 2020s, 2050s or 2080s weather files - Baseline + internal blinds + 50% openable windows/doors: 85.7% habitable rooms pass DSY1 under 2020s weather file. Only 44.9% of rooms pass under DSY2, and 0% in all other scenarios (although their exceedance has been decreased). - Baseline + internal blinds + 50% openable windows/doors + MVHR: reduced results compared to Scenario 2. 4.1% rooms pass under DSY1 with the 2020s weather file and 30.6% under DSY2. - Baseline + internal blinds + 50% openable window/door + comfort cooling: 100% rooms pass under DSY1-3 and all future weather files. This is proposed to be achieved through air source heat pumps (Cooling EER 3.8). <p>The baseline results are very concerning, they demonstrate that the design does not currently incorporate effective passive design measures that would mitigate overheating. Criteria 1 and 2 are exceeded significantly.</p> <p>Despite the mitigation measures proposed with internal blinds, more openable windows and MVHR, still only 4.1% of rooms pass the mandatory DSY1 and 30.6% under DSY2. The proposed solution to rely on active cooling is not acceptable. The applicant has not demonstrated how overheating risk can</p>	

Stakeholder	Question/Comment	Response
	<p>be mitigated in line with the Cooling Hierarchy.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - How many rooms were modelled across the development? - What is the modelled g-value of the windows? - The report needs to demonstrate that the proposed mitigation measures have been considered and modelled in line with the cooling hierarchy (London Plan Policy 5.9). Internal blinds should only feature later in the mitigation measures as they are not as effective as external shading measures, different window specifications, floor to ceiling heights, etc. Comfort cooling should only be a last option. The applicant should demonstrate that every element in the cooling hierarchy has either been considered or provide evidenced justification if measures are not possible. - The applicant should demonstrate that the air quality/noise constraints of the site will not restrict residents in opening their windows for ventilation, particularly those along West Green Road. - No assessment has been done on communal corridors. - The u-value for roofs is inconsistent with the Energy Statement, please confirm whether it is 0.13 or 0.12 W/m²K. <p>Sustainability</p> <p>A BREEAM Pre-Assessment has been included in the appendix. A score of 54.91% is achieved, which is still not strictly policy compliant and does not allow for a buffer during the detailed design stage.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> • Please consider targeting any of the following credits: HEA04 Thermal comfort, WAT03 Water leak detection, MAT01 Life cycle impacts, MAT03 Responsible sourcing, POL01 Impact on refrigerants. <p>It is recommended that these outstanding issues about the energy report and overheating are addressed prior to determination. The remaining items can be addressed through planning conditions.</p> <p>(a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval that demonstrates a carbon dioxide</p>	

Stakeholder	Question/Comment	Response
	<p>reduction of at least 76% against a Building Regulations 2013 Part L scheme for the domestic element and 58% for the non-domestic element. The updated assessment should include:</p> <ul style="list-style-type: none"> - A minimum fabric efficiency improvement of 10% and 15% respectively for the domestic and non-domestic elements of the scheme under the Be Clean requirements; - Reduction in reliance on active cooling to overcome the overheating risks; - Strategy to demonstrate the hot water, heating and cooling systems, whether this is a communal, individual or hybrid system, with a schematic of the heat + hot water systems, showing flow return temperatures; - An estimate of the heating and/or cooling energy the air source heat pump (ASHP) would provide to the development and the electricity the heat pump would require for this purpose; - Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs, which should be used in the energy modelling; - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements; - Location of ASHP, and if required, the mitigation measures (noise/visual); - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements; - Confirmation of the maximum possible solar photovoltaic (PV) energy to be generated on the roof, including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp). <p>(b) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.</p> <p>(c) The proposed 19.25 kWp solar array should aim to generate at least 23,562 kWh of renewable electricity per year. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.</p> <p>Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</p> <p>Prior to occupation of the development, a revised Overheating Report based on thermal</p>	

Stakeholder	Question/Comment	Response
	<p>dynamic modelling based on CIBSE TM59 with TM49 weather files shall be submitted for approval by the Local Planning Authority. This report must demonstrate how the scheme's detailed design has incorporated further passive design measures to reduce overheating risk in the dwellings in line with the cooling hierarchy without using active cooling. Well-evidenced justification must be provided that passive design measures are not feasible if proposing active cooling. A retrofit plan that prioritises passive design measures should also be submitted for the 2050s and 2080s weather files.</p> <p>Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</p> <p>(a) No development shall commence above ground floor 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:</p> <ul style="list-style-type: none"> i) A roof plan identifying where the living roofs and solar panels will be located and what surface area they will cover; ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs; ii) Plans showing details on the diversity of substrate depths and types across the roof to 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) Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); vi) Relationship with photovoltaic array; vii) Irrigation, management and maintenance arrangements. <p>(b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent).</p> <p>(b) The employment and commercial floorspace shall not be occupied for retail use (Use Class A1) 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 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4</p>	
EXTERNAL		
Transport for London	Having assessed the proposals, I can confirm that TfL Spatial Planning has no specific comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in the draft London Plan. In particular the car and cycle parking standards in tables 10.2 - 10.6 (inclusive). Additionally, any construction work associated with the development should not impact the operation of bus services	Comments noted
London Fire Brigade	<p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.</p> <p>I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building</p>	Comments noted. Informative included

Stakeholder	Question/Comment	Response
	<p>Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant. The address of the Fire Authority Water Section for this area is given below:-</p> <p>Water Office London Fire Brigade Headquarters 169 Union Street London SE1 0LL Telephone No. 0208 555 1200 ask for Water Office</p> <p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website</p> <p>Comments dated 27 April 2020</p> <p>I can confirm that the applicant's current proposals and action plans are satisfactory.</p>	
Thames Water	<p>Waste Comments</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be</p>	<p>Observations have been taken into account and conditions and informatives included as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholse sale; Business customers; Groundwater discharges section.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</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. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/</p>	

Stakeholder	Question/Comment	Response
	<p>Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p>	
NEIGHBOURING PROPERTIES		
Local Representation LETTERS FROM	Land Use, Employment and housing <ul style="list-style-type: none"> Lack of affordable housing 	While it is acknowledged that there would be no contribution

Stakeholder	Question/Comment	Response
13 INDIVIDUAL ADDRESSES 13 IN OBJECTION 1 COMMENTS		towards affordable housing, given the outcome of the viability assessment, subject to the imposition of a review mechanism, the scheme is policy compliant and considered acceptable.
	Size, Scale and Design <ul style="list-style-type: none"> • Excessive height and scale • The height is out of scale with the context and character of the area • The height sets a precedent for future developments 	<p>The height and scale of the development is not excessive and at the absolute limit of what the site can support. It is comparable in bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks (Vicarage Parade</p> <p>The development has considered the future development of the existing terrace</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="474 264 674 297">• Poor layout <li data-bbox="474 435 684 467">• High density <li data-bbox="474 808 680 841">• Poor design <li data-bbox="474 846 919 878">• Concerns with the appearance <li data-bbox="474 883 835 915">• Concerns with materials 	<p data-bbox="1812 264 2060 329">All the flats have a good layout</p> <p data-bbox="1812 435 2070 768">The density is considered acceptable in seeking to optimise the use of existing brownfield land, without compromising the character of the surrounding area.</p> <p data-bbox="1812 841 2060 930">The scheme is well designed addition to the area</p> <p data-bbox="1812 971 2045 1101">Detailing is of a high quality using durable materials.</p>
	<p data-bbox="474 1170 940 1203">Parking, Transport and Highways</p> <ul style="list-style-type: none"> <li data-bbox="520 1208 768 1240">• Lack of parking 	<p data-bbox="1812 1170 2076 1404">The parking provision proposed is acceptable. A S106 agreement will restrict parking permits to all occupiers</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="520 337 1587 367">• Builders merchant will generate excessive traffic on an already congested road <li data-bbox="520 639 1155 669">• Safety issues for pedestrians and school kids <li data-bbox="520 675 768 704">• Highway safety <li data-bbox="520 945 932 974">• Parking for delivery vehicles 	<p data-bbox="1814 334 2062 532">Given the small scale of proposed development, it is not expected to result in significant trip generation.</p> <p data-bbox="1814 636 2074 802">The transportation team has considered highway pedestrian safety</p> <p data-bbox="1814 938 2074 1370">The transportation team has confirmed that the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> High volume of deliveries 	<p>The transportation team consider the number of residential deliveries and servicing trips expected to be low</p>
	<p>Residential Amenity</p> <ul style="list-style-type: none"> Loss of daylight/sunlight/overshadowing Loss or privacy/Overlooking 	<p>There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The only minor adverse effect is to one neighbouring external amenity area of the immediate neighbour at No. 298</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> Disruption and noise generated from basement excavation 	<p>Comment noted and further details of soft landscaping and living roof is controlled via the imposition of condition</p> <p>A construction management plan will have to be submitted via the imposition of a condition prior to the commencement of works on site</p>

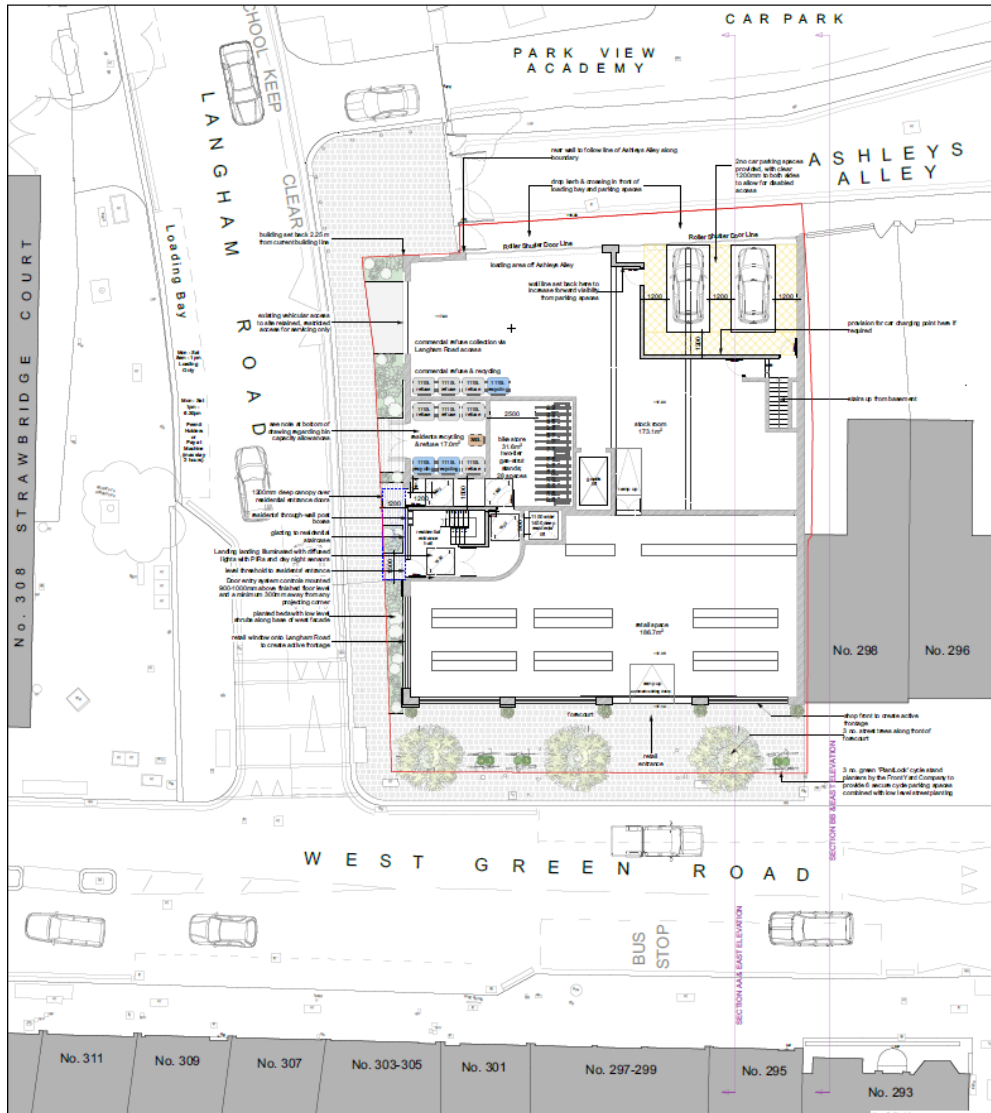
Appendix 2 Plans and Images



Existing Site Location Plan

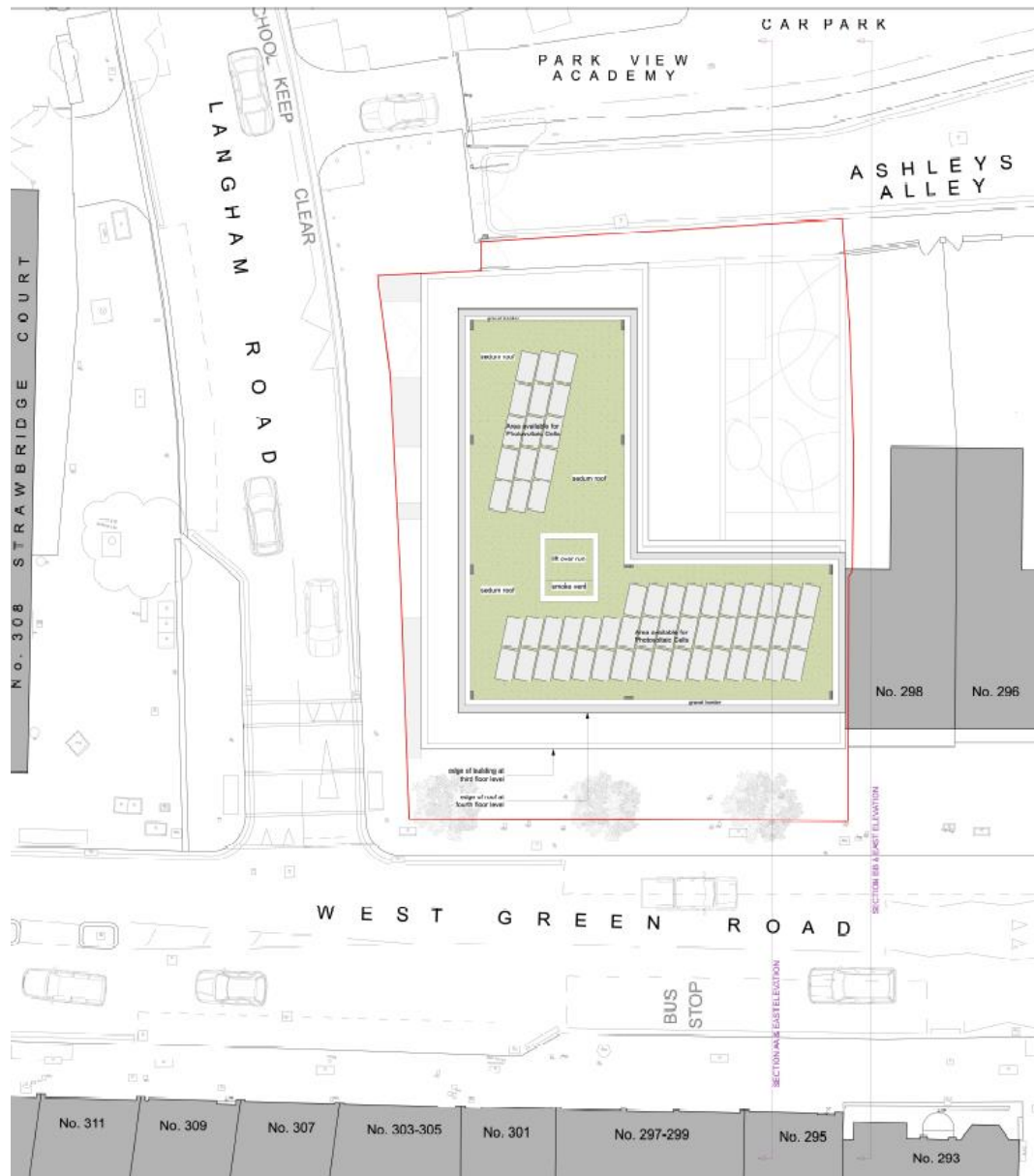


Aerial view of existing site



Proposed ground floor plan

Planning Sub-Committee Report



Proposed roof plan



View looking North East



View looking South West



View looking East



View looking West



View looking South



Similar Store Model in Kennington

Appendix 3 QRP Note

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Haringey Quality Review Panel

Report of the Formal Review Meeting: 300 - 306 West Green Road

Wednesday 14 November 2018
River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)
Stephen Davy
David Ubaka
Lindsey Whitelaw

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaughton	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Bruna Varante	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.

Report of Haringey Quality Review Panel
14 November 2018
HQR77_300-306 West Green Road

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1. Project name and site address

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

2. Presenting team

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

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

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

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

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



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5. Quality Review Panel's views*Summary*

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

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

Massing and development density

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

Place-making, landscape design and local context

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



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

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

Scheme layout

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

Architectural expression

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



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

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

Next Steps

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

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

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

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

Design Standards

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

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

Haringey Development Management DPD (2017)



Report for:	Planning Sub Committee Date: 09 July 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 2019 (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. Stage 2 expected to be sent to the GLA imminently.	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. Awaiting agreement from applicant on draft s106. Decision expected to be issued imminently.	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
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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Legal agreement being finalised. Referred to the GLA for Stage II Decision in July.	Graham Harrington	Robbie McNaugher
Land to the East of Cross Lane HGY/2020/0633	Variation of condition 23 of Planning Permission HGY/2016/0086 (Appeal reference APP/Y5420/W/16/3165389) to allow D1 Use	Variation of existing S106 agreement to be completed shortly.	Valerie Okeiyi	John McRory
555 White Hart Lane HGY/2020/0635	Demolition of existing structures and construction of two buildings to provide eight units for light industrial (Use Class B1(c)); industrial (Use Class B2); and/or storage and distribution (Use Class B8) purposes, with ancillary offices and associated landscaping, car parking, servicing and access arrangements.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Legal agreement being finalised.	Laurence Ackrill	John McRory
550 White Hart Lane HGY/2020/0100	Redevelopment of site involving new industrial / warehousing units (Use Class B1(C) and B8) with	Delegated report signed. S106 waiting to be signed	Laurence Ackrill	John McRory

	associated yard and parking area, following demolition of existing building.			
APPLICATIONS SUBMITTED TO BE DECIDED				
10 Gourley Street HGY/2020/1183	Addition of two floors to existing warehouse to provide new storage and office space and other ancillary facilities.	Application submitted and consultation period is underway.	Chris Smith	Robbie McNaugher
Lockkeepers Cottage, Ferry Lane HGY/2020/0847	Redevelopment of the site comprising the demolition of existing buildings and the erection of a new building ranging in height from 3 to 6 storeys to accommodate 13 residential units (Use Class C3), employment floorspace (Use Class B1a) at upper ground and first floor level and retail / café floorspace (Use Class A1 / A3) at lower ground floor level, along with associated landscaping and public realm improvements, cycle parking provision, plant and storage and other associated works.	To be presented to July Committee.	Chris Smith	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	To be presented to July Committee.	Valerie Okeiyi	John McRory
76-84 Mayes Road (former Caxton Road PFS), N22 6TE Caxton Road PFS HGY/2020/0795	Re-development of vacant site to provide a residential led mixed-use development comprising circa 75 C3 units and 1000sqm of commercial floorspace	To be presented to July Committee.	Tobias Finlayson	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.	Revised scheme has been submitted and re-consultation on the revised plans currently taking place.	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS				
573-575 Lordship Lane	Replacement of glaziers firm with four storey residential development of 17 units.	Pre-app response issued.	Chris Smith	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 March. Submission expected soon.	Graham Harrington	Robbie McNaugher
679 Green Lanes	Redevelopment of the site to provide up to 121 new homes, new office and retail space	Pre-app response issued.	Samuel Uff	John McRory
44 Hampstead Lane	Use Class C2 high quality specialist dementia care with 45 en-suite bedrooms and communal facilities	New pre-app took place on 24 th June.	Samuel Uff	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.	Second pre-application 22 nd June 2020	Tobias Finlayson	John McRory

Clarendon Gasworks	Reserved Matter discussions taking place on E blocks within the eastern quarters	Pre-application discussions commenced	Valerie Okeiyi	John McRory
Cranwood House, Muswell Hill Road/Woodside Ave, N10	Redevelopment of site for residential and associated amenity space, landscaping and parking.	Pre-application discussions ongoing. QRP - 4 th Feb 2020. Pre-committee briefing - 11 th March.	Phil Elliot	Robbie McNaugher
Selby Centre	Council housing and community centre replacement	Pre-apps meetings commenced in March. Presented to QRP in May.	Phil Elliott	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.	Pre-application report issued – revised scheme with extended site area and demolition of existing buildings at no.143 expected.	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.	Planning application to be submitted soon.	Valerie Okeiyi	John McRory
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.	Pre-application letter issued. Revised scheme to be submitted.	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 response issued.	TBC	John McRory
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. Discussions now on hold.	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.	Chris Smith	Robbie McNaugher

		Pre-application discussions expected soon.		
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.	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-application report 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.)	Pre-application report issued	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
Hornsey Parish Church,	Retention of church and creation of additional community space and 15 residential units	Pre-application discussions taking place – principle acceptable.	Valerie Okeiyi	John McRory

Cranley Gardens, N10				
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	Demolishing a single story synagogue building and converting it to a four story building with a basement, The synagogue will be in the basement with a big office on the ground floor and flats above.	Pre-application meeting held 13 th Feb. Advice note issued.	Laurence Ackrill	Robbie McNaugher
Osborne Grove Nursing Home/ Stroud Green Clinic 14-16 Upper Tollington Park N4 3EL	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.	Advice note to be issued	Tania Skelli	John McRory
Partridge Way, N22	Council development of garages and adjoining land for block of 17 residential units and associated landscaping, play space, cycling and refuse stores	Pre-application discussions ongoing. QRP – 18 th March 2020	Conor Guilfoyle	John McRory
Wat Tyler House, Boyton Road, N8	Council development of car park for block of 14 residential units and associated landscaping, play space, cycling and refuse stores.	First pre-application discussions ongoing discussions	Laurence Ackrill	John McRory

Remington Road, N15 6SR	Council development of open land and garages for 35 residential units and associated landscaping, public realm improvements, play space, cycling and refuse stores.	Pre-application meeting held 12/05.	Laurence Ackrill	Robbie McNaugher
Major Application Appeals				
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 December 2019	Laurence Ackrill Manager: John McRory	

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 24/05/2020 AND 26/06/2020

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

Recommendation 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/2020/1388** Officer: Laina Levassor
 Decision: GTD Decision Date: 18/06/2020
 Location: 47 Dagmar Road N22 7RT
 Proposal: Certificate of Lawfulness for existing rooflights to rear roof slope (facilitating loft conversion)

CLUP Applications Decided: 1

Application No: **HGY/2020/1054** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 05/06/2020
 Location: 36 Outram Road N22 7AF
 Proposal: Certificate of lawfulness for the erection of a rear single storey side infill extension and the installation of bi-folding doors.

FUL Applications Decided: 21

Application No: **HGY/2019/1677** Officer: Jake Atkins
 Decision: REF Decision Date: 23/06/2020
 Location: First and Second Floor Flats 77 Grosvenor Road N10 2DU
 Proposal: Retrospective planning application for the retention of replacement windows to first and second floor flats.

Application No: **HGY/2020/0796** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 02/06/2020
 Location: 23 Coniston Road N10 2BL
 Proposal: Change of Use from dwelling house to two flats (1 x 2-bed and 1 x 4-bed)

Application No: **HGY/2020/0813** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 08/06/2020
 Location: 114 Alexandra Park Road N10 2AH
 Proposal: Proposed change of use from A2 to D2 use class for use as a pilates studio.

Application No: **HGY/2020/0871** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/06/2020
 Location: 10 Donovan Avenue N10 2JX
 Proposal: Change of use from a former residential care home (use class C2) to two residential flats (use class C3) together with a new single-storey rear extension, a front lightwell to the lower ground floor, two dormer windows to the rear elevation and a roof light to the front and rear elevation.

Application No: **HGY/2020/0878** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 15/06/2020
 Location: 3 Rhodes Avenue N22 7UR
 Proposal: Erection of single storey rear extension.

Application No:	HGY/2020/0879	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	16/06/2020
Location:	107 Rosebery Road N10 2LD		
Proposal:	Amendment and additions to works approved under extant planning permission reference HGY/2019/2533 (Construction of a rear extension to ground and lower ground floors. Remodeling proposed windows to rear house and rear dormer roof extension and front elevation roof lights.) as follows; extend basement with excavation of front lightwell, extend the dormer to the edge of the chimney, and minor amendments including change in glazing to rear extension, formation of stair access from approved roof terrace to rear garden, green roof to ground floor rear extension, modification to windows and roof lights and insertion of side door.		
Application No:	HGY/2020/0880	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	16/06/2020
Location:	First Floor Flat 2 214 Victoria Road N22 7XQ		
Proposal:	Formation of rear dormer roof extension, installation of front roof lights, and formation of roof terrace on part of the flat roof of the existing rear outrigger projection.		
Application No:	HGY/2020/0921	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	15/06/2020
Location:	12 Donovan Avenue N10 2JX		
Proposal:	Change of use from a former residential care home (use class C2) to a single-family six bedroom home (use class C3) together with a new single-storey rear extension replacing an existing extension, a front lightwell to the lower ground floor, two dormer windows to the rear elevation and a roof light to the front elevation.		
Application No:	HGY/2020/0922	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	10/06/2020
Location:	68 Vallance Road N22 7UG		
Proposal:	Erection of replacement rear garden outbuilding in connection with the existing dwelling house and associated excavation and reprofiling of garden land.		
Application No:	HGY/2020/0923	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/06/2020
Location:	98 Crescent Road N22 7RZ		
Proposal:	Erection of rear roof dormer extension and installation of front and rear roof lights.		
Application No:	HGY/2020/0925	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	09/06/2020
Location:	154 Victoria Road N22 7XQ		
Proposal:	Erection of single storey infill extension along the rear side return passage and formation of raised patio to rear of property.		
Application No:	HGY/2020/0931	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	12/06/2020
Location:	First Floor Flat 229 Victoria Road N22 7XH		
Proposal:	Erection of rear mansard roof extension and mansard extension over part of existing two storey rear outrigger projection; Insertion of front roof lights, replacing existing.		
Application No:	HGY/2020/0940	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/06/2020
Location:	8 Donovan Avenue N10 2JX		
Proposal:	Change of use from a former residential care home (use class C2) to a 6 bedroom single-family home (use class C3) together with a new single-storey rear infill extension, a front lightwell to the lower ground floor, two dormer windows to the rear elevation and a roof light to the front elevation.		

Application No:	HGY/2020/0941	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	11/06/2020
Location:	51 Windermere Road N10 2RD		
Proposal:	Formation of dormers to rear roof slope & rear outrigger roof slope to enlarge existing loft conversion and re-positioning of rooflight to outrigger roof slope.		
Application No:	HGY/2020/0942	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/06/2020
Location:	55 Alexandra Park Road N10 2DG		
Proposal:	Demolition of existing conservatory, construction of single storey rear extension, rear dormer roof extension and insertion of rooflights in front roof slope.		
Application No:	HGY/2020/0945	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	03/06/2020
Location:	79 Crescent Road N22 7RU		
Proposal:	Proposed loft conversion with dormer window to rear, including increase in ridge height and three roof lights to the front.		
Application No:	HGY/2020/0983	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	11/06/2020
Location:	44 Grasmere Road N10 2DJ		
Proposal:	Formation of dormers to rear roof slope & rear outrigger roof slope, installation of 2 front rooflights.		
Application No:	HGY/2020/1004	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	15/06/2020
Location:	53 Grosvenor Road N10 2DR		
Proposal:	Demolition of existing and replacement single-storey side and rear ground floor extension with flat roof.		
Application No:	HGY/2020/1081	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	17/06/2020
Location:	8 Elgin Road N22 7UE		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2020/1150	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	17/06/2020
Location:	56A Grove Avenue N10 2AN		
Proposal:	Formation of hip-to-gable roof extension with associated 'valley' roof infill extension to crown part of the roof; Erection of a rear dormer roof extension with juliet balcony; Insertion of first floor side window and roof lights on front and side roof slopes and the top of the crowned roof.		
Application No:	HGY/2020/1156	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	24/06/2020
Location:	Flat A 66 Palace Gates Road N22 7BL		
Proposal:	Erection of rear roof dormer extensions and insertion of front roof lights.		

Application No:	HGY/2020/1041	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	02/06/2020
Location:	16 Bidwell Gardens N11 2AX		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 3.75m, for which the maximum height would be 4m and for which the height of the eaves would be 3m.		
Application No:	HGY/2020/1042	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	02/06/2020
Location:	36 Outram Road N22 7AF		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4.18m, for which the maximum height would be 3.28m and for which the height of the eaves would be 2.95m.		

TPO Applications Decided: 1

Application No:	HGY/2020/1208	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	18/06/2020
Location:	52 Colney Hatch Lane N10 1EA		
Proposal:	Works to tree protected by a TPO: T1- Lime tree - Crown reduction back to most recent pruning points (approximately five metres reduction).		

Total Applications Decided for Ward: 26WARD: **Bounds Green****COND Applications Decided: 1**

Application No:	HGY/2020/0811	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	04/06/2020
Location:	18 Northbrook Road N22 8YQ		
Proposal:	Variation of condition 2 (approved plans) of planning permission reference HGY/2019/1628 to 'square off' the approved single storey rear extension, reduce the extent of sedum (green roof) coverage on the single storey extension, and incorporate minor alterations to the windows and doors.		

FUL Applications Decided: 9

Application No:	HGY/2020/0736	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	23/06/2020
Location:	11 Cline Road N11 2LX		
Proposal:	Demolition of existing structures and erection of detached building for B1 / B8 use.		
Application No:	HGY/2020/0821	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	03/06/2020
Location:	104 Woodfield Way N11 2NT		
Proposal:	Erection of single storey rear extension linking to the existing garage; conversion of garage to habitable accommodation as part of the house; associated external alterations to the garage and alterations to the glazing on the ground floor side elevation of the house; associated lowering of rear garden levels.		
Application No:	HGY/2020/0860	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/06/2020
Location:	114-120 Nightingale Road N22 8PP		
Proposal:	Replacement of existing timber doors/windows with UPVC double glazed doors/windows.		

Application No: **HGY/2020/0867** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 22/06/2020
 Location: 122-128 Nightingale Road N22 8PP
 Proposal: Replacement of timber door / windows with proposed double glazed uPVC door / windows.

Application No: **HGY/2020/0926** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 17/06/2020
 Location: 147-155 Station Road N22 7ST
 Proposal: Change of use from car park to car wash premises with erection of of associated car wash structures.

Application No: **HGY/2020/0984** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 22/06/2020
 Location: Flat 1 25 Parkhurst Road N22 8JQ
 Proposal: Erection of single storey partial-infill extension along part of the rear side return passage.

Application No: **HGY/2020/1016** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/06/2020
 Location: 38 Marlborough Road N22 8NB
 Proposal: Erection of rear dormer roof extension and installation of 2 x front rooflights.

Application No: **HGY/2020/1017** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 22/06/2020
 Location: Site adjacent to 15A Terrick Road N22 7SH
 Proposal: Application for approval of reserved matters (appearance) of planning permission HGY/2018/1857 (outline planning permission for the erection of a new dwelling house).

Application No: **HGY/2020/1096** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 05/06/2020
 Location: 7-37 Madderfields Court Bailey Close N11 2JL
 Proposal: Proposed replacement of painted timber casement windows with PVCu double-glazed casement windows.

RES Applications Decided: 2

Application No: **HGY/2019/3140** Officer: Matthew Gunning
 Decision: GTD Decision Date: 04/06/2020
 Location: 2A Truro Road N22 8EL
 Proposal: Approval of details pursuant to condition 8 (Method of Construction Statement) attached to planning permission HGY/2019/1511.

Application No: **HGY/2020/0894** Officer: Matthew Gunning
 Decision: GTD Decision Date: 12/06/2020
 Location: 23 Trinity Road N22 8LB
 Proposal: Approval of details pursuant to condition 4 (refuse and waste storage and recycling facilities) attached to planning permission HGY/2020/0137.

Total Applications Decided for Ward: 12

WARD: **Bruce Grove**

FUL Applications Decided: 10

Application No:	HGY/2019/2041	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	08/06/2020
Location:	101 Mount Pleasant Road N17 6TW		
Proposal:	Erection of a 2-storey side extension, 2- storey rear extension, dormers to the loft floor and installation of skylights and the conversion of the property into 2x3-bedroom, 1x2-bedroom and 1x1-bedroom self-contained flats with associated amenity space, landscaping, cycle store and refuse/recycling bin store.		
Application No:	HGY/2020/0004	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	19/06/2020
Location:	Bruce Grove Public Conveniences Bruce Grove N17 6UR		
Proposal:	Refurbishment and extension of the Grade II listed Public Conveniences. Works to include conversion of building into commercial unit for flexible use (Use Classes A1, A2, A3, B1(a) and D1), repairs and renovation to existing ground floor pavilion and basement, resurfacing to external areas, partial demolition of rear wall and porch to existing ground floor pavilion. Demolition existing extension and replacement ground floor single storey extension, enclosure of basement as internal space with glazed curtain wall.		
Application No:	HGY/2020/0798	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	28/05/2020
Location:	64 Ranelagh Road N17 6XU		
Proposal:	Single storey side rear infill extension		
Application No:	HGY/2020/0799	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	26/05/2020
Location:	50 Philip Lane N15 4JE		
Proposal:	Remove the existing chimney on the side of the outrigger building, and build a ground floor rear and side return extension.		
Application No:	HGY/2020/0814	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	11/06/2020
Location:	88 Woodside Gardens N17 6UW		
Proposal:	Dormer Extension to Loft of two storey house to accommodate additional space.		
Application No:	HGY/2020/0828	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	28/05/2020
Location:	6 Loxwood Road N17 6TT		
Proposal:	Proposed single storey rear extension		
Application No:	HGY/2020/0905	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	03/06/2020
Location:	5 Eve Road N17 6YD		
Proposal:	Demolition of existing side infill extension and construction of replacement side infill extension.		
Application No:	HGY/2020/0948	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	12/06/2020
Location:	114 Arnold Road N15 4JH		
Proposal:	Erection of a ground floor, single-storey extension with flat roof at rear and erection of a single dormer to rear.		

Application No: **HGY/2020/1092** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 15/06/2020
 Location: 38 St Margarets Road N17 6TY
 Proposal: Proposed single storey wrap around extension

Application No: **HGY/2020/1160** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/06/2020
 Location: 62-76 Eleanor Close N15 4HZ
 Proposal: Replacement of all white single glazed timber windows with white double glazed casement PVCu windows. All communal doors will be replaced with aluminium material and patio doors will be changed with white PVCu.

LBC Applications Decided: 1

Application No: **HGY/2020/0003** Officer: Roland Sheldon
 Decision: GTD Decision Date: 19/06/2020
 Location: Bruce Grove Public Conveniences Bruce Grove N17 6UR
 Proposal: Listed Building consent: Refurbishment and extension of the Grade II listed Public Conveniences. Works to include conversion of building into commercial unit, repairs and renovation to existing ground floor pavilion and basement, resurfacing to external areas, partial demolition of rear wall and porch to existing ground floor pavilion. Demolition existing extension and replacement ground floor single storey extension, enclosure of basement as internal space with glazed curtain wall.

RES Applications Decided: 1

Application No: **HGY/2020/1010** Officer: Samuel Uff
 Decision: GTD Decision Date: 22/06/2020
 Location: 276 Philip Lane N15 4AD
 Proposal: Approval of details pursuant to condition 5 (sound insulation) attached to planning permission HGY/2019/3194.

Total Applications Decided for Ward: 12WARD: **Crouch End****ADV Applications Decided: 1**

Application No: **HGY/2020/1040** Officer: Roland Sheldon
 Decision: GTD Decision Date: 23/06/2020
 Location: 33 The Broadway N8 8DU
 Proposal: Externally illuminated fascia sign and externally illuminated projecting sign.

CLUP Applications Decided: 1

Application No: **HGY/2020/1185** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 12/06/2020
 Location: 10 Aubrey Road N8 9HH
 Proposal: Certificate of Lawfulness for proposed installation of solar panels to the roof.

FUL Applications Decided: 7

Application No:	HGY/2019/1139	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	29/05/2020
Location:	Jameson Lodge 58 Shepherds Hill N6 5RW		
Proposal:	Partial demolition of existing garages and erection of 1 x 2-bedroom and 1 x 3-bedroom dwellings and associated landscaping works (Class use C3)		
Application No:	HGY/2020/0846	Officer:	Samuel Uff
Decision:	REF	Decision Date:	19/06/2020
Location:	36 Glasslyn Road N8 8RH		
Proposal:	Formation of dormer window to rear roofslope with 2 rooflights and 1 rooflight to front roofslope.		
Application No:	HGY/2020/0866	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	02/06/2020
Location:	9 Priory Gardens N6 5QY		
Proposal:	Construction of side and rear dormer roof extensions.		
Application No:	HGY/2020/0874	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	15/06/2020
Location:	20b Coolhurst Road N8 8EL		
Proposal:	Replacement of existing balcony and rear doors. Covering for existing pergola frames on rear pathway. Replace existing outbuilding to rear.		
Application No:	HGY/2020/0924	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	24/06/2020
Location:	67 Claremont Road N6 5BZ		
Proposal:	Erection of rear/side extension with two skylights.		
Application No:	HGY/2020/0981	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	09/06/2020
Location:	33 The Broadway N8 8DU		
Proposal:	Replace existing wooden shopfront with new aluminium shopfront painted basalt grey with door centered in middle and shopfront brought forward.		
Application No:	HGY/2020/1113	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	09/06/2020
Location:	97 Ferme Park Road N8 9SA		
Proposal:	Construction of a ground floor side extension.		

RES Applications Decided: 4

Application No:	HGY/2020/0416	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	12/06/2020
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 51 (Mews Block Supplementary Privacy Scheme) attached to planning permission HGY/2017/2220.		

Application No:	HGY/2020/0853	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	22/06/2020
Location:	3-5 Avenue Road N6 5DS		
Proposal:	Approval of details pursuant to condition 7 (Construction Management Plan) attached to planning permission HGY/2018/0589.		
Application No:	HGY/2020/0855	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	27/05/2020
Location:	3-5 Avenue Road N6 5DS		
Proposal:	Approval of details pursuant to condition 8 (Tree protection measures) attached to planning permission HGY/2018/0589.		
Application No:	HGY/2020/1319	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	09/06/2020
Location:	Hornsey Town Hall The Broadway N8 9JJ		
Proposal:	Approval of details pursuant to condition 46 (Stage 2 Written Scheme of Investigation) attached to planning permission HGY/2017/2220.		

TPO Applications Decided: 3

Application No:	HGY/2020/0470	Officer:	Janey Zhao
Decision:	REF	Decision Date:	05/06/2020
Location:	5 Wychwood End N6 5ND		
Proposal:	Works to trees protected by TPOs: 1 Sycamore - remove epicormic growth back to previous pruning points 1 Lime Tree - remove epicormic growth back to previous pruning points		
Application No:	HGY/2020/0559	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	15/06/2020
Location:	Crescent Court Crescent Road N8 8AU		
Proposal:	Works to trees protected by a TPO. T9 Lime and T10 Lime: reduce back to previous points 30% (3m approx) Reasons: On-going maintenance (The works to the other trees on the application form will be considered under a Section 211 Notice)		
Application No:	HGY/2020/1063	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	23/06/2020
Location:	Panorama Court 56 Shepherds Hill N6 5RP		
Proposal:	Works to trees protected by a TPO: T2-Holm Oak tree-Prune back branches growing towards building back to previous pruning points. Approximately two metres reduction. T1-Beech tree-Reduce branches growing towards building by approximately 1.5 metres.		

Total Applications Decided for Ward: 16WARD: **Fortis Green****FUL Applications Decided: 5**

Application No:	HGY/2020/0039	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	27/05/2020
Location:	143 Coppetts Road N10 1JP		
Proposal:	Erection of 9 residential dwellings and associated landscaping, pedestrian routes and residential car parking, provision of new shared access route and new car park serving retained educational facility.		

Application No:	HGY/2020/0944	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	11/06/2020
Location:	8 Burlington Road N10 1NJ		
Proposal:	Demolition of existing conservatory, construction of single storey rear extension, dormer extension including addition of conservation roof light to existing outrigger and replacement double glazed windows.		
Application No:	HGY/2020/1021	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	18/06/2020
Location:	72 Creighton Avenue N10 1NT		
Proposal:	Erection of boundary wall and trellis on the west side of the site alongside the rear patio; Installation of external air conditioning unit at first floor level on the western side elevation.		
Application No:	HGY/2020/1038	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	26/06/2020
Location:	111 Fortis Green N2 9HR		
Proposal:	Erection of mansard roof extension to provide 1 x 3 bed apartment (as per approved ref. HGY/2019/1636); Creation of 2 additional flats within existing building through alterations to existing flats; Associated works including alterations to fenestration and access and addition of windows and balconies to front, rear and side elevations; Associated cycle storage for existing and new flats.		
Application No:	HGY/2020/1099	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	22/06/2020
Location:	45 Queens Avenue N10 3PE		
Proposal:	Erection of single storey rear extension; 2 x rear dormers; installation of 4 x front rooflights; replace and enlarge existing rear rooflight and existing rear windows; and replace existing windows and doors throughout.		

NON Applications Decided: 1

Application No:	HGY/2020/1203	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	29/05/2020
Location:	Pikaby 49 Lanchester Road N6 4SX		
Proposal:	Non-material amendment following a grant of planning permission HGY/2019/3254 involving alterations to proposed garage roof and fenestration.		

PNE Applications Decided: 1

Application No:	HGY/2020/1114	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	16/06/2020
Location:	65 Steeds Road N10 1JB		
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 3.30m and for which the height of the eaves would be 2.25m.		

RES Applications Decided: 3

Application No:	HGY/2019/2005	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	04/06/2020
Location:	Coppetts Wood Hospital Coppetts Road N10 1JN		
Proposal:	Approval of details pursuant to condition 25 (dynamic thermal modelling) attached to planning permission HGY/2018/1643.		

Application No: **HGY/2019/2085** Officer: Christopher Smith
 Decision: GTD Decision Date: 26/06/2020
 Location: Coppetts Wood Hospital Coppetts Road N10 1JN
 Proposal: Approval of details pursuant to condition 27 (noise mitigation measures) attached to planning permission HGY/2018/1643.

Application No: **HGY/2020/1039** Officer: Roland Sheldon
 Decision: GTD Decision Date: 11/06/2020
 Location: 76-78 Great North Road N2 0LL
 Proposal: Discharge of condition 10 (detailed design and method statements (in consultation with London Underground) for demolition, foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), tall plant and scaffolding) of planning permission HGY/2019/0714.

TPO Applications Decided: 3

Application No: **HGY/2020/0476** Officer: Janey Zhao
 Decision: GTD Decision Date: 04/06/2020
 Location: Chester House 30 Pages Lane N10 1PR
 Proposal: Works to trees protected by an Area TPO: T1: Sycamore: Re-pollard to previous points to prevent encroachment toward the tennis club house T2: Lime: Re-pollard stem over tennis hut and remove epicormic on trunk to prevent encroachment toward the tennis club house

Application No: **HGY/2020/0639** Officer: Janey Zhao
 Decision: GTD Decision Date: 15/06/2020
 Location: 33 Pages Hill N10 1PX
 Proposal: Works to trees protected by a Group TPO: T1 - Hornbeam - girdle ivy - reduce by 30% canopy coverage - 2 -4 m from branch ends T2 - Horse chestnut - reduce by 30% canopy coverage - 2 -4 m from branch ends.

Application No: **HGY/2020/1206** Officer: Janey Zhao
 Decision: GTD Decision Date: 15/06/2020
 Location: 38 Lanchester Road N6 4TA
 Proposal: Works to trees protected by a TPO: T1 Oak- Crown thin density by 25%, deadwood, T2 Beech- In poor condition severe decline, remove main large bough which is dead, remove remainder of dead boughs and try to balance where possible

Reasons: Create more light into garden with the Oak, Beech in poor condition, works for safety measures

Total Applications Decided for Ward: 13

WARD: **Harringay**

ADV Applications Decided: 1

Application No: **HGY/2020/0869** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 09/06/2020
 Location: 590-598 Green Lanes N8 0RA
 Proposal: Application for advertisement consent for a period of 30 months for display of 2 x internally illuminated fascia signs.

FUL Applications Decided: 10

Application No:	HGY/2020/0135	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	28/05/2020
Location:	90 Wightman Road N4 1RN		
Proposal:	Ground floor single storey extension and conversion of property to a 8 room/ 8 person House of Multiple Occupation (HMO) (Sui Generis)		
Application No:	HGY/2020/0809	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	22/06/2020
Location:	43 Falkland Road N8 0NS		
Proposal:	Erection of a single storey rear/side infill extension.		
Application No:	HGY/2020/0843	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	26/05/2020
Location:	27 Effingham Road N8 0AA		
Proposal:	Demolition of existing infill and erection of single storey ground floor side to rear extension.		
Application No:	HGY/2020/0868	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	11/06/2020
Location:	590-598 Green Lanes N8 0RA		
Proposal:	Application for temporary planning permission for a period of 30 months for the installation of a marketing suite at 590 - 598 Green Lanes.		
Application No:	HGY/2020/0989	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	25/06/2020
Location:	First Floor Flat B 3 Mattison Road N4 1BG		
Proposal:	Proposed dormer loft conversion with decked terrace.		
Application No:	HGY/2020/0990	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	24/06/2020
Location:	Ground Floor Flat 60 Burgoyne Road N4 1AE		
Proposal:	Retrospective planning application for a part single storey rear extension for the Ground Floor Flat.		
Application No:	HGY/2020/1120	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	19/06/2020
Location:	3 Wightman Road N4 1RQ		
Proposal:	Proposed erection of a second floor extension and the conversion of the existing 4-bedroom flat into one 1-bedroom flat at first floor level and one 1-bedroom flat at second floor level.		
Application No:	HGY/2020/1149	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	17/06/2020
Location:	108 Allison Road N8 0AS		
Proposal:	Conversion of dwelling to 2 x self-contained flats in conjunction with the erection of a single storey rear extension.		
Application No:	HGY/2020/1155	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	25/06/2020
Location:	First Floor Flat 48 Raleigh Road N8 0HY		
Proposal:	Second floor roof terrace with associated screening.		

Application No: **HGY/2020/1158** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/06/2020
 Location: Upper Flat 50 Raleigh Road N8 0HY
 Proposal: Second floor roof terrace and associated screening.

NON Applications Decided: 1

Application No: **HGY/2020/1057** Officer: Samuel Uff
 Decision: GTD Decision Date: 03/06/2020
 Location: 429 Green Lanes N4 1HA
 Proposal: Non Material Amendment to alter the time period for the installation of fencing (condition 4) associated with planning permission HGY/2013/0612 for "Internal alterations to existing restaurant, moving of existing door to rear, installation of new metal staircase for access to the top floor studio and provision of access to first floor self-contained unit"

PNC Applications Decided: 1

Application No: **HGY/2020/1058** Officer: Samuel Uff
 Decision: PN GRANT Decision Date: 24/06/2020
 Location: 17 Turnpike Lane N8 0EP
 Proposal: Prior approval for change of use from butcher (A1 use) to restaurant (A3 use).

RES Applications Decided: 1

Application No: **HGY/2020/1091** Officer: Samuel Uff
 Decision: GTD Decision Date: 03/06/2020
 Location: 429 Green Lanes N4 1HA
 Proposal: Details of concierge system (condition 5) and privacy fencing (condition 4) associated with planning permission HGY/2013/0612 and amended through HGY/2020/1057 for "Internal alterations to existing restaurant, moving of existing door to rear, installation of new metal staircase for access to the top floor studio and provision of access to first floor self-contained unit"

TEL Applications Decided: 1

Application No: **HGY/2020/1031** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 11/06/2020
 Location: Opposite Turnpike Lane Station Ducketts Common Green Lanes N8
 Proposal: Proposed telecommunications installation including a 20-metre-high monopole mast, wraparound cabinet at base and associated ancillary works (Prior Approval).

Total Applications Decided for Ward: 15WARD: **Highgate****ADV Applications Decided: 1**

Application No: **HGY/2020/0852** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/06/2020
 Location: Ground Floor Retail Unit 191-201 Archway Road N6 5BN
 Proposal: Display of 1 x non-illuminated fascia sign, 1 x externally illuminated projecting sign, 2x externally illuminated logo sign & 2 x non-illuminated perspex signs.

COND Applications Decided: 1

Application No: **HGY/2018/3289** Officer: Roland Sheldon

Decision: GTD Decision Date: 05/06/2020

Location: 3-5 Church Road N6 4QH

Proposal: Variation of condition 2 (approved drawings) attached to planning permission HGY/2015/1667
 -Increased height of roof extension
 -Insertion of glazed screens to rear balconies to create winter gardens
 -Internal alterations to layout including removal of one staircase and provision of an additional bedroom
 -Increased height to section of third floor roof extension containing staircase

FUL Applications Decided: 11

Application No: **HGY/2020/0223** Officer: Laurence Ackrill

Decision: GTD Decision Date: 05/06/2020

Location: 1 Townsend Yard N6 5JF

Proposal: Construction of six single storey buildings following the demolition of existing structures to facilitate the change of use of the site from a contractors yard to a sustainability hub with associated educational, hospitality and community facilities (Sui Generis Use Class) and associated landscaping.

Application No: **HGY/2020/0739** Officer: Laurence Ackrill

Decision: GTD Decision Date: 17/06/2020

Location: 13, 15 and 17 Cromwell Avenue N6 5HN

Proposal: Erection of recessed single storey front extension to nos. 15 and 17 Cromwell avenue, and a combined rear side return extension to nos. 13 and 15, together with a rear first floor extension to No 15 to match the adjoining house at no. 17. Insertion of rooflights to front and rear roofslopes of no. 15.

Application No: **HGY/2020/0742** Officer: Laurence Ackrill

Decision: GTD Decision Date: 05/06/2020

Location: Service Station 513 Archway Road N6 4HX

Proposal: Installation of 3 no. electric vehicle charge points. Electrical sub-station and associated equipment with changes to hard landscaping.

Application No: **HGY/2020/0744** Officer: Laurence Ackrill

Decision: GTD Decision Date: 15/06/2020

Location: 15 Highgate Avenue N6 5SB

Proposal: Alterations to front garden and alteration to front wall / boundary treatment.

Application No: **HGY/2020/0812** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 01/06/2020

Location: 27 & 27a Talbot Road N6 4QS

Proposal: Amalgamation of 27 and 27a Talbot Road to reinstate property as single dwelling house; associated removal of external access stairs and first floor access door on front/side elevations.

Application No: **HGY/2020/0818** Officer: Samuel Uff

Decision: GTD Decision Date: 12/06/2020

Location: 32 Cholmeley Crescent N6 5HA

Proposal: Demolition of existing rear glass conservatory and existing garage. Construct new flat roof rear extension and garage. Form three dormer windows to front, side and rear roofslopes. Remove side spiral external staircase.

Application No:	HGY/2020/0842	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/06/2020
Location:	Porters House Southwood Park Southwood Lawn Road N6 5SG		
Proposal:	Rebuilding of a section of retaining boundary wall including replacing foundations.		
Application No:	HGY/2020/0861	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	02/06/2020
Location:	Ramban 32 Hampstead Lane N6 4NT		
Proposal:	Alterations to existing roof and rooflights of swimming pool / garden room.		
Application No:	HGY/2020/0870	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	02/06/2020
Location:	29 Holmesdale Road N6 5TH		
Proposal:	Extension to existing ground floor rear extension and extension to the existing first floor extension and fenestration / front boundary alterations		
Application No:	HGY/2020/0950	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	08/06/2020
Location:	5 Grange Road N6 4AR		
Proposal:	Erection of ground floor single storey rear extension.		
Application No:	HGY/2020/1006	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	09/06/2020
Location:	Flat E 95 Hornsey Lane N6 5LW		
Proposal:	Erection of single storey extension above roof of existing 1960s side extension to flat E, erection rear gable extension to Victorian section of property and insertion of 5 rear conservation rooflights.		
LBC Applications Decided: 1			
Application No:	HGY/2020/0443	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/06/2020
Location:	Flat 26 Cholmeley Lodge Cholmeley Park N6 5EN		
Proposal:	Listed building consent for internal tanking.		
NON Applications Decided: 1			
Application No:	HGY/2020/1213	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	04/06/2020
Location:	4 Church Road N6 4QT		
Proposal:	Non-material amendment following a grant of planning permission HGY/2019/2764 involving alteration to fenestration to ground floor window, side window and rooflights.		
TPO Applications Decided: 5			
Application No:	HGY/2020/0619	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	15/06/2020
Location:	43 Stormont Road N6 4NR		
Proposal:	Works to tree protected by a Group TPO: T1: Beech: Crown reduce by up to 2m to reduce weight on overextending limbs to reduce the risk of failure and as part of regular maintenance to keep tree at a size suitable for its location.		

Application No:	HGY/2020/0637	Officer:	Janey Zhao
Decision:	REF	Decision Date:	15/06/2020
Location:	14 Denewood Road N6 4AJ		
Proposal:	Works to tree protected by a TPO: T1 Eucalyptus - fell to ground level as deemed high risk for total failure. Please see attached survey and report.		
Application No:	HGY/2020/0666	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	15/06/2020
Location:	Branksome Courtenay Avenue N6 4LP		
Proposal:	Works to trees protected by an Area TPO: T3 Mimosa: Dismantle the large mimosa. Leave stump as close as grade as possible. Reason: Poor condition tree with weak union on co-dominant leaders.		
	T4 Wild Cherry: Dismantle the large wild cherry. Leave stump as close as grade as possible. Reason: Poor condition tree with previous crown failure		
Application No:	HGY/2020/0672	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	28/05/2020
Location:	44 Southwood Avenue N6 5RZ		
Proposal:	Works to tree protected by a TPO.		
	T1: Bay: Approximately 14.00m, reduce lateral and sub lateral branches overhanging the boundary back to as near to boundary as is practicable (approximately 0.50m-1.00m). Reduce height of the tree (where visible from No.42) back to previous most recent reduction points (approx.1.5m). Reason: general maintenance.		
	(The works to the other trees on the application form will be considered under a Section 211 Notice)		
Application No:	HGY/2020/0681	Officer:	Janey Zhao
Decision:	GTD	Decision Date:	26/06/2020
Location:	Ridgefield Courtenay Avenue N6 4LP		
Proposal:	Works to trees protected by an Area TPO: T2 Oak - reduce first primary limb over garden back to first suitable upright to reduce weights on over extended limb.		
	Dismantle the dead T1 Oak located at the back of the property. Leave stump as close as grade as possible The Oak is in serious decline with large degraded limbs over building.		

Total Applications Decided for Ward: 20

WARD: Hornsey

FUL Applications Decided: 7

Application No:	HGY/2020/0820	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	09/06/2020
Location:	85 Tottenham Lane N8 9BE		
Proposal:	Erection of mansard roof extension in connection with existing second floor flat.		
Application No:	HGY/2020/0839	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	05/06/2020
Location:	16 Chestnut Avenue N8 8NY		
Proposal:	Erection of single-storey rear extension with rooflights.		

Application No:

HGY/2020/0993

Officer:

Anestis Skoupras

Decision:

GTD

Decision Date:

17/06/2020

Location:

58 Beechwood Road N8 7NG

Proposal:

Proposed rear facing roof dormer.

Application No:

HGY/2020/1015

Officer:

Samuel Uff

Decision:

GTD

Decision Date:

04/06/2020

Location:

22 Church Lane N8 7BU

Proposal:

Erection of a single storey infill extension (part mono-pitch and part flat roof).

Application No:

HGY/2020/1100

Officer:

Roland Sheldon

Decision:

REF

Decision Date:

19/06/2020

Location:

33 Priory Road N8 8LP

Proposal:

Demolition of existing garages and workshop and construction of a dwellinghouse, 1 storey above ground, with a basement level.

Application No:

HGY/2020/1110

Officer:

Samuel Uff

Decision:

GTD

Decision Date:

26/06/2020

Location:

Flat 1 33 Church Lane N8 7BT

Proposal:

Single storey side to rear extension with associated flue and raised patio.

Application No:

HGY/2020/1166

Officer:

Roland Sheldon

Decision:

GTD

Decision Date:

25/06/2020

Location:

47 North View Road N8 7LN

Proposal:

Erection of a single-storey side to rear extension.

PNC

Applications Decided:

2

Application No:

HGY/2020/0817

Officer:

Roland Sheldon

Decision:

PN NOT REQ

Decision Date:

29/05/2020

Location:

47 Tottenham Lane N8 9BD

Proposal:

An application to determine if prior approval is required for a proposed: Change of Use from Offices (Class B1(a)) to Dwellinghouses (Class C3). The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class O

Application No:

HGY/2020/0873

Officer:

Conor Guilfoyle

Decision:

PN NOT REQ

Decision Date:

27/05/2020

Location:

6 Church Lane N8 7BU

Proposal:

Prior approval for change of Use from Offices (Class B1(a)) to Dwellinghouses (Class C3): Conversion of offices to residential to form a single family dwelling house up to 6 bedrooms (incorporating the existing flat on the second floor).

PNE

Applications Decided:

1

Application No:

HGY/2020/1046

Officer:

Laina Levassor

Decision:

PN NOT REQ

Decision Date:

02/06/2020

Location:

46 Lightfoot Road N8 7JN

Proposal:

Erection of a single storey extension which extends beyond the rear wall of the original house by 3m, for which the maximum height would be 4m and for which the height of the eaves would be 3m.

TPO

Applications Decided:

1

Application No: **HGY/2020/0558** Officer: Janey Zhao

Decision: GTD Decision Date: 29/05/2020

Location: Rear of 54, 56 and 58 Uplands Road Land at Cranford Way N8

Proposal: Remove Trees T2 Ash & T3 Ash. Reason: The above trees are considered to be responsible for root induced clay shrinkage subsidence damage to 56 Uplands Road. Replacement planting of standard size trees will be funded by insurers subject to planting location - to be agreed with the LA.

Total Applications Decided for Ward: 11

WARD: **Muswell Hill**

CLUP Applications Decided: 3

Application No: **HGY/2020/1186** Officer: Laina Levassor

Decision: PERM DEV Decision Date: 09/06/2020

Location: 62 Springfield Avenue N10 3SY

Proposal: Certificate of Lawfulness for proposed hip to gable and rear dormer extension to facilitate loft conversion.

Application No: **HGY/2020/1187** Officer: Laina Levassor

Decision: PERM DEV Decision Date: 18/06/2020

Location: 30 Woodland Rise N10 3UG

Proposal: Certificate of Lawfulness for proposed rear dormer extension with rooflights to facilitate loft conversion and alterations to rear fenestration.

Application No: **HGY/2020/1303** Officer: Laina Levassor

Decision: PERM DEV Decision Date: 18/06/2020

Location: 110 Cranley Gardens N10 3AH

Proposal: Certificate of Lawfulness for proposed outbuilding.

COND Applications Decided: 1

Application No: **HGY/2020/1068** Officer: Laurence Ackrill

Decision: GTD Decision Date: 15/06/2020

Location: 83 Priory Road N8 8LY

Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2018/2062 involving removal of basement level, alterations to ground and first floor footprint and fenestration alterations.

FUL Applications Decided: 6

Application No: **HGY/2020/0804** Officer: Roland Sheldon

Decision: GTD Decision Date: 11/06/2020

Location: 23 Redston Road N8 7HL

Proposal: Erection of single storey rear and side extension.

Application No: **HGY/2020/0881** Officer: Matthew Gunning

Decision: GTD Decision Date: 22/06/2020

Location: Ground Floor Flat 21 Topsfield Road N8 8SN

Proposal: Erection of single storey rear infill extension to existing apartment/

Application No:	HGY/2020/0888	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	09/06/2020
Location:	33 Connaught Gardens N10 3LD		
Proposal:	Basement extension below footprint of house along with the creation of a small front light-well, alterations to existing lower ground floor rear extension, erection of upper ground floor rear extension above.		
Application No:	HGY/2020/0949	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	04/06/2020
Location:	30 Woodland Rise N10 3UG		
Proposal:	Enlarge floor space and height of existing basement to create additional basement area under the existing house, including creation of new front and rear light well. Creation of garage to front as part of basement works.		
Application No:	HGY/2020/0987	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	16/06/2020
Location:	First Floor Flat B 52 Priory Road N8 7EX		
Proposal:	Erection of rear extension at first floor level and alterations to dormer window to include enlargement, formation of balcony, new door, new window and new rooflight to rear roofslope.		
Application No:	HGY/2020/0988	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	16/06/2020
Location:	First Floor Flat B 52 Priory Road N8 7EX		
Proposal:	Erection of rear extension at first floor level and alterations to dormer window to include enlargement, formation of balcony, new window and new rooflight to rear roofslope (roof terrace larger).		

Total Applications Decided for Ward: 10

WARD: **Noel Park**

ADV Applications Decided: 1

Application No:	HGY/2020/1047	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	02/06/2020
Location:	43 High Road N22 6BH		
Proposal:	Upgrade of existing 48 sheet advert to support digital poster.		

FUL Applications Decided: 10

Application No:	HGY/2020/0835	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	28/05/2020
Location:	3-11 Station Road N22 6UX		
Proposal:	Replacement of existing windows with double glazed UPVC windows at rear and side facade of the building.		
Application No:	HGY/2020/0920	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	04/06/2020
Location:	101 Westbury Avenue N22 6SA		
Proposal:	Conversion of dwelling into 1No x 3 Bed & 1No x 2Bed flats. Erection of single storey rear/side extension. Formation of loft conversion with a rear dormer window.		

Application No:	HGY/2020/0932	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	16/06/2020
Location:	11 Lakefield Road N22 6RR		
Proposal:	Construction of single storey side and rear extensions to facilitate the sub-division of the existing 2-bedroom flat into 2 x 1-bedroom flats. Associated refuse and cycle storage.		
Application No:	HGY/2020/0938	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	23/06/2020
Location:	50 Clarendon Road off Hornsey Park Road N8 0DJ		
Proposal:	Installation of 3 x air handling equipment units on the northern elevation (replacing existing equipment)		
Application No:	HGY/2020/0947	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	05/06/2020
Location:	75 Westbury Avenue N22 6SA		
Proposal:	Change of use from A1 (Retail) to A2 (Legal Office).		
Application No:	HGY/2020/1043	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	27/05/2020
Location:	127 High Road N22 6BB		
Proposal:	Change from one flat in the upper floors of the building into two flats.		
Application No:	HGY/2020/1074	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	11/06/2020
Location:	87-89 High Road N22 6BB		
Proposal:	Single storey rear extension at first floor level to create a new self contained dwelling.		
Application No:	HGY/2020/1170	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	23/06/2020
Location:	10 The Broadway N22 6DS		
Proposal:	First floor rear extension and two new skylights to front elevation.		
Application No:	HGY/2020/1198	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/06/2020
Location:	107 Mayes Road N22 6UP		
Proposal:	Construction of two additional floors to facilitate the creation of 4 x self-contained flats.		
Application No:	HGY/2020/1304	Officer:	Emily Whittredge
Decision:	REF	Decision Date:	23/06/2020
Location:	41 Willingdon Road N22 6SG		
Proposal:	Loft conversion including front roof lights, rear dormer and rear roof terrace.		

Application No: **HGY/2020/1014** Officer: Samuel Uff
 Decision: GTD Decision Date: 19/06/2020
 Location: Dominion Centre 9 The Broadway N22 6DS
 Proposal: Listed Building Consent for works and restoration to include affixing steel fixings to cornices; repointing of brickwork; addition of plastic anti-bird spikes; lead flashing roof repairs; repair of render; cornice and alcove details; and associated steam cleaning.

PNE Applications Decided: 1

Application No: **HGY/2020/1056** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 16/06/2020
 Location: 5 Caxton Road N22 6TB
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.8m and for which the height of the eaves would be 2.8m.

RES Applications Decided: 3

Application No: **HGY/2019/3340** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 29/05/2020
 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 N8 & N22
 Proposal: Approval of details pursuant to condition 31 CON 1 (Land contamination parts a, b and c) attached to planning permission HGY/2017/3117 (partial discharge only and in relation to Blocks D1-D4 and E1-E3 only)

Application No: **HGY/2020/0667** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 11/06/2020
 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 N8 & N22
 Proposal: Partial discharge of condition 42 (Piling method statement) of planning permission HGY/2017/3117 in order for the construction of blocks D1-D4 to proceed.

Application No: **HGY/2020/0858** Officer: Sarah Madondo
 Decision: REF Decision Date: 28/05/2020
 Location: 105-107 High Road N22 6BB
 Proposal: Approval of details pursuant to condition 4 (Construction Management Plan) attached to planning permission HGY/2017/3438.

Total Applications Decided for Ward: 16**WARD: Northumberland Park****FUL Applications Decided: 4**

Application No: **HGY/2020/0474** Officer: Gareth Prosser
 Decision: GTD Decision Date: 28/05/2020
 Location: 8 Cemetery Road N17 8AU
 Proposal: Erection of single storey rear extension.

Application No: **HGY/2020/1027** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 04/06/2020
 Location: 113 Pembury Road N17 8LY
 Proposal: Erection of front dormer window and formation of front lightwell.

Application No: **HGY/2020/1045** Officer: Gareth Prosser
 Decision: GTD Decision Date: 28/05/2020
 Location: 55 Birkbeck Road N17 8NH
 Proposal: Single storey rear infill extension including a court yard.

Application No: **HGY/2020/1171** Officer: Gareth Prosser
 Decision: REF Decision Date: 24/06/2020
 Location: 848 High Road N17 0EY
 Proposal: First floor rear extension, with internal and external demolitions and alterations to facilitate a new 1 x 1 Bed Dwelling with Ground Floor Commercial Space.

PNE Applications Decided: 1

Application No: **HGY/2020/1080** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 05/06/2020
 Location: 38 Manor Road N17 0JJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.28m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Total Applications Decided for Ward: 5WARD: **St Anns****FUL Applications Decided: 8**

Application No: **HGY/2019/2486** Officer: Neil McClellan
 Decision: GTD Decision Date: 28/05/2020
 Location: Flat A 58 Rutland Gardens N4 1JP
 Proposal: Erection of single-storey rear extension.

Application No: **HGY/2020/0877** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 09/06/2020
 Location: 48 Kimberley Gardens N4 1LE
 Proposal: Erection of single storey side extension to rear projection along side return passage.

Application No: **HGY/2020/0982** Officer: Christopher Smith
 Decision: GTD Decision Date: 18/06/2020
 Location: St Anns General Hospital St Anns Road N15 3TH
 Proposal: Two storey infill development to form a new Oasis Restaurant at ground floor level of the main hospital building, with meeting and training space at first floor.

Application No: **HGY/2020/1001** Officer: Fatema Begum
 Decision: GTD Decision Date: 19/06/2020
 Location: 64 Warwick Gardens N4 1JA
 Proposal: Demolition of existing ground floor rear extension and replace with a full width rear extension with side infill.

Application No: **HGY/2020/1007** Officer: Sarah Madondo
 Decision: GTD Decision Date: 26/05/2020
 Location: 44 Woodlands Park Road N15 3RX
 Proposal: Rear Dormer Loft conversion to Flats C & D

Application No:	HGY/2020/1025	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	28/05/2020
Location:	Flat A 24 Stanhope Gardens N4 1HT		
Proposal:	Formation of rear dormer windows on the main rear roof slope and on the outrigger to facilitate loft conversion with insertion of 2 x velux rooflights to front roof slope.		
Application No:	HGY/2020/1032	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	15/06/2020
Location:	63-64 Grand Parade N4 1AF		
Proposal:	Change of use from a restaurant (A3 Use) to a mixed restaurant and retail use (Sui-generis Use) and the extension of the opening hours to allow 24 hour opening.		
Application No:	HGY/2020/1154	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	26/06/2020
Location:	St Anns General Hospital St Anns Road N15 3TH		
Proposal:	Demolition of link corridor and replacement with new entrance, plus installation of two new entrances, on the western side of Block 12.		

RES Applications Decided: 5

Application No:	HGY/2019/2348	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	26/05/2020
Location:	13-16 Grand Parade N4 1LA		
Proposal:	Approval of details pursuant to condition 4 (secure sheltered cycle parking spaces) attached to planning permission HGY/2018/1498.		
Application No:	HGY/2019/2351	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	26/05/2020
Location:	13-16 Grand Parade N4 1LA		
Proposal:	Approval of details pursuant to condition 7 (Construction Management Plan and Construction Logistics Plan) attached to planning permission HGY/2018/1498.		
Application No:	HGY/2020/0319	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	28/05/2020
Location:	2 Cleveland Gardens N4 1LN		
Proposal:	Approval of details pursuant to Condition 11 (attached to planning permission HGY/2018/2720).		
Application No:	HGY/2020/0513	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	26/06/2020
Location:	423-435 West Green Road N15 3PJ		
Proposal:	Approval of details pursuant to condition 26 (Foundation Impact on Crossrail 2) attached to planning permission HGY/2018/1806.		
Application No:	HGY/2020/0519	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	03/06/2020
Location:	423-435 West Green Road N15 3PJ		
Proposal:	Approval of details pursuant to condition 34 (Overheating Management Plan) attached to planning permission HGY/2018/1806		

TEL Applications Decided: 1

Application No: **HGY/2020/1115** Officer: Kwaku Bossman-Gyamera
 Decision: PN REFUSED Decision Date: 25/06/2020
 Location: Telecommunications Cabinets and Tower Kerswell Close St Anns Road N15
 Proposal: Installation of a 20m monopole, 12 no. antenna apertures, equipment cabinets and development ancillary thereto. (Prior notification)

Total Applications Decided for Ward: 14

WARD: Seven Sisters

CLDE Applications Decided: 1

Application No: **HGY/2020/1307** Officer: Laina Levassor
 Decision: GTD Decision Date: 24/06/2020
 Location: 57 Elm Park Avenue N15 6UW
 Proposal: Certificate of Lawfulness for existing use of 57 Elm Park Avenue as three self-contained flats.

CLUP Applications Decided: 1

Application No: **HGY/2020/1393** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 24/06/2020
 Location: 146 Fairview Road N15 6TR
 Proposal: Certificate of Lawfulness for proposed rear outrigger extension to facilitate loft conversion.

FUL Applications Decided: 10

Application No: **HGY/2020/0343** Officer: Gareth Prosser
 Decision: REF Decision Date: 04/06/2020
 Location: 34 Vartry Road N15 6PU
 Proposal: Erection of rear roof extension.

Application No: **HGY/2020/0587** Officer: Sarah Madondo
 Decision: GTD Decision Date: 01/06/2020
 Location: Flat D 21 High Road N15 6ND
 Proposal: Erection of a rear dormer to create an additional bedrooms.

Application No: **HGY/2020/0960** Officer: Sarah Madondo
 Decision: GTD Decision Date: 26/05/2020
 Location: 23 Clifton Gardens N15 6AP
 Proposal: Type 3 Loft Extension

Application No: **HGY/2020/1003** Officer: Sarah Madondo
 Decision: REF Decision Date: 27/05/2020
 Location: 190 Hermitage Road N4 1NN
 Proposal: Ground floor rear extension and dormer extension.

Application No:	HGY/2020/1005	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	02/06/2020
Location:	85 Craven Park Road N15 6AH		
Proposal:	Retrospective subdivision of a single dwelling house into three flats at the ground, first and second-floor level.		
Application No:	HGY/2020/1009	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	02/06/2020
Location:	124 Castlewood Road N15 6BE		
Proposal:	Excavation to provide a basement with rear lightwells.		
Application No:	HGY/2020/1028	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	09/06/2020
Location:	Flat B 15 Hermitage Road N4 1DF		
Proposal:	Extension and conversion of the roof of the existing first floor maisonette and the conversion of the property into two separate self-contained dwellings.		
Application No:	HGY/2020/1102	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	16/06/2020
Location:	102 Wargrave Avenue N15 6UA		
Proposal:	Erection of a part single and modified part two storey rear extension (retrospective application).		
Application No:	HGY/2020/1168	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	11/06/2020
Location:	2 Thorpe Road N15 6NR		
Proposal:	Erection of rear loft extension.		
Application No:	HGY/2020/1169	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	24/06/2020
Location:	26 Plevna Crescent N15 6DN		
Proposal:	Erection of a single storey front extension.		

PNE Applications Decided: 3

Application No:	HGY/2020/1020	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	02/06/2020
Location:	8 Clifton Gardens N15 6AP		
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 4m and for which the height of the eaves would be 3m.		
Application No:	HGY/2020/1078	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	16/06/2020
Location:	76 Wellington Avenue N15 6BB		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5.17m, for which the maximum height would be 3.45m and for which the height of the eaves would be 3m.		

Application No: **HGY/2020/1175** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 17/06/2020
 Location: 15 Howard Road N15 6NL
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

RES Applications Decided: 1

Application No: **HGY/2020/0555** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 28/05/2020
 Location: 51 Daleview Road N15 6PL
 Proposal: Approval of details pursuant to Condition 4 (Method of Construction Statement) to attached to planning permission HGY/2019/3153.

Total Applications Decided for Ward: 16WARD: **Stroud Green****FUL Applications Decided: 6**

Application No: **HGY/2019/2827** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 09/06/2020
 Location: 86 Stroud Green Road N4 3EN
 Proposal: Change of use of part of ground floor of premises from class A1 (Retail) to Class A3 (Restaurant/ Cafe) involving the installation of an external extractor flue.

Application No: **HGY/2020/0748** Officer: Roland Sheldon
 Decision: GTD Decision Date: 08/06/2020
 Location: 23 Ossian Road N4 4DX
 Proposal: Formation of new light-well to front elevation, including new basement access steps and insertion of 3No. timber sash windows to lower ground floor bay. Installation of new insulated ground floor slab to existing basement level space and alterations to internal layout within existing basement level space.

Application No: **HGY/2020/0825** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 02/06/2020
 Location: 139 Mount View Road N4 4JH
 Proposal: Extension and alterations work to property comprising extension to existing basement and increase in floor-to-ceiling height to provide additional habitable accommodation with associated formation of front lightwell; Erection of single storey infill extension at rear side return passage and alterations to ground floor rear elevation; Alterations to external material finish and glazing of existing rear dormer roof extension, including formation of juliet balcony to french doors, replacement of existing window, insertion of additional rear-facing window, and insertion of roof light on its flat roof; Insertion of roof light on rear outrigger projection; Replacement existing front and rear timber sash windows and rear first floor double doors with hardwood double glazed windows/hardwood door of the same proportions and design as existing.

Application No: **HGY/2020/0939** Officer: Samuel Uff
 Decision: GTD Decision Date: 26/05/2020
 Location: 77 Ridge Road N8 9NP
 Proposal: Rear dormer roof extension (following removal of existing)

Application No: **HGY/2020/1002** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/06/2020
 Location: Flat A 15 Lancaster Road N4 4PJ
 Proposal: Enlargement of existing basement with the addition of a front light well.

Application No: **HGY/2020/1157** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 15/06/2020
 Location: Flat 5 41 Nelson Road N8 9RX
 Proposal: Proposed balcony to top floor flat in addition to extant permission for construction of a part single-storey, part two-storey, part three-storey rear extension.

TPO Applications Decided: 1

Application No: **HGY/2020/1062** Officer: Janey Zhao
 Decision: GTD Decision Date: 18/06/2020
 Location: Video Court Mount View Road N4 4SJ
 Proposal: Works to trees proected by a Group TPO: Frontage: 2. Holly: Reduce by 50% & shape. 3. Holly: Reduce by 50% & shape. 4. Bay Laurel: Reduce by 50% & shape.

Total Applications Decided for Ward: 7WARD: **Tottenham Green****CLDE Applications Decided: 1**

Application No: **HGY/2020/1013** Officer: Philip Elliott
 Decision: GTD Decision Date: 03/06/2020
 Location: Former Car Wash Broad Lane N15 4DE
 Proposal: Certificate of lawfulness (existing use) for implementation of planning permission HGY/2016/2232, by setting out, excavating and pouring part of the concrete foundations designed for the office development in accordance with approved plans 3006 PL L01, 3006 PL 11J, 3006 PL 12M, P006 PL 13M, 3006 PL 18.1, 3006 PL 18.2, 3006 PL 18.3, 3006

FUL Applications Decided: 9

Application No: **HGY/2020/0273** Officer: Neil McClellan
 Decision: REF Decision Date: 16/06/2020
 Location: 30 Summerhill Road N15 4HD
 Proposal: Demolition of existing industrial building and replace with six residential flats comprising two 2-bedroom and four 1-bedroom units.

Application No: **HGY/2020/0830** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 04/06/2020
 Location: 8 Montague Road N15 4BD
 Proposal: Proposed first floor rear extension.

Application No: **HGY/2020/0854** Officer: Sarah Madondo
 Decision: GTD Decision Date: 28/05/2020
 Location: 137 Seaford Road N15 5DX
 Proposal: Demolition of existing rear L-shape extension with new L-shaped rear extension.

Application No:	HGY/2020/0872	Officer:	Samuel Uff
Decision:	REF	Decision Date:	27/05/2020
Location:	32 Summerhill Road N15 4HD		
Proposal:	Redevelopment of existing industrial land for a residential 3 storey building fronting Summerhill Road and a 2.5 storey building at the rear, to provide 9 x new dwellings and associated works following demolition of existing buildings on site and removal of 3 x existing trees		
Application No:	HGY/2020/0910	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	02/06/2020
Location:	Unit 8 Tottenham Hale Retail Park Broad Lane N15 4QD		
Proposal:	Refurbishment of Unit 8 to include the removal and replacement of the existing rear shutter door and replacement with double doors and removal and replacement of adjacent single door with a double security door.		
Application No:	HGY/2020/0999	Officer:	Fatema Begum
Decision:	GTD	Decision Date:	19/06/2020
Location:	124 Seaford Road N15 5DS		
Proposal:	Full width single-storey rear extension with side infill.		
Application No:	HGY/2020/1036	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	15/06/2020
Location:	26 Loobert Road N15 4LQ		
Proposal:	Loft conversion including a rear dormer extension and 2x conservation rooflights to front slope and widening of rear ground floor garden door (amended description) (amended plans).		
Application No:	HGY/2020/1093	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	11/06/2020
Location:	Flat Ground Floor; Flat First Floor 7 Springfield Road N15 4AY		
Proposal:	Proposed replacement of the single glazed timber windows with double glazed uPVC windows and replacement of the doors from timber to uPVC.		
Application No:	HGY/2020/1164	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	22/06/2020
Location:	2D The Mews Bedford Road N15 4HA		
Proposal:	Removal of rear window and replacement with doorway.		

PNE Applications Decided: 1

Application No:	HGY/2020/1180	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	17/06/2020
Location:	202 West Green Road N15 5AG		
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 3.5m and for which the height of the eaves would be 3m.		

RES Applications Decided: 2

Application No:	HGY/2020/0410	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	24/06/2020
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to condition 34 (central dish / aerial system) attached to planning permission HGY/2017/0967.		

Application No: **HGY/2020/1024** Officer: Christopher Smith
 Decision: GTD Decision Date: 01/06/2020
 Location: Bernard Works Bernard Road N15 4NX
 Proposal: Approval of details pursuant to condition 4 (in part only, details of hard landscaping works) attached to planning permission HGY/2017/3584.

TEL Applications Decided: 1

Application No: **HGY/2020/1321** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 08/06/2020
 Location: 28 Lawrence Road N15 4EG
 Proposal: Formal notification in writing of 28 days' notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended) for a proposed upgrade consisting of the replacement of 3No. existing antennas with 3No. new antennas and ancillary works thereto

Total Applications Decided for Ward: 14WARD: **Tottenham Hale****CLUP Applications Decided: 1**

Application No: **HGY/2020/1023** Officer: Christopher Smith
 Decision: NOT DEV Decision Date: 11/06/2020
 Location: North Lodge Lebus Street N17 9FQ
 Proposal: Certificate of Lawfulness (Proposed Development) for the re-cladding of North Lodge.

FUL Applications Decided: 2

Application No: **HGY/2020/0731** Officer: Sarah Madondo
 Decision: REF Decision Date: 03/06/2020
 Location: First Floor Flat 117 Rosebery Avenue N17 9SE
 Proposal: Proposed Loft Conversion. This is a retrospective application that proposes altering the existing unauthorised roof extension including the reduction in size of the dormer that has been built over the property's rear outrigger.

Application No: **HGY/2020/0958** Officer: Emily Whittredge
 Decision: GTD Decision Date: 27/05/2020
 Location: 76 Scotland Green N17 9TU
 Proposal: Erection of two storey side extension.

NON Applications Decided: 7

Application No: **HGY/2020/0884** Officer: Martin Cowie
 Decision: GTD Decision Date: 05/06/2020
 Location: Hale Wharf Ferry Lane N17
 Proposal: Section 96A application for Non-Material Amendments in relation to the use of 5 out of the 25 temporary disabled parking spaces as 6 standard car parking spaces up until 31 January 2023, whilst the permanent spaces are being constructed as part of Phase 2.

Application No:	HGY/2020/1075	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	25/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N15		
Proposal:	Section 96A application for non-material amendments to Plot E (Ashley Road East) approved on 27 March 2019 (Ref:HGY/2018/2223), including changes to the internal layout of the building; refuse arrangements; communal entrance; alignment of northern façade; window positions; balconies; terraces and roof equipment.		
Application No:	HGY/2020/1076	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	22/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N15		
Proposal:	Section 96A application for non-material amendments to Plot A (North Island site) approved on 27 March 2019 (Ref:HGY/2018/2223), including changes to the internal layout and external appearance of the building.		
Application No:	HGY/2020/1194	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	22/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N15		
Proposal:	Section 96A application for non-material amendments to Plot D (Ashley Road West) approved on 27 March 2019 (Ref: HGY/2018/2223), including internal and external alterations to the building and changes to the unit mix.		
	Overall increase of 84 sqm GIA floorspace to 104,137m ² GIA of the overall floorspace stated in the description of development approved on 27 March 2019 (Ref: HGY/2018/2223), covering Plot A (North Island), Plot E (Ashley Road East) and Plot D (Ashley Road West).		
Application No:	HGY/2020/1232	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	18/06/2020
Location:	12A Baronet Grove N17 0LX		
Proposal:	Non-material amendments application for minor changes to approved appeal reference APP/Y5420/W/18/3202018 (planning reference HGY/2017/3632) for the additional windows at ground floor level.		
Application No:	HGY/2020/1292	Officer:	Philip Elliott
Decision:	GTD	Decision Date:	22/06/2020
Location:	Berol Yard Ashley Road N17 9LJ		
Proposal:	Non-material amendment to planning permission HGY/2020/0080 (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.) to allow for a condition to be added to the permission relating to external materials.		
Application No:	HGY/2020/1334	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	11/06/2020
Location:	Land north of Monument Way and South of Fairbanks Road N17		
Proposal:	Non-material amendment to vary the wording of condition 34 (revised air quality assessment) of outline permission ref: HGY/2016/2184 so that it becomes required to be discharged prior to commencement of above-ground works rather than pre-commencement thereby aligning it with the trigger point for the discharge of condition 14 (ventilation strategy) of the corresponding reserved matters permission ref: HGY/2018/0050.		

Application No:	HGY/2020/0954	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	05/06/2020
Location:	65 Dowsett Road N17 9DL		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.65m and for which the height of the eaves would be 2.85m		
Application No:	HGY/2020/1022	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	04/06/2020
Location:	29 Halefield Road N17 9XR		
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 4m and for which the height of the eaves would be 3m		

RES Applications Decided: 5

Application No:	HGY/2019/3343	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	16/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17		
Proposal:	Application for the approval of details pursuant to conditions C21 (Written Consent for piling or other intrusive ground works) and C22 (Method of piling) of planning permission HGY/2018/2223 in relation to Plot C - Welbourne, Tottenham Hale centre, N17.		
Application No:	HGY/2020/0116	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	19/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17		
Proposal:	Partial discharge of site investigation works only, pursuant to Conditions B21 (piling or other intrusive ground works) and B22 (method of piling) of planning permission HGY/2018/2223 in relation to Plot B (Ferry Island site), Tottenham Hale Centre, N17		
Application No:	HGY/2020/0953	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	05/06/2020
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N15		
Proposal:	Application for the full discharge of the details required pursuant to Condition E26 (Development Near Subsurface Potable Water Infrastructure) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre development planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.		
Application No:	HGY/2020/1200	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	01/06/2020
Location:	Land north of Monument Way and South of Fairbanks Road N17		
Proposal:	Approval of details pursuant to condition 17 (sustainable drainage scheme) attached to planning permission HGY/2016/2184.		
Application No:	HGY/2020/1360	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/06/2020
Location:	Land north of Monument Way and South of Fairbanks Road N17		
Proposal:	Approval of details pursuant to condition 10 (Tree Protection Measures) and condition 13 (Tree Protection Site Meeting) attached to planning permission HGY/2018/0050		

TEL Applications Decided: 1

Application No:	HGY/2020/1107	Officer:	Kwaku Bossman-Gyamera
Decision:	PN REFUSED	Decision Date:	19/06/2020
Location:	Triangle of land opposite 121 Lansdowne Road N17 0NN		
Proposal:	Proposed telecommunications installation: proposed installation of 20.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. (Prior Approval - Telecoms).		

Total Applications Decided for Ward: 18**WARD: West Green****FUL Applications Decided: 5**

Application No:	HGY/2020/0615	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	12/06/2020
Location:	Former Pittas Foods 38 Crawley Road N22 6AG		
Proposal:	Temporary change of use of existing buildings for a period of seven years only from Use Class B1c/B2 (light/general industrial) to Use Class B1 (flexible business workspace) with an ancillary Use Class A3 unit (restaurant/café) and associated external alterations.		
Application No:	HGY/2020/0849	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	28/05/2020
Location:	Laila Court 13A Carlingford Road N15 3ED		
Proposal:	Variation of condition 2 (approved plans) attached to Appeal Ref: APP/5420/A/13/2198955, planning reference HGY/2012/1934 to change the parking and external amenities layout.		
Application No:	HGY/2020/0892	Officer:	Emily Whittredge
Decision:	REF	Decision Date:	12/06/2020
Location:	211 Downhills Way N17 6AH		
Proposal:	Erection of rear outbuilding ancillary to main dwelling house.		
Application No:	HGY/2020/1008	Officer:	Emily Whittredge
Decision:	GTD	Decision Date:	09/06/2020
Location:	58 Stanmore Road N15 3PS		
Proposal:	Single storey ground floor rear and side extension.		
Application No:	HGY/2020/1085	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	24/06/2020
Location:	4 Kirkstall Avenue N17 6PH		
Proposal:	Single storey rear infill extension and loft conversion with rear dormers and skylight to front roof slope.		

LCD Applications Decided: 1

Application No:	HGY/2019/3067	Officer:	Neil McClellan
Decision:	GTD	Decision Date:	28/05/2020
Location:	Land to the West of Rochford Block Griffin Road N17 6HX		
Proposal:	Erection of a free standing brick built electrical substation.		

NON Applications Decided: 1

Application No:	HGY/2020/1413	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	19/06/2020
Location:	10 Linden Road N15 3QB		
Proposal:	Non-material amendment following a grant of planning permission HGY/2018/0316 involving removal of chimney front and rear fenestration alterations, front boundary alterations and amendments to entrance including steps and hand rails.		

PNE Applications Decided: 3

Application No:	HGY/2020/1044	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	02/06/2020
Location:	78 Downhills Park Road N17 6PB		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.		
Application No:	HGY/2020/1048	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	16/06/2020
Location:	10 Graham Road N15 3NL		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4.62m, for which the maximum height would be 3.17m and for which the height of the eaves would be 2.85m		
Application No:	HGY/2020/1049	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	04/06/2020
Location:	15 Downhills Way N17 6AN		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.17m and for which the height of the eaves would be 2.85m.		

RES Applications Decided: 2

Application No:	HGY/2020/0797	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	26/05/2020
Location:	276-278 West Green Road N15 5QR		
Proposal:	Approval of details pursuant to condition 4 (Archaeological Report) attached to planning permission HGY/2016/3984.		
Application No:	HGY/2020/0959	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	26/05/2020
Location:	1B Keston Road N17 6PJ		
Proposal:	Approval of details reserved by condition 3 (materials) relating to application HGY/2019/1869		

Total Applications Decided for Ward: 12WARD: **White Hart Lane****CLUP Applications Decided: 1**

Application No:	HGY/2020/1394	Officer:	Laina Levassor
Decision:	PERM DEV	Decision Date:	24/06/2020
Location:	46 Waltheof Gardens N17 7DH		
Proposal:	Certificate of Lawfulness for proposed rooflights to front and rear roof slopes.		

FUL Applications Decided: 6

Application No:	HGY/2020/0564	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	26/05/2020
Location:	86 The Roundway N17 7HH		
Proposal:	Erection of ground floor rear extension with associated works.		

Application No: **HGY/2020/0895** Officer: Gareth Prosser
 Decision: GTD Decision Date: 02/06/2020
 Location: 99 Great Cambridge Road N17 7LN
 Proposal: Erection of a new 3 bedroom single family dwelling to match the neighbouring properties.

Application No: **HGY/2020/0930** Officer: Fatema Begum
 Decision: GTD Decision Date: 16/06/2020
 Location: Flat 2 26 Waltheof Gardens N17 7DN
 Proposal: Formation of rear dormer and insertion of 3 roof lights to the front roof slope.

Application No: **HGY/2020/1018** Officer: Fatema Begum
 Decision: GTD Decision Date: 23/06/2020
 Location: 39 Chesthunte Road N17 7PU
 Proposal: Erection of a single storey rear extension.

Application No: **HGY/2020/1086** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/06/2020
 Location: 2 The Roundway N17 7EY
 Proposal: Proposed Two Storey Side Extension

Application No: **HGY/2020/1098** Officer: Sarah Madondo
 Decision: GTD Decision Date: 16/06/2020
 Location: 39 Shobden Road N17 7PG
 Proposal: Installation of two velux style skylight windows on the rear facing roof of the property.

Total Applications Decided for Ward: 7

WARD: **Woodside**

CLUP Applications Decided: 1

Application No: **HGY/2020/1228** Officer: Janey Zhao
 Decision: PERM DEV Decision Date: 25/06/2020
 Location: 25 Perth Road N22 5PY
 Proposal: Certificate of lawfulness: proposed formation of rear dormer and outrigger dormer with insertion of one roof light.

FUL Applications Decided: 9

Application No: **HGY/2020/0260** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/05/2020
 Location: 33 Pellatt Grove N22 5NP
 Proposal: Erection of ground floor side infill extension and associated works.

Application No: **HGY/2020/0819** Officer: Gareth Prosser
 Decision: GTD Decision Date: 01/06/2020
 Location: 13 Berners Road N22 5NE
 Proposal: Erection of ground floor rear and side extension.

Application No:	HGY/2020/0908	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	05/06/2020
Location:	Flat C 24 Park Avenue N22 7EX		
Proposal:	Conversion of loft to habitable room with roof lights. Creation of terrace within roof.		
Application No:	HGY/2020/0934	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	05/06/2020
Location:	62 Selborne Road N22 7TH		
Proposal:	Erection of part single storey/part two storey side and rear extension, enlargement of front lounge window and insertion of new windows to first floor flank wall.		
Application No:	HGY/2020/0980	Officer:	Emily Whittredge
Decision:	REF	Decision Date:	03/06/2020
Location:	Flat 2 12 Eldon Road N22 5DX		
Proposal:	Erection of first floor rear extension.		
Application No:	HGY/2020/1052	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	26/06/2020
Location:	36 Leith Road N22 5QA		
Proposal:	Conversion of a single dwelling house into three self-contained flats comprising 1 x studio flat, 1 x two-bedroom flat and 1 x three-bedroom flat.		
Application No:	HGY/2020/1079	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/06/2020
Location:	Greenside House 50 Station Road N22 7TR		
Proposal:	Proposed extension of existing reception area fronting Station Road, additional secondary pedestrian entrances and associated landscaping, and installation of canopies to existing roof terraces.		
Application No:	HGY/2020/1094	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	09/06/2020
Location:	Flats 1-6 Apna Court Bracknell Close N22 5TA		
Proposal:	Proposed replacement of all white double glazed PVCu windows with like for like double glazed white PVCu windows, replacement of the communal door to the rear from composite to aluminium and the replacement of all the other doors from PVCu to PVCu.		
Application No:	HGY/2020/1105	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	18/06/2020
Location:	79 Sylvan Avenue N22 5JA		
Proposal:	Retrospective planning application for the erection of a single storey side extension.		

PNE Applications Decided: 2

Application No:	HGY/2020/1050	Officer:	Laina Levassor
Decision:	PN NOT REQ	Decision Date:	03/06/2020
Location:	41 Stirling Road N22 5BL		
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 2.87m and for which the height of the eaves would be 2.75m		

Application No: **HGY/2020/1181** Officer: Laina Levassor
 Decision: PN REFUSED Decision Date: 17/06/2020
 Location: 4 Chapmans Terrace N22 5RD
 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 3.17m and for which the height of the eaves would be 2.85m

RES Applications Decided: 1

Application No: **HGY/2020/1103** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 16/06/2020
 Location: 5 Stuart Crescent N22 5NJ
 Proposal: Approval of details pursuant to condition 3 (Secure Cycle Parking Facilities) attached to planning permission HGY/2018/2793.

Total Applications Decided for Ward: 13WARD: **Not Applicable - Outside Borough****OBS Applications Decided: 2**

Application No: **HGY/2020/0906** Officer: Matthew Gunning
 Decision: RNO Decision Date: 26/05/2020
 Location: HS2 Melton Street Satellite Compound Land to the south of Euston Station NW1 2BT
 Proposal: Lorry routes to and from the Melton Street Satellite Compound associated with works for HS2. Main works activities include: Demolition, site clearance, ground investigations, utility works/diversions, and other associated enabling works. Incorporating lorry routes via:
 - Transport for London Road Network (TLRN)
 - Melton Street
 - Cardington Street
 (Observations to L.B. Camden - their planning reference 2020/1321/HS2)

Application No: **HGY/2020/1059** Officer: Matthew Gunning
 Decision: RNO Decision Date: 11/06/2020
 Location: 20 Devonian Gardens N18 1AF
 Proposal: Outbuilding at rear to provide granny annexe. (RETROSPECTIVE) (observations to L.B. Enfield - their reference 20/00684/HOU)

Total Applications Decided for Ward: 2**Total Number of Applications Decided: 259**

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