

Planning Sub Committee 12 March 2018

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2018/0050

Ward: Tottenham Hale

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

Proposal: Submission of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories

Applicant: Newlon Housing Trust

Case Officer Contact: Tobias Finlayson

Date received: 10/11/2016

Drawing number of approved plans:

Site plans:

16017_00_07_001 Planning Application Boundary Location Plan P01
16017_00_07_002 Existing Site Plan P01
16017_00_07_003 Site Plan Proposed With Context P01
16017_00_07_004 Site Plan Proposed P01
16017_00_07_010 Ground Floor Plan P01
16017_00_07_011 First Floor Plan P01
16017_00_07_012 Second Floor Plan P01
16017_00_07_013 Third Floor Plan P01
16017_00_07_014 Fourth Floor Plan P01
16017_00_07_015 Site Roof Plan P01

GA plans:

16017_00_07_100 Block A, Plan - Ground Floor P01
16017_00_07_101 Block A, Plan - First Floor P01
16017_00_07_102 Block A, Plan - Typical Floor P01
16017_00_07_103 Block A, Plan - Roof P01
16017_00_07_105 Block B, Plan - Ground Floor P01
16017_00_07_106 Block B, Plan - First Floor P01
16017_00_07_107 Block B, Plan - Typical Floor P01
16017_00_07_108 Block B, Plan - Fourth Floor P01
16017_00_07_109 Block B, Plan - Roof 1:200 A3 P01
16017_00_07_110 Block C, Plan - Ground Floor P01
16017_00_07_111 Block C, Plan - First Floor P01

16017_00_07_112 Block C, Plan - Typical Floor P01
16017_00_07_113 Block C, Plan - Roof P01
16017_00_07_114 1b2p Type Plans P01
16017_00_07_115 2b4p Type Plans P01
16017_00_07_116 2b4p Type Plans P01
16017_00_07_117 3b5p Type Plans P01
16017_00_07_118 3b5p Type Plans P01

Site elevations:

16017_00_07_200 South Site Elevation P01
16017_00_07_201 North Site Elevation P01

GA elevations:

16017_00_07_203 Block A, Elevations P01
16017_00_07_204 Block B, Elevations P01
16017_00_07_205 Block C, Elevations P01
16017_00_07_206 Block B, Elevations - South P01
16017_00_07_207 Block B, Elevations - North P01
16017_00_07_208 Rvp, Gutter And Hopper Detail Elevations P01

GA sections:

16017_00_07_303 Block A, Section - Core P01
16017_00_07_304 Block A, Section - Long Section P01
16017_00_07_305 Block B, Section - Core P01
16017_00_07_306 Block B, Section - Long Section P01
16017_00_07_307 Block C, Section - Core P01
16017_00_07_308 Block C, Section - Long Section P01

Bay studies:

16017_00_07_400 Block A - Bay Study P01
16017_00_07_401 Block B - Bay Study P01
16017_00_07_402 Block C - Bay Study P01

Design intent:

16017_00_07_500 Balcony Detail P01
16017_00_07_501 Window Detail P01
16017_00_07_502 Canopy Detail P01
16017_00_07_503 Typical Roof Section P01

Landscape drawings:

271_001 Proposed Landscape Plan P6
271_002 Proposed Tree Replanting Plan P4
271_010 Block A Proposed Landscape Plan P5
271_011 Block B Proposed Landscape Plan P4
271_012 Block C Proposed Landscape Plan P5
271_020 Proposed Cross Section 1 P2
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271_026 Indicative Typical Brick Setting Out P1
271_030 Proposed Wall Front Elevation 1 P2
271_031 Proposed Wall Front Elevation 2 P1
271_040 Typical Wall Detail P2

Highway drawings:

160721-X-00- DR-C-2000 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-2001 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-4000 Proposed Surface Layout Sheet 1P2
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160721-X-00-DR-C-2200 Longitudinal Sections P1
160721-X-00-DR-C-2201 Cross Sections Sheet 1 P1
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160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P1
160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P2

Documents:

Combined Planning Statement and Design and Access Statement (including appendices) dated December 2017 by Allies and Morrison
Construction Environmental Management Plan dated 23 February 2018 by Mulalley & Co Ltd

1.1 The application has been referred to the Planning Sub-committee for a decision because it is a reserved matters application for scale, layout, appearance and landscaping to a major application which had a resolution to grant at Planning Sub-committee in February 2017 and for which the decision was issued in December 2017 following the signing of the section 106 agreement.

2.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

2.1 Outline planning permission (ref: HGY/2016/2184) was granted by the Planning Sub-committee in December 2017 (following the s106 agreement) for 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories thereby establishing the principle of development and affordable housing provision along with access matters. Matters of scale, layout, appearance and landscaping were subsequently reserved.

2.2 The development of the site as set in this reserved matters application is in accordance with the principles and parameters of the outline planning permission as well and the Council's strategic direction for this area. Therefore, the reserved matters of scale, layout, appearance and landscaping as proposed are considered acceptable.

3.0 RECOMMENDATION

- 3.1 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 as set out below.

List of conditions (the full text of recommended conditions is contained in section 9 of this report):

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)
- 3) COMPLIANCE: Plant and Machinery – EU Directive (LBH Environmental Health)
- 4) COMPLIANCE: Inventory of NRMM during Development
- 5) COMPLIANCE: Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)
- 6) COMPLIANCE: Wheelchair Dwelling (LBH Development Management)
- 7) PRE-COMMENCEMENT: Land contamination part 1 (LBH Environmental Health)
- 8) PRIOR TO FIRST OCCUPATION: Land contamination 2 (LBH Environmental Health)
- 9) PRE-COMMENCEMENT: Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)
- 10) PRE-COMMENCEMENT: Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)
- 11) PRE-COMMENCEMENT: NRMM Registration and Notification to LPA (LBH Environmental Health)
- 12) PRE-PILING: Impact Piling Method Statement (Thames Water)
- 13) PRE-ANY TREE WORKS: Tree Protection Site Meeting (LBH Tree and Nature Conservation)
- 14) PRE-ABOVE GROUND WORKS – Secure by Design Certificate (Metropolitan Police Service)
- 15) PRIOR TO FIRST OCCUPATION: Car Parking Management Details (LBH Transportation)
- 16) PRIOR TO FIRST OCCUPATION: Child Play Space Strategy (LBH Development Management)

List of informatives (the full text of recommended informatives is contained in section 9 of this report):

- 1) Working with the applicant (LBH Development Management)
- 2) Hours of construction work (LBH Development Management)
- 3) Party Wall Act (LBH Development Management)

- 4) Designing out crime – certified products (Metropolitan Police)
 - 5) Public sewers (Thames Water)
 - 6) Surface water (Thames Water)
 - 7) Minimum pressure and flow rate (Thames Water)
 - 8) Water main crossing the site (Thames Water)
 - 9) Large water main adjacent the site (Thames Water)
 - 10) Sprinkler installation (London Fire Brigade)
 - 11) Asbestos survey (LBH Environmental Health)
 - 12) Naming of new development (LBH Transportation)
- 3.2 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 3.3 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 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.

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- Appendix 4: Quality Review Panel report

4.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

4.1 Proposed development

- 4.1.1 The application is for the approval of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories.
- 4.1.2 The scheme is proposed to be 100% affordable housing with the tenure split comprised of 100% Affordable Rented Housing (ARH).

4.2 Site and surroundings

- 4.2.1 The application site is 0.61 hectares in area and is irregular shaped but broadly rectangular. The site is bounded by Monument Way to the south and to the north by two and three storey post-war residential dwelling houses in 5 terraced rows, perpendicular to the northern plot line of the site. These dwelling houses form part of the wider Chesnut Estate. A primary school lies to the northwest of the site.
- 4.2.2 The site contains a highway, Fairbanks Road, which runs east to west within the redline area. Twenty-four off street car parking spaces currently lie south of Fairbanks Road (although not all of these spaces are currently in use for car parking). The site also contains a row of elm trees north of Monument Way and several smaller trees dispersed within grassed areas which are not designated as open space in the Local Plan. A brick boundary wall separates the site from Monument Way.
- 4.2.3 The site does not contain any statutory or locally listed buildings, although 62 High Cross Road, a Grade II listed Georgian dwelling is in the vicinity of the application site to the south. The Grade II listed Tottenham High Cross lies to the west of the site at the junction of Monument Way and the Tottenham High Road. The eastern boundary of the Tottenham Green Conservation Area lies approximately 90 metres from the western plot line of the site.
- 4.2.4 The surrounding area is of a mixed use character that is in transition. The application site will lie within the boundaries of the proposed Tottenham Hale District Centre. The area to the south of Monument Way has some uses of an industrial character, although there are also residential flatted uses present. The area is primarily characterised by the lack of permeability created by high volume of road traffic along Monument Way and the boundary wall between the site and the wider area to the south. The land which was occupied by the former Welbourne Centre, which is programmed for comprehensive redevelopment, lies to the east of site. The wider Chesnut Estate lies to the north and east of the redline area.

4.2.5 The site lies to the west of Tottenham Hale Bus and Railway Station and the site attracts a Public Transport Accessibility Level (PTAL) rating of 5/6a across the site, indicating excellent access to public transport. The site is located in Flood Risk Zone 1. The site is also the subject of a strategic designation (HT10) in the Tottenham Area Action Plan (AAP). The site is adjacent to archaeological priority area and within the Tottenham Hale Growth Area. The site is not within a Controlled Parking Zone (CPZ).

4.3 Relevant planning history

4.3.1 It is important to note that the site falls within the London Plan's Upper Lea Valley Opportunity Area Planning Framework, the Mayor of London's Housing Zone, the Tottenham Area Action Plan 2017 (AAP) and subject to a specific site allocation (TH10 Monument Way and the Welbourne Centre). Given the policy designations applicable to the site, the proposed development plays a key role in the portfolio approach to housing in that it is one of the few sites that will have a large amount of affordable rented units and provides for family housing.

4.3.2 Outline planning permission for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories was granted in December 2017 following the signing of the associated s106 agreement. The matter of access was approved with all other matters (appearance, landscaping, layout and scale being reserved).

5.0 CONSULTATION

5.1 Pre-submission engagement/consultation

5.1.1 Council's Regeneration Team has undertaken significant engagement with local residents in the vicinity of the site prior to the submission of the outline application, which also included a Statement of Community Involvement (SCI). Furthermore, the proposal is essentially a Council-led proposal and as such a careful consideration of the impacts on local residents has been on going as part of work to define the future of the wider Tottenham Hale area.

5.1.2 Subsequent to the outline planning permission being granted in February 2017, the reserved matters proposal has been discussed in detail with officers through the pre-application process, presented to the Quality Review Panel (QRP) and also presented to the Council Planning Sub-committee.

5.1.3 The report of the QRP meeting held 15 March 2017 is attached at Appendix 4. The issues raised and how they have been addressed by the applicant are set out at section 7 of this committee report. A summary of the report is as follows:

The Quality Review Panel finds much to admire in the proposals for Monument Way, which promise high quality development for this significant site. The key challenge at this design stage is to ensure the best possible relationship with the housing to the rear of the site. The panel thinks there is scope to refine the architecture of the rear elevation, to improve its appearance and light reflecting qualities. They also think the roof scape could be refined, to minimise overshadowing, within the parameters of the outline approval. The panel also offered some detailed comments on layout, public realm and landscape design.

5.1.4 To address the concerns of the QRP, the proposed scheme was amended in the following broad terms:

- The blue roof was removed, which enabled the massing and roofscape design to be refined to better integrate with the existing homes and minimise the daylight, sunlight and overshadowing impact as far as possible whilst maintaining the proposed unit mix.
- A light coloured facade has been specified for the rear wall of the external corridor.
- Ground and first floor windows have been introduced on the gable end elevations.
- Design Intent drawings have been included in the Design and Access Statement to secure the quality of the details.
- A robust planting scheme has been proposed adjacent to the wall.
- A lighting strategy has been submitted within the Design and Access Statement.
- The car parking spaces have been integrated with the footpath design to further enhance the character of the new Fairbanks Road.
- A channel for bicycles has been included in the design of the westernmost access point between Fairbanks Road and Monument Way.
- Landscaping works to existing green spaces to the north of the site, including informal play facilities, now form part of the proposals.

5.2 Formal consultation (post-submission)

5.2.1 The following were consulted regarding the application:

Internal:

- LBH Design Officer
- LBH Head of Carbon Management
- LBH Housing Design & Major Projects
- LBH Arboricultural Officer
- LBH Flood and Surface Water Drainage
- LBH Waste Management East Team
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Emergency Planning and Business Continuity
- LBH Transportation Group Transportation

- LBH EHS – Noise

External:

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

5.2.2 The full text of comments from internal and external consultees that responded to consultation are contained in Appendix 1. A summary of the received consultation responses (or not) is below:

Internal:

- LBH Design Officer: No objection
- LBH Head of Carbon Management: No response
- LBH Housing Design & Major Projects: No objection
- LBH Arboricultural Officer: No response
- LBH Flood and Surface Water Drainage: No objection
- LBH Waste Management East Team: No objection subject to condition
- LBH EHS - Pollution Air Quality Contaminated Land: No response
- LBH Emergency Planning and Business Continuity: No response
- LBH Transportation: No objection subject to condition
- LBH EHS – Noise: No response

External:

- London Fire Brigade: No response
- Metropolitan Police Designing Out Crime Officer: No objection subject to condition
- Transport for London: Objects to loss of tree from TLRN
- Environment Agency: No response
- Natural England: No objection
- Thames Water: No objection

6.0 LOCAL REPRESENTATIONS

6.1 The following were consulted:

- 496 neighbouring properties by letter
- 5 site notices were displayed close to the site
- 1 notice was displayed in the press

6.2 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: 8
- Objecting: 7
- Supporting: 1

6.3 No local groups/societies made representations.

6.4 No Councillors made representations.

6.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

6.5.1 Affordable housing:

- Agrees that more social housing is needed
- Questionable whether affordable is really 'affordable'
- Rumours Chesnut residents will be moved in future

6.5.2 Impact on neighbouring amenity:

- Will overshadow adjoin properties
- Failed to conduct Daylight Distribution Test
- Will impact daylight/sunlight of other properties not surveyed

6.5.3 Construction impacts:

- Noise, air and dust pollution will result from demolition and construction of the proposed development

6.5.4 Design:

- Much higher than existing properties on Fairbanks Road
- Transparent balconies will result in clutter and privacy issues
- Have taken care with design to do not overlook neighbouring properties

6.5.5 Landscaping and layout:

- Result in loss of 'green lung' and trees
- Development will present a barrier between Monument Way and Chesnut residents
- Loss of wall along Monument Way removes relative seclusion of Chesnut residents

6.5.6 Anti-social behaviour:

- Additional alleyways

Car parking:

- Loss of car parking spaces from Fairbanks Road
- Result in congestion
- Good idea as road is hostile and dominated by cars

6.6 The following issues raised are not material planning considerations:

- 'Right to Light'
- History of fly-tipping

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The National Planning Practice Guidance makes clear that reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination). These are defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale'.

7.2 Outline planning permission (ref: HGY/2016/2184) was granted for matters of access only however, it did establish the principle of the proposed development, including the provision of residential development, the re-provision of existing car parking spaces and the loss of undesignated open space.

7.3 It is also important to note that the outline permission and associated s106 agreement secured the quantum and tenure mix of affordable housing provision (100% Affordable Rented Housing) as well as it being ARH in perpetuity, being drawn from nominations made by the Local Housing Authority, the dwelling mix and target rents being a percentage of local market rents.

7.4 Given the above, the reserved matters for consideration under the current application are scale, layout, appearance and landscaping.

7.5 Scale

Development density

7.5.1 London Plan 2016 policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted local policy.

7.5.2 The density of the proposed development was considered at outline application stage and resulted in a gross density of 88 units per hectare (u/ha) based on 54

total units on a site of 0.6145 hectares, which is within the respective London Plan 2016 Density Matrix range for an urban site with that PTAL rating (5/6a). The density of the proposed scheme by habitable room can also be assessed as the unit layout is now known. The scheme proposes 168 habitable rooms resulting in 274hr/ha, which is within the relevant density matrix of 200-700hr/ha. Although at the lower end of the matrix, this is reflective of the site constraints that require a built form integrating with the existing pattern of lower density development in the area.

- 7.5.3 Overall, the proposed development will yield a density that is comfortably within London Plan matrix guidelines, optimises the site potential given identified constraints and is therefore acceptable and in accordance with relevant policy.

Height, bulk and massing

- 7.5.4 The principle of three terraces; blocks of 4 to five storeys containing maisonettes on lower floors and flats above, “bookending” the existing terraces and facing the main Monument Way street frontage, is established by the outline permission (ref: HGY/2016/2184).
- 7.5.5 However, the precise form of the terraces, in particular their roof form, has been firmed up and refined in this reserved matters application. The pitched roofs of the proposals retain the distinctive and eye catching variations of gables along the main south façade, and create interest to their end elevations, which will be seen in approaches to the development. However, to the rear, backing onto Chesnut estate, a simple pitched form creates a calm profile that is also as low as possible. Proposals for a flat roof with a higher parapet to parts of the rear, to enable raingardens, have been rejected on officers and the QRP’s advice, to avoid making the roof form more complex and reduce its height from the neighbouring houses as much as possible, with a lower eaves line than in the outline proposals.
- 7.5.6 Gable ends of the proposed blocks are further refined to give distinctive and interesting profiles, with roof terraces, balconies, windows and in two locations front doors onto them, to provide animation and surveillance of the ends of terraces and the new “entrances” into the existing residential closes. The two gable ends containing front doors are the two with the longest views. One is the eastern end of Block C (also the eastern end of the proposal), where the alignment of Fairbanks Road kinks back to its original location and the area to its south becomes a wider, wooded amenity space, opening onto the crossing of Monument Way and the major development site of the former Welbourne Centre. The other is the eastern end of Block A, which steps forward of the other two as the road in front narrows to just a footpath.

Daylight, sunlight and privacy/overlooking of neighbours

- 7.5.7 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 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 7.5.8 The Mayor's Housing SPG indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 7.5.9 The applicants provided Daylight, Sunlight and Overshadowing assessment of the proposed development and also the effect of their proposals on neighbouring dwellings as part of the outline application. These have been prepared in accordance with Council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".
- 7.5.10 The former is unchanged, but the latter has been further refined in this reserved matters application, to incorporate changes to the detailed massing of the proposals (particularly the lowered eaves line), and to include a more detailed assessment of neighbouring properties assessed to have noticeable day and sunlight effects.
- 7.5.11 The applicant's assessment demonstrates that 14no. windows to habitable rooms in neighbouring dwellings would have a noticeable loss of daylight to a level below the BRE Guide recommendations (the angles and Vertical Sky Component (VSC) tests). However, following surveys of a representative sample of rooms in neighbouring dwellings, they have been able to assess the No Sky Line areas (NSL) of the rooms lit by the affected windows; these show that only 1 of the affected windows light a room that would be adversely affected to a noticeable degree within the BRE Guide criteria. NSL is a measure of the distribution of diffuse daylight within a room.
- 7.5.12 Officers consider that just because the room lit will pass the NSL test, it is not necessarily acceptable for windows to fail the VSC test; it would be preferable for both tests to be passed. However, 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. In this case, all but one of the affected windows retain a VSC of over 20% (or start well below 20% in the case of 2 ground floor windows where that resident has built a structure in their garden).

7.5.13 As before, the sunlight tests on living room windows show one house affected; it would still receive sufficient year-round sunlight but fall short for winter sunlight hours. It remains the case that this is to windows not affected by loss of daylight, and to a dual aspect house with good sunlight access to their other façade (all the affected neighbouring houses, like all the proposed dwellings in this development, are of dual aspect).

7.5.14 For gardens, the assessment again shows most neighbouring gardens to already have only marginal sunlight access, due to their east west alignment and high fences. Officers consider that the proposal may bring greater security to these gardens and perhaps some residents would feel confident to reduce the height or open up these fences to increase their sunlight access. The applicants' consultant's further work on this has been to assess sunlight levels in late spring and summer months (the BRE Guide assessment is based on the spring equinox i.e. March 21st). This shows sunlight levels when gardens are most likely to be used. This interestingly shows that sunlight levels in the afternoon are less and less affected by the development so that by June they are not affected at all.

7.5.15 It is difficult to achieving good sunlight levels to more built-up urban sites to meet the recommendations of a BRE Guide primarily based on a lower density, outer suburban housing model. Both the BRE Guide itself and the GLA Housing SPG acknowledge that standards should not be applied rigidly, with the Housing SPG going on:

"2.3.47 BRE guidelines 147 on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London".

7.5.16 In conclusion, officers are satisfied that the daylight, sunlight and overshadowing effects of the proposal would not result in significant harm in what is an urban location. This is also considered in the context of the outline permission. Officers also consider that the minor deleterious effects on neighbours in this

respect are outweighed by the public benefits (most significantly affordable housing) and improvement in the streetscape and urban environment and providing these neighbours with greater security, privacy and protection from noise and pollution. This is in addition to the need for affordable housing (including affordable rental accommodation) already identified within the outline permission (ref: HGY/2016/2184) and as secured by the associated s106 agreement.

7.6 Layout

Form and development pattern

- 7.6.1 The proposed development includes three linear blocks arranged east to west and orientated toward Monument Way, which is the same as approved under the outline permission. Blocks A and C are rectangular while Block B is articulated in line with the re-alignment of Fairbanks Road.
- 7.6.2 The terraced forms of the proposed blocks comprise ground and first floor maisonettes, with flats above. The ground and first floor maisonettes each have their own front door facing the street and their own private garden to the rear. The flats are accessed off a single communal entrance door, stair and lift core, to the centre of each block, a small private communal garden to its rear. In this way private gardens back onto the side walls and side fences to the back gardens of the existing Chesnut Estate gardens. Existing service paths are retained and taken around the side of the gable ends, but are gated so the existing and proposed housing gain a much more private rear, and a more logical relationship of domestic frontages to public streets. A clearer boundary between the public and private realm will therefore be established.
- 7.6.3 The principle of realigning Fairbanks Road to allow new housing facing it and, shortly beyond it, the parallel Monument Way, bookending the gable ends of the existing Chesnut Estate terraces, was established at outline permission stage. This included retaining a landscaping strip, including a wall, between the realigned Fairbanks Road and Monument Way but reconfiguring the wall to improve permeability, with gaps, steps and ramps opposite the new blocks, with wall remaining opposite the entrances to the existing residential closes.
- 7.6.4 The precise alignment of the new Fairbanks Road has been refined and detailed and officers consider that it will be a pedestrian friendly environment, with parking in limited, controlled locations, and with high quality surfacing materials to calm traffic and define a distinctive local streetscape. Landscaping has also been further refined and detailed, with street trees and seating to support a neighbourly street environment and integrate the proposals into the neighbouring residential streets.

Privacy and overlooking

- 7.6.5 The reserve matters application includes floor plan layouts for individual dwelling units and therefore allows assessment of privacy and overlooking. Given Monument Way adjoins the site to the south, privacy and overlooking issues for assessment arise primarily from the upper floor windows of the proposed blocks and access decks towards the rear gardens of the respective terraces to the north of the site.
- 7.6.6 While there is some potential for upper floor windows of the proposed blocks to overlook upper floor windows of the existing terraces, the established window orientations are primarily aligned with terraced rows facing each other, with inter-looking primarily in an east-west orientation, not southward toward the development site. Furthermore, given the location and arrangement of the upper floor windows within the northern elevation, any overlooking will be at acute angles and at sufficient separation distance so as not to be unduly harmful.
- 7.6.7 It is noted that there are open access corridors located on the northern façade of blocks B and C within the second, third and fourth floors. However, their position and architectural treatment ensures that any overlooking from these corridors over the existing terraced houses to the north is minimised through a rhythm of screens that reflects the location of the apartment doors and windows behind and located openings wherever the wall behind is blank.
- 7.6.8 There are three flanking windows in the southern elevation of 72 Fairbanks Road at ground, first and second floor level. There is also a single flanking window at first floor level in the southern flank elevation of 44, 27 and 26 Fairbanks Road. These windows do not serve habitable rooms, they serve either bathrooms or corridors and as such these windows would not give rise to privacy implications arising from the proposed development.
- 7.6.9 Overall, the floor plan, design and fenestration pattern of the rear elevation will ensure that the proposed development will not result in an unduly harmful degree of overlooking or loss of privacy for adjoining residents, particularly those occupying the properties to the north within Chesnut Estate.

Quality of accommodation

- 7.6.10 London Plan 2016 policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan 2017 policy SP2 and policy DM12 of the Development Management DPD 2017 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.
- 7.6.11 Detailed floor plans have been included for each of the apartment types and all of the units meet the space standards required by the London Plan. It is also noted that all units are dual aspect. In addition, each apartment will be provided with

dedicated private amenity space in the form of balconies or rear garden for the ground floor units.

7.6.12 In accordance with condition 24 of the outline permission (ref: HGY/2016/2184), an updated noise impact assessment has been submitted this reserve matters application. A noise survey was carried out at the site and found that noise levels at the site are dictated by road traffic noise emissions from Monument Way. A 3D noise model of the development was then constructed based on the results of the site noise survey and used to calculate road traffic noise levels at all facades of the development. The model found that acceptable internal noise levels were achieved in habitable rooms of the proposed development subject to the adoption of acoustically upgraded glazing and doors in the development design. Noise levels in gardens of the development were also generally predicted to be within recommended levels.

7.6.13 Overall, the proposed development provides an appropriate quality of residential accommodation in accordance with the above policies.

Parking and highway safety

7.6.14 Local Plan 2017 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 policies DM31 and DM32 of the Development Management DPD 2016.

7.6.15 The reserved matters application does not seek to change the quantum of provision nor any other transportation aspects of the outline application but has provided additional information in accordance with a number of condition subsequently imposed on that outline permission.

7.6.16 In accordance with condition 8 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes appropriate geometrical and alignment layout for the realigned Fairbanks Road and associated parking bays, footways and the connection to Monument Way including line and level, construction details and gully locations and therefore acceptable in this regard.

7.6.17 In accordance with condition 9 of the outline permission (ref: HGY/2016/2184), the reserved matters application maintains provision of the 24 spaces required for existing residents plus the 6 new blue badge bays required for the proposed development and is therefore acceptable in this regard.

7.6.18 In accordance with condition 11 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes details of the cycle storage system to be used – semi vertical cycle parking as produced by Bike Dock Solutions is proposed (or a similar/identical system) and cycle parking will be located

adjacent to the cores of each residential building and is therefore considered acceptable.

7.6.19 In accordance with condition 12 of the outline permission (ref: HGY/2016/2184), the reserved matters application includes details of the vehicle charging points and is considered acceptable.

7.6.20 Council's Transportation Planner has assessed the reserved matters application and confirms that he remains supportive of the application as consented by outline permission (ref: HGY/2016/2184) and the information submitted with the reserved matters application in order to fulfil the relevant conditions. However, Council's Transport Planner does note that condition 10 of the outline permission relating to parking management still requires discharging. In this regard, the condition requires submission and approval of the parking management plan prior to occupation and therefore, it is recommended to be imposed on the reserved matters permission as set out at section 9 of the report.

Designing out crime

7.6.21 The NPPF and London Plan 2016 policies 7.1, 7.3, 7.4 seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.

7.6.22 In accordance with condition 25 of the outline permission (ref: HGY/2016/2184), the submitted design and access statement (and architectural drawings) details of the measures to be incorporated into the proposed development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included. Furthermore, these details have been considered in consultation with the Metropolitan Police's Design Out Crime Officer (DOCO). The DOCO advises that he is grateful for the correspondence and detail from the applicant and genuinely believes the intention is to adhere to the advice provided to date on the project. However, he would still need to complete a compliance check close to a completion (possibly phased if required) as its only at this point we can state the advice has been delivered, which would then allow to fully discharge the condition. Therefore, a condition requiring Secured by Design certification prior to completion is included within section 9 of this report.

Inclusive access

7.6.23 Local Plan 2017 policy SP2 and policy 3.8 of the London Plan 2016 require that a minimum of 10% wheelchair accessible housing units or units easily adaptable for wheelchair users are provided. 6 wheelchair adaptable units are provided in blocks A and B in the ground floor maisonettes and therefore comply with policy requirements.

Waste and recycling storage

7.6.24 London Plan 2016 policy 5.16 indicates that the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan 2017 policy SP6 and Development Management DPD 2017 policy DM4 requires development proposals make adequate provision for waste and recycling storage and collection.

7.6.25 In accordance with condition 29 of the outline permission (ref: HGY/2016/2184), dedicated refuse/recycling storage space for the development will be stored within a secured area of the ground floor of each block. The Council's Waste Management Team has reviewed the arrangements and confirms that they are acceptable subject to provision of a Waste Management Plan for the site. A condition to this effect is included within section 9 of this report.

Energy and sustainability

7.6.26 The NPPF and London Plan 2016 policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan 2017 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.

7.6.27 In line with condition 28 of the outline permission (ref: HGY/2018/2184), the applicant has submitted justification for not having a centralised system and not connecting to the DEN and is considered acceptable in this instance given that the provision of centralised plant would result in the loss of affordable units. As the outline application was submitted before 1 October 2016 (irrespective of when the reserved matters application was submitted), the zero carbon policy does not apply and the application meets the 35% below part L standard, therefore no carbon offsetting payment is due.

Air quality

7.6.28 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.

7.6.29 Local Plan 2017 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 by Development Management DPD 2017 policy DM23, which states that air quality assessments will be required for all major development and other development proposals, where

appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.

7.6.30 in accordance with conditions 35 and 36 of the outline permission (ref: HGY/2016/2184, the reserved matters application includes an updated Air Quality Assessment. The assessment undertook dispersion modelling of existing traffic emissions on Monument Way and as a result recommended that a mechanical ventilation system be installed. This will ensure appropriate air quality standards for future residents and the proposed development is therefore considered in accordance with the above policies.

7.7 Appearance

7.7.1 The NPPF should be considered alongside London Plan 2016 policies 3.5, 7.4 and 7.6, Local Plan 2017 policy SP11 and policy DM1 of the Development Management DPD 2017. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Furthermore, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan 2017 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.

Elevational treatment and fenestration including balconies

7.7.2 The broad principles of elevational treatment and fenestration were established in the outline application and have not changed. However, with this reserved matters application the fenestration has been refined, particularly to gable elevations to give greater animation to these elevations and provide passive surveillance to the spaces they overlook.

7.7.3 The elevations to the north of blocks B and C, the main, longest blocks of the proposals, have been subject to considerable discussion and refinement. These face onto the back gardens of the existing Chesnut Estate houses. Although they will not be widely seen (except in glimpses and oblique view) from much of the public realm, they will be visible to residents of the neighbouring estate. Except at the ends, where they face these houses' gable walls and to the ground and 1st floor, mostly below sight lines from these neighbouring gardens, there will not be windows to habitable rooms, but openings onto communal access corridors. An interesting pattern of bricks, with lighter bricks to the set-back walls, will help lighten this elevation.

7.7.4 The option of open access decks or a number of different permutations of openings between brick piers or panels were considered by the architects but officers felt simple or repetitive patterns would have been an unsightly and alienating sight. Officers are now supportive of the solution now adopted, of varied width openings, aligned to generally screen kitchen windows and front

doors to flats in the development from overlooking and to emulate the syncopated rhythm and irregular pattern of fenestration elsewhere in the proposal. The design is considered to provide an attractive and complimentary elevational treatment to this potentially difficult side of the proposed buildings.

- 7.7.5 The permutations and treatment of balconies in the proposal has also been further refined and detailed with this reserved matters application. Roof terraces and recessed balconies to some gable ends have been introduced as part of the effort to enliven these gables. Recessed balconies have also been introduced where they can be on the south elevations, including to all instances of 1st floor balconies. This will be positive for the privacy of residents, reducing visual clutter and at 1st floor an essential measure for security. The design of the remaining projecting balconies now features solid balustrades to the main face, facing the street, with a balustrade of steel slats or fins to the side. This will allow views out and “in” (in reality across) at acute angles, looking up and down the street, whilst protecting residents’ privacy and from noise from the street. The elegant balcony designs also compliment the similar entrance canopy and other metal features in the proposals.

7.8 Landscaping

Hard and soft landscaping (including trees and boundary treatments)

- 7.8.1 Development Management DPD 2017 policy DM1 and the Tottenham Area Action Plan 2017 (AAP) indicate that existing street trees are a strong asset to the streetscape and should be preserved.
- 7.8.2 In accordance with conditions 15 and 16 of the outline permission (ref: HGY/2016/2184), a detailed hard and soft landscaping plan as well as boundary treatments have been submitted as part of the reserved matters application. The submitted information provides a detailed and comprehensive solution to the landscaping and boundary treatment challenges posed by the site, particularly given the need to re-align Fairfield Way as well as the level differences involved with the boundary wall and associated openings to southern side of the development with Monument Way.
- 7.8.3 Whilst a number of trees are to be removed to facilitate the development, those trees to be removed are considered of low quality due to their small size, unremarkable form and or low potential for long-term retention. Therefore, any resulting loss of amenity value is considered to be correspondingly low. This also needs to be considered in the context of the retention of the higher quality trees on the site combined with additional planting and corresponding biodiversity value drawings.
- 7.8.4 Transport for London (TfL) has objected to the loss of one tree from the Transport for London Road Network (TLRN) however, this tree appears to be in the land transferred to Council and then in turn to Newlon (the applicant) and is

arguably no longer TRLN. Nevertheless, this is a landowner matter and from a planning perspective, as noted above, additional trees are being planted, which accords with the Mayor's initiatives.

- 7.8.5 Given the above and in consideration of the other positive planning benefits of the scheme including the provision of affordable housing and the regeneration of Tottenham, the planning harm arising as a result of the loss of amenity with removal of the trees is considered to be acceptable in planning terms and in accordance with the above policies.

Child playspace

- 7.8.6 In accordance with policy 3.6 of the London Plan 2016, development proposals that include housing should make suitable 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.
- 7.8.8 The proposal includes 3 areas of playspace to be located approximately 30-40 norths of development. However, to ensure a sufficient quality of playspace is provided, a condition requiring details of equipment and playable features is required. The also site has excellent access to Down Lane Park and a pocket park within the wider Chesnut Estate is forthcoming. Subject to condition, the proposed development is considered acceptable in child playspace terms and in accordance with the above policies.

Land contamination

- 7.8.9 Development Management DPD 2017 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. Site allocation (TH10) also requires land contamination issues to be addressed given the site history.
- 7.8.10 The Council's Environmental Health Pollution Officer has assessed the proposal and raises no objections subject to provision of a risk assessment and refined conceptual model (including site investigation), remediation method statement and where required remediation verification. Conditions to this effect are included within section 9 of this report.

Flood risk and drainage

- 7.8.1 As confirmed within the outline permission, the site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and

sea. Furthermore, as the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application.

7.8.12 London Plan Policy 5.13 and Local Plan 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. 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.

7.8.13 In accordance with condition 17 of the outline permission (ref: HGY/2016/2184), a surface water drainage statement and associated sustainable drainage drawings have been submitted as part of the reserved matters application. Council's Sustainable Urban Drainage Systems Officer has reviewed the strategy and drawings and confirms it is an acceptable drainage solution for the proposed development. The proposal is therefore considered acceptable in sustainable drainage and flood risk terms and in accordance with the above policies.

Ecology

7.8.14 In accordance with condition 23 of the outline permission (ref: HGY/2016/2184), a biodiversity enhancement scheme has been submitted as part of the reserved matters application. The scheme details comprehensive measures in line with wildlife legislation and planning policy as encouraged through the NPPF and the enhancements will also help achieve London Biodiversity Action Plan targets.

7.8.15 Natural England has assessed the reserved matters application and confirms that they have no comment to make.

7.9 Conclusion

7.9.1 The development of the site as set in this reserved matters application is in accordance with the principles and parameters of the outline planning permission as well and the Council's strategic direction for this area and overall, the reserved matters of scale, layout, appearance and landscaping as proposed are considered acceptable.

7.9.2 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

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

8.1 The applicant has made a written declaration to the Council claiming mandatory CIL relief for chargeable development on the basis the development will include

'qualifying dwellings' as described in the CIL Regulations relating to social housing.

- 8.2 Members are advised that the granting of CIL relief is dependent on the applicant securing a leasehold interest of at least 7 years on the subject land. Officers confirm that this leasehold has been obtained and the development is therefore not assessed for CIL purposes.

9.0 RECOMMENDATIONS

- 9.1 GRANT PERMISSION subject to the following conditions:

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:

Site plans:

16017_00_07_001 Planning Application Boundary Location Plan P01
16017_00_07_002 Existing Site Plan P01
16017_00_07_003 Site Plan Proposed With Context P01
16017_00_07_004 Site Plan Proposed P01
16017_00_07_010 Ground Floor Plan P01
16017_00_07_011 First Floor Plan P01
16017_00_07_012 Second Floor Plan P01
16017_00_07_013 Third Floor Plan P01
16017_00_07_014 Fourth Floor Plan P01
16017_00_07_015 Site Roof Plan P01

GA plans:

16017_00_07_100 Block A, Plan - Ground Floor P01
16017_00_07_101 Block A, Plan - First Floor P01
16017_00_07_102 Block A, Plan - Typical Floor P01
16017_00_07_103 Block A, Plan - Roof P01
16017_00_07_105 Block B, Plan - Ground Floor P01
16017_00_07_106 Block B, Plan - First Floor P01
16017_00_07_107 Block B, Plan - Typical Floor P01
16017_00_07_108 Block B, Plan - Fourth Floor P01

16017_00_07_109 Block B, Plan - Roof 1:200 A3 P01
16017_00_07_110 Block C, Plan - Ground Floor P01
16017_00_07_111 Block C, Plan - First Floor P01
16017_00_07_112 Block C, Plan - Typical Floor P01
16017_00_07_113 Block C, Plan - Roof P01
16017_00_07_114 1b2p Type Plans P01
16017_00_07_115 2b4p Type Plans P01
16017_00_07_116 2b4p Type Plans P01
16017_00_07_117 3b5p Type Plans P01
16017_00_07_118 3b5p Type Plans P01

Site elevations:

16017_00_07_200 South Site Elevation P01
16017_00_07_201 North Site Elevation P01

GA elevations:

16017_00_07_203 Block A, Elevations P01
16017_00_07_204 Block B, Elevations P01
16017_00_07_205 Block C, Elevations P01
16017_00_07_206 Block B, Elevations - South P01
16017_00_07_207 Block B, Elevations - North P01
16017_00_07_208 Rvp, Gutter And Hopper Detail Elevations P01

GA sections:

16017_00_07_303 Block A, Section - Core P01
16017_00_07_304 Block A, Section - Long Section P01
16017_00_07_305 Block B, Section - Core P01
16017_00_07_306 Block B, Section - Long Section P01
16017_00_07_307 Block C, Section - Core P01
16017_00_07_308 Block C, Section - Long Section P01

Bay studies:

16017_00_07_400 Block A - Bay Study P01
16017_00_07_401 Block B - Bay Study P01
16017_00_07_402 Block C - Bay Study P01

Design intent:

16017_00_07_500 Balcony Detail P01
16017_00_07_501 Window Detail P01
16017_00_07_502 Canopy Detail P01
16017_00_07_503 Typical Roof Section P01

Landscape drawings:

271_001 Proposed Landscape Plan P6
271_002 Proposed Tree Replanting Plan P4
271_010 Block A Proposed Landscape Plan P5
271_011 Block B Proposed Landscape Plan P4

271_012 Block C Proposed Landscape Plan P5
271_020 Proposed Cross Section 1 P2
271_021 Proposed Cross Section 2 P2
271_022 Proposed Cross Section 3 P1
271_023 Proposed Cross Section 4 P2
271_024 Proposed Cross Section 5 P2
271_025 Proposed Cross Section 6 P2
271_026 Indicative Typical Brick Setting Out P1
271_030 Proposed Wall Front Elevation 1 P2
271_031 Proposed Wall Front Elevation 2 P1
271_040 Typical Wall Detail P2

Highway drawings:

160721-X-00- DR-C-2000 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-2001 Proposed Levels Layout Sheet 1 P2
160721-X-00-DR-C-4000 Proposed Surface Layout Sheet 1P2
160721-X-00-DR-C-4001 Proposed Surface Layout Sheet 2 P2
160721-X-00-DR-C-2200 Longitudinal Sections P1
160721-X-00-DR-C-2201 Cross Sections Sheet 1 P1
160721-X-00-DR-C-2202 Cross Sections Sheet 2 P1
160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P1
160721-X-00-DR-C-3300 Highway Construction Details Sheet 1 P2

Documents:

Combined Planning Statement and Design and Access Statement (including appendices) dated December 2017 by Allies and Morrison
Construction Environmental Management Plan dated 23 February 2018 by Mulalley & Co Ltd

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: Plant and Machinery – EU Directive (LBH Environmental Health)

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

Reason: To protect local air quality.

COMPLIANCE: Inventory of NRMM during Development

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

Reason: To protect local air quality.

COMPLIANCE: Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

5. The placement of any satellite dish or television antenna on any external surface of the development is prohibited excepting those approved pursuant to the "Central Dish/Receiving System" condition above.

Reason: To protect the amenity of the locality.

COMPLIANCE: Wheelchair Dwelling (LBH Development Management)

6. At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2010 (as amended) in conformity with the Design and Access Statement unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure inclusive and accessible development.

PRE-COMMENCEMENT: Land contamination part 1 (LBH Environmental Health)

7. Before development commences other than for investigative work:
 - a) Using information obtained from the Phase 1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

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

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

PRIOR TO FIRST OCCUPATION: Land contamination 2 (LBH Environmental Health)

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

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

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

9. Prior to the commencement of the development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted in writing to and for approval by the Local Planning Authority. The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians is minimised. It is also required that construction vehicle movements be carefully planned and co-ordinated to avoid the AM and PM peak periods. The development will thereafter be implemented in accordance with the approved CMP and CLP.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

PRE-COMMENCEMENT: Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

10. Prior to any works on the application site, the installed tree protection measures as approved in the Tree Protection Scheme must be inspected and approved by the Council's Arboriculturist.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

PRE-COMMENCEMENT: NRMM Registration and Notification to LPA (LBH Environmental Health)

11. Prior to the commencement of the development, all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be registered at <http://nrmm.london/>. The Local Planning shall be notified in writing of registration.

Reason: To protect local air quality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

PRE-PILING: Impact Piling Method Statement (Thames Water)

12. 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.

PRE-ANY TREE WORKS: Tree Protection Site Meeting (LBH Tree and Nature Conservation)

13. Prior to any trees works on the application site (including tree removal), a Tree Protection Site Meeting shall occur. The meeting shall be attended by the Site Manager, the Consultant Arboriculturist, the Council Arboriculturist and all relevant contractors. The meeting shall confirm all the protection measures in line with the approved Tree Protection Scheme and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the trees in the locality.

PRE-ABOVE GROUND WORKS – Secure by Design Certificate (Metropolitan Police Service)

14. Prior to above grade works, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out

Crime Officers. The development shall be carried out in accordance with the approved details and maintained as such thereafter.

Reason: To ensure the safety and security of the development.

PRIOR TO FIRST OCCUPATION: Car Parking Management Details (LBH Transportation)

15. Details of a scheme for the management, maintenance and enforcement of car parking within the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by or on behalf of the Local Planning Authority.

Reason: to protect the amenity of adjoining occupiers and prevent obstruction on the highway.

PRIOR TO FIRST OCCUPATION: Child Play Space Strategy (LBH Development Management)

16. Prior to first occupation, a Child Play Space Strategy demonstrating how child play space provision will be accommodated on and off the site shall be submitted to and approved by the Local Planning Authority. The strategy as approved shall be implemented prior to first occupation of the development and maintained as such thereafter unless otherwise agreed in writing by Local Planning Authority.

Reason: to ensure high quality development.

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) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.

Hours of construction work (LBH Development Management)

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

Party Wall Act (LBH Development Management)

3. **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.

Designing out crime – certified products (Metropolitan Police)

4. **INFORMATIVE:** In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Public sewers (Thames Water)

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

Surface water (Thames Water)

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

Minimum pressure and flow rate (Thames Water)

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

Water main crossing the site (Thames Water)

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

Large water main adjacent the site (Thames Water)

9. **INFORMATIVE** There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24-hour access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on 0800 009 3921 for further information.

Sprinkler installation (London Fire Brigade)

10. **INFORMATIVE:** This authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

Asbestos survey (LBH Environmental Health)

11. **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.

Naming of new development (LBH Transportation)

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

Appendix 1 Internal and external consultation responses

Stakeholder	Question/comment	Response
Internal		
LBH Design Officer	<p>Principal of development</p> <p>The principle of development is established in the Outline Permission HGY/2016/2184. This application seeks permission for all Reserved Matters, specifically Scale, Layout, Landscaping and Appearance. However, the principle of development has been established in the Outline Permission, including the Form, Bulk, Height and Layout Principles.</p> <p>However, I would like to restate my reasons for my support for the principle of this development. The development is in accordance with the adopted Site Allocation TH10: Welbourne Centre & Monument Way in the adopted Tottenham AAP (July 2017), which itself builds on studies carried out as part of the Tottenham Hale District Centre Framework (October 2014). It not only secures much needed additional affordable housing, but will in my view hugely improve the streetscape of Monument Way, providing an active frontage and a more pedestrian friendly environment. I also consider it will hugely improve the existing residential Chesnut Estate, better integrating the estate into the surrounding urban context, providing a transition between the quiet closes of the estate and busy urban streets rather than an alienating and car dominated barrier of overlooked roads, parking, wall and nominal landscaping.</p> <p>The existing pattern of development of Chesnut Estate, or short terraces of houses set well away from the busy road of Monument Way, which is left as a grassed “cordon sanitaire”, is a very 1960s “modernist”, pattern of development, that assumes a car dominated society and that people will expect to drive everywhere on high speed urban motorways between low density housing laid out without a strong relationship to the street; a street network that is pedestrian and public transport unfriendly and tends to promote alienation, anti-social behaviour and real or perceived lack of public safety. The proposed development would reintegrate the existing neighbouring houses into the network of local, pedestrian friendly, city streets, and contribute to the long term project to transforming Monument Way from a piece of urban motorway to a still busy, still vehicular trafficked, but more mixed use, more</p>	Comments noted.

Stakeholder	Question/comment	Response
	<p>pedestrian and public transport friendly, “normal” city street.</p> <p>Pattern, form, height, bulk and massing</p> <p>The principle of three terraces; blocks of 4 to five storeys containing maisonettes on lower floors and flats above, “bookending” the existing terraces and facing the main Monument Way street frontage, is established by the Outline Permission.</p> <p>However, the precise form of the terraces, in particular their roof form, has been firmed up and refined in this reserved matters application. The pitched roofs of the proposals retain the distinctive and eye thatching variations of gables along the main south façade, and create interest to their end elevations, which will be seen in approaches to the development. However, to the rear, backing onto Chesnut estate, a simple pitched form creates a calm profile that is also as low as possible. Proposals for a flat roof with a higher parapet to parts of the rear, to enable raingardens, have been rejected on my and the QRP’s advice, to avoid making the roof form more complex and reduce its height from the neighbouring houses as much as possible, with a lower eaves line than in the outline proposals.</p> <p>Gable ends of the proposed blocks are further refined to give distinctive and interesting profiles, with roof terraces, balconies, windows and in two locations front doors onto them, to provide animation and surveillance of the ends of terraces and the new “entrances” into the existing residential closes. The two gable ends containing front doors ate the two with the longest views. One is the eastern end of Block C (also the eastern end of the proposal), where the alignment of Fairbanks Road kinks back to its original location and the area to its south becomes a wider, wooded amenity space, opening onto the crossing of Monument Way and the major development site of the former Welbourne Centre. The other is the eastern end of Block A, which steps forward of the other two as the road in front narrows to just a footpath.</p> <p>Streetscape character</p> <p>The principle of realigning Fairbanks Road to allow new housing facing it and, shortly beyond it, the parallel Monument Way, bookending the gable ends of the existing Chesnut</p>	

Stakeholder	Question/comment	Response
	<p>Estate terraces, was established at outline. This included retaining a landscaping strip, including a wall, between the realigned Fairbanks Road and Monument Way, but reconfiguring the wall to improve permeability, with gaps, steps and ramps opposite the new blocks, with wall remaining opposite the entrances to the existing residential closes.</p> <p>The precise alignment of the new Fairbanks Road has been refined and detailed and I am happy that it will be a pedestrian friendly environment, with parking in limited, controlled locations, and with high quality surfacing materials to calm traffic and define a distinctive local streetscape. Landscaping has also been further refined and detailed, with street trees and seating to support a neighbourly street environment and integrate the proposals into the neighbouring residential streets.</p> <p>The terraced forms of the proposed blocks comprise ground and first floor maisonettes, with flats above. The ground and first floor maisonettes each have their own front door facing the street and their own private garden to the rear. The flats are accessed off a single communal entrance door, stair and lift core, to the centre of each block, a small private communal garden to its rear. In this way private gardens back onto the side walls and side fences to the back gardens of the existing Chesnut Estate gardens. Existing service paths are retained and taken around the side of the gable ends, but are gated, so the existing and proposed housing gain a much more private rear, and a more logical relationship of domestic frontages to public streets. A clearer boundary between the public and private realm will therefore be established.</p> <p>Elevational treatment and fenestration including balconies</p> <p>The broad principles of elevational treatment and fenestration were established in the outline application and have not changed. Fenestration has been refined, particularly to gable elevations to give greater animation to these elevations and provide passive surveillance to the spaces they overlook, as described in para. 6 above.</p> <p>The elevations to the north of Blocks B and C, the main, longest blocks of the proposals, have been subject to considerable discussion and refinement. These face onto the back</p>	

Stakeholder	Question/comment	Response
	<p>gardens of the existing Chesnut Estate houses; they will not be widely seen, except in glimpses and oblique views, from much of the public realm, but will be very visible to neighbouring residents. Except at the ends, where they face these houses gable walls, and to the ground and 1st floor, mostly below sight lines from these neighbouring gardens, they will not be windows to habitable rooms, but openings onto communal access corridors. An interesting pattern of bricks, with lighter bricks to the set-back walls, will help lighten this elevation.</p> <p>The option of open access decks, or a number of different permutations of openings between brick piers or panels, were tried by the architects, but simple or repetitive patterns would, I felt, have been an unsightly and alienating sight. I am happy that the solution now adopted, of varied width openings, aligned to generally screen kitchen windows and front doors to flats in the development from overlooking, and to emulate the syncopated rhythm and irregular pattern of fenestration elsewhere in the proposal, provides an attractive and complimentary elevational treatment to this potentially difficult side of the proposed buildings.</p> <p>The permutations and treatment of balconies in the proposal has also been further refined and detailed. Roof terraces and recessed balconies to some gable ends have been introduced as part of the effort to enliven these gables. Recessed balconies have also been introduced where they can be on the south elevations, including to all instances of 1st floor balconies; this will be good for privacy of residents, reducing visual clutter and at 1st floor an essential measure for security. The design of the remaining projecting balconies now feature solid balustrades to the main face, facing the street, with a balustrade of steel slats or fins to the side, so there will be views out and “in” (in reality across) at acute angles, looking up and down the street, but protection of residents’ [privacy and from noise from the street. The elegant balcony designs also compliment the similar entrance canopy and other metal features in the proposals.</p> <p>Daylight, sunlight and privacy/overlooking of neighbours</p> <p>Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that:</p>	

Stakeholder	Question/comment	Response
	<p data-bbox="331 266 1640 337"><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"> <li data-bbox="380 378 1640 496"><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> <li data-bbox="380 540 1640 659"><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 data-bbox="331 703 1640 1027">The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals and of the effect of their proposals on neighbouring dwellings as part of the outline application. These have been prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”. The former is unchanged, but the latter has been further refined in this reserved matters application, to incorporate changes to the detailed massing of the proposals (particularly the lowered eaves line), and to do a more detailed assessment of neighbouring properties assessed to have noticeable day and sunlight effects.</p> <p data-bbox="331 1068 1640 1393">The applicants’ consultants find that 14no. windows to habitable rooms in neighbouring dwellings would have a noticeable loss of daylight to a level below the BRE Guide recommendations (the angles and Vertical Sky Component (VSC) tests). However, following surveys of a representative sample of rooms in neighbouring dwellings, they have been able to assess the No Sky Line areas (NSL) of the rooms lit by the affected windows; these show that only 1 of the affected windows light a room that would be adversely affected to a noticeable degree within the BRE Guide criteria. I am not convinced that just because the room lit will pass the NSL test, it is acceptable for windows to fail the VSC test; it would be preferable for both tests to be passed.</p>	

Stakeholder	Question/comment	Response
	<p>However, 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. In this case, all but one of the affected windows retain a VSC of over 20% (or start well below 20%in the case of 2 ground floor windows where that resident has built a structure in their garden).</p> <p>As before, the sunlight tests on living room windows show one house affected; it would still receive sufficient year-round sunlight but fall short for winter sunlight hours. It remains the case that this is to windows not affected by loss of daylight, and to a dual aspect house with good sunlight access to their other façade (all the affected neighbouring houses, like all the proposed dwellings in this development, are of dual aspect).</p> <p>For gardens, the assessment again shows most neighbouring gardens to already have only marginal sunlight access, due to their east west alignment and high fences. They do not note but I would note that the proposal will bring greater security to these gardens; perhaps some residents would feel confident to reduce the height or open up these fences to increase their sunlight access. The applicants’ consultants’ further work on this has been to assess sunlight levels in late spring and summer months (the BRE Guide assessment is based on the spring equinox, i.e. March 21st). This shows sunlight levels when gardens are most likely to be used. This interestingly shows that sunlight levels in the afternoon are less and less affected by the development, so that by June they are not affected at all.</p> <p>It is difficult to achieving good sunlight levels to more built-up urban sites to meet the recommendations of a BRE Guide primarily based on a lower density, outer suburban housing model. Both the BRE Guide itself and the GLA Housing SPG acknowledge that standards should not be applied rigidly, with the Housing SPG going on:</p>	

Stakeholder	Question/comment	Response
	<p><i>“2.3.47 BRE guidelines 147 on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London”.</i></p> <p>I am content that the daylight, sunlight and overshadowing effects of the proposal would be minor and acceptable in what is an urban location, as well as that the minor deleterious effects on neighbours in this respect are more than offset by the benefits to society and to these neighbours the development will bring, in improving the streetscape and urban environment, and providing these neighbours with greater security, sense of enclosure, privacy and protection from noise and pollution.</p> <p>Conclusions</p> <p>I remain convinced that this is a positive proposal that will provide much needed affordable housing as well as improving the urban environment and public realm in this important area of the borough. I am also convinced that the translation of the outline proposals previously approved into detail has been carried out successfully to maintain the scheme’s benefits and address all the outstanding concerns I, the Quality Review Panel and the Committee had previously.</p>	
LBH Transportation Planner	<p>This REM application is for the following;</p> <p>Submission of reserved matters namely a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories.</p>	<p>Comments noted. Recommended that condition 10 (Parking Management Plan) attached to outline permission</p>

Stakeholder	Question/comment	Response
	<p>Transportation provided comments on the parent application HGY/2016/2184, and were supportive of the application subject to a number of suggested conditions and Section 106 contributions.</p> <p>The outline application comprised of 54 residential units across three separate blocks and the development is proposed as car free. Included in the application is the provision of 30 car parking spaces, which includes retention of associated parking for 24 cars provided at street level on Fairbank Road which is for existing residents plus the provision of 6 new blue badge bays.</p> <p>Access to these parking areas will be from a re-aligned Fairbank Road which is a private internal access road running east to west to the south of the proposed residential blocks. In accordance with London Plan standards, the application includes 6 wheel chair accessible car parking spaces designed to inclusive mobility standards, a total of 107 secure cycle parking spaces and a commitment to provide 20% of car parking spaces with electric charging points.</p> <p>The S106 obligations suggested included the following;</p> <ul style="list-style-type: none"> • Car club 2 years' membership plus £50 driving credit for each residential unit • Car free status – no CPZ permit availability • £3000 Transport contribution towards parking controls and feasibility/design • Travel Plan and £3000 towards Travel Plan Monitoring <p>This REM application does not seek to change the quantum of provision nor any other transportation aspects of the parent application but has provided additional information.</p> <p>The associated planning conditions relevant to Transportation are as follows; - comments are made in relation to these.</p> <p><i>8. Detailed plans and drawings with respect to the matters reserved for subsequent approval shall include details of the proposed access roads and landscaping, including the location of</i></p>	<p>(HGY/2016/2184) be attached (see section 9 of this report).</p>

Stakeholder	Question/comment	Response
	<p><i>the existing cycle track and bus shelter, shall be submitted to and approved in writing by the Local Planning Authority; such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. No part of the development shall be occupied until the works of construction have been carried out in accordance with the drawings so approved.</i></p> <p><i>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</i></p> <p>Appendix E of the Design and Access statement does provide the information required in condition 8, including the geometrical and alignment layout for the realigned Fairbanks Road and associated parking bays, footways and the foot connection to Monument Way. This includes line and level, construction details and gully locations. The condition is fulfilled.</p> <p><i>9. Any application for reserve matters related to layout shall demonstrate car parking space in general conformity with the plans attached to Condition 3 above. The spaces shown reserved for parking of cars shall be used for or available for such use at all times.</i></p> <p><i>Reason: To protect the amenity of adjoining occupiers.</i></p> <p>The DAS appendices do show the provision of the 24 spaces required for existing residents plus the 6 new blue badge bays to be provided by the development. The condition is fulfilled.</p> <p><i>10. Details of a scheme for the management, maintenance and enforcement of car parking within the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by or on behalf of the Authority.</i></p> <p><i>Reason: To protect the amenity of adjoining occupiers and prevent obstruction on the</i></p>	

Stakeholder	Question/comment	Response
	<p><i>highway.</i></p> <p>This hasn't been submitted with this application so the information is still outstanding.</p> <p><i>11. Any application for reserve matters related to layout shall be accompanied by arrangements for cycle storage (including means of enclosure for the area concerned where necessary) in conformity with relevant London Plan standards.</i></p> <p><i>Reason: To ensure that adequate cycle storage facilities are provided.</i></p> <p>The DAS includes details of the system intending to be used – semi vertical cycle parking as produced by Bike Dock Solutions is proposed (or a similar/identical system) and cycle parking will be located adjacent to the cores of each residential building. The condition is fulfilled.</p> <p><i>12. Any application for reserve matters related to layout shall provide details of electric vehicle charging points in conformity with relevant London Plan policy and guidance.</i></p> <p><i>Reason: To promote sustainable travel.</i></p> <p>Of the 6 new parking bays provided with this application (all blue badge) there will be a single charging point, which will be able to be accessed from two of the blue badge bays. This appears to be shown between two blue badge bays to the south side of Fairbanks Road in the architectural drawings. The condition is fulfilled.</p> <p>Conclusion</p> <p>This REM application is in relation to several reserved matters associated with the residential development on land north of Monument Way and south of Fairbanks Road consented by HGY/2016/2184. This development comprises 54 residential units plus 6 new blue badge parking spaces, and a realignment of Fairbanks Road plus a footway connection to Monument Way.</p>	

Stakeholder	Question/comment	Response
	<p>From the transportation perspective, the following conditions have been fulfilled; Conditions 8, 9, 11 and 12.</p> <p>Condition 10 (Parking Management Plan) is yet to be fulfilled.</p> <p>To confirm, Transportation remain supportive of the application as consented by HGY/2016/2184 and the conditions fulfilled here.</p>	
LBH Housing Enabling Officer	<p>Affordable housing provision:</p> <p>The proposed development seeks to provide 100% by habitable rooms of affordable housing units and as such accord with Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.</p> <p>The scheme is above our desired affordable housing requirement but viability considerations as set in the Local Plan and NPPF, that an offer of 100% affordable rented homes are acceptable.</p> <p>Dwelling mix:</p> <p>The recommended dwelling mix for the affordable housing is 15%x1beds, 45% x 2beds, 33%x3 beds and 11%x4beds.</p> <p>Tottenham Hale has been identified as a key growth area and opportunity area. As a result, the Council will be seeking a proposed mix and type of affordable housing (largely Low Cost Home Ownership), which will ensure a more sustainable, balanced and less transient community, Strategic Policies SP1.</p> <p>This site forms part of a dedicated Housing Zone within Tottenham Hale District Centre. The</p>	<p>Comments noted. Affordable housing matters already secured by s106 agreement attached to outline permission (ref: HGY/2016/2184).</p>

Stakeholder	Question/comment	Response
	<p>Council's adopted AAP and approach for this area and site is to provide a variation to the current housing policy SP2.</p> <p>The Council rationale for this variation is site specific characteristics in the context of the rest of the development at Tottenham Hale:</p> <ul style="list-style-type: none"> • This site has been identified as being one of the few appropriate for a range of units 1, 2 and 3 – much of the units coming forward on this site within the District Centre will be 1 and 2 bed units. • Significant amounts of affordable rent will be on this site. <p>The maximum affordable rents as percentages of the local market rents - 1 beds up to 80%, 2 beds up to 65%, 3 beds up to 55% and capped by the London Housing Allowance (LHA) whichever is the lowest. Rents above 65% of the local market rents they should be targeting homes at working households not affected by the benefit cap.</p> <p>10% of new residential developments to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>Propose development scheme:</p> <p>The current quantum of affordable housing comprises 54 homes 2x1beds, 24x2beds and 18x3beds.</p> <p>Conclusion:</p> <p>This site forms part of a dedicated Housing Zone within Tottenham Hale District Centre.</p> <p>The Housing & Growth team supports the scheme on the grounds it promotes the area's regeneration and this site will deliver 100% affordable homes.</p>	
LBH Waste	Arrangements will need to be made to ensure waste is contained at all times. Provision will	Comments noted.

Stakeholder	Question/comment	Response
Management	<p>need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The current application does not show pulling distances from waste storage areas to collection point. These must be in line with guidance. There must also be a dropped kerb within the 10 metre pulling distance for 1100L Euro bin waste collection.</p> <p>Planning confirmed on the 21/02/2018 that a management plan will be in place to ensure all guidance will be followed and all receptacles will be within 10 metre pulling distance on collection days.</p> <p>In light of this information the RAG status has now been rated green for waste storage and collection point pulling distances.</p>	The applicant has confirmed that a management plan will be put in place prior to occupation.
LBH SUDS Officer	Have reviewed the updated drainage strategy for Monument Way and confirm it is an acceptable drainage solution for the proposed development.	Comments noted.
External		
Thames Water	The reserved matters application does not affect Thames Water and as such we have no observations to make.	Comments noted. Recommend that informatives attached to outline permission be replicated (see section 9)
Natural England	<p>Natural England currently has no comment to make on the submission of reserved matters of Planning Permission HGY/2016/2184.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.</p>	Comments noted.
Metropolitan	I am grateful for the attached email from the applicant and do genuinely believe the intention	Comments noted.

Stakeholder	Question/comment	Response
Police Designing Out Crime Officer	is to adhere to the advice provided to date on the project, however I would still need to complete a compliance check close to a completion (possibly phased if required) as its only at this point we can state the advice has been delivered, which would then allow to fully discharge the condition.	Recommended that a Secured by Design condition be attached as set out at section 9 of this report.
Transport for London	<p>The site is located adjacent to the A503 Monument Way which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.</p> <ol style="list-style-type: none"> 1. TfL welcomes that step-free access is provided between Monument Way and the pedestrian routes within the site. 2. The proposed highway layout is acceptable. 3. TfL has concerns with the loss of a healthy TfL tree from the TLRN. The applicant should provide information as to why the loss of this tree is necessary. 4. If the loss of this tree is required and agreed to, TfL may seek to ensure there is appropriate mitigation provided by the applicant for the loss of a public asset. <p>Until further information can be provided, TfL objects to the application for the reasons outlined above.</p>	Comments noted.

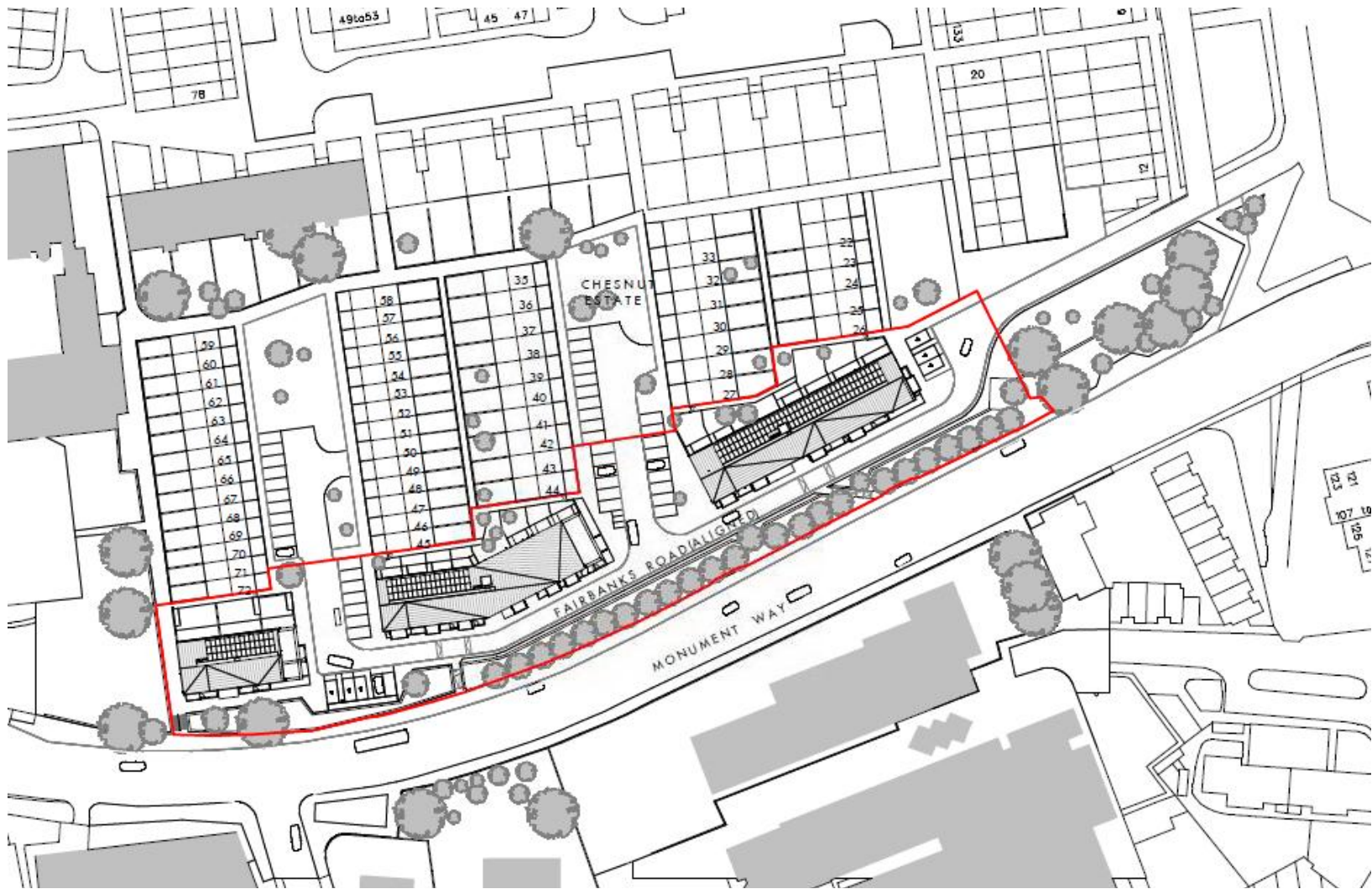
Appendix 2 Material issues raised in neighbour consultation representations

Material issue raised	Response
<p>Affordable housing:</p> <ul style="list-style-type: none"> • Agrees that more social housing is needed • Questionable whether affordable is really 'affordable' • Rumours Chesnut residents will be moved in future 	<p>Affordable housing provision has already been established with the granting of the outline permission (ref: HGY/.2016/2184) – refer paragraph 7.3.</p>
<p>Impact on neighbouring amenity:</p> <ul style="list-style-type: none"> • Will overshadow adjoin properties • Failed to conduct Daylight Distribution Test • Will impact daylight/sunlight of other properties not surveyed • Ignored 'Right to Light' 	<p>Daylight and sunlight issues are assessed at section 7.5 and 7.6 of the report.</p> <p>It should be noted that there is no 'Right to Light' under planning legislation and is a civil matter.</p>
<p>Construction impacts:</p> <ul style="list-style-type: none"> • Noise, air and dust pollution will result from demolition and construction of the proposed development 	<p>Construction impacts are temporary and a Construction Environmental Management Plan has been included with the application. Furthermore, the s106 agreement attached to the outline permission (ref: HGY/2016/2184) included an obligation for the constructor to be registered with considerate constructors' scheme. Construction hours are also controlled under separate legislation.</p>
<p>Design:</p> <ul style="list-style-type: none"> • Much higher than existing properties on Fairbanks Road • Transparent balconies will result in clutter and privacy issues • Have taken care with design to do not overlook neighbouring properties 	<p>Design issues are assessed at section 7 of the report.</p>
<p>Landscaping and layout:</p>	<p>Landscaping and layout issues are assessed at section 7 of the</p>

Material issue raised	Response
<ul style="list-style-type: none"> • Result in loss of 'green lung' and trees • Development will present a barrier between Monument Way and Chesnut residents • Loss of wall along Monument Way removes relative seclusion of Chesnut residents 	report.
<p>Anti-social behaviour:</p> <ul style="list-style-type: none"> • History of fly-tipping • Additional alleyways 	Fly-tipping is not a material planning consideration. Furthermore, the development will result in additional passive surveillance and other secured by design enhancements that will assist in reducing potential for anti-social behaviour.
<p>Car parking:</p> <ul style="list-style-type: none"> • Loss of car parking spaces from Fairbanks Road • Result in congestion • Good idea as road is hostile and dominated by cars 	Parking provision remains the same as approved under the outline permission (ref: HGY/2016/2184) as is further assessed at section 7 of the report.

Appendix 3: Plans and images

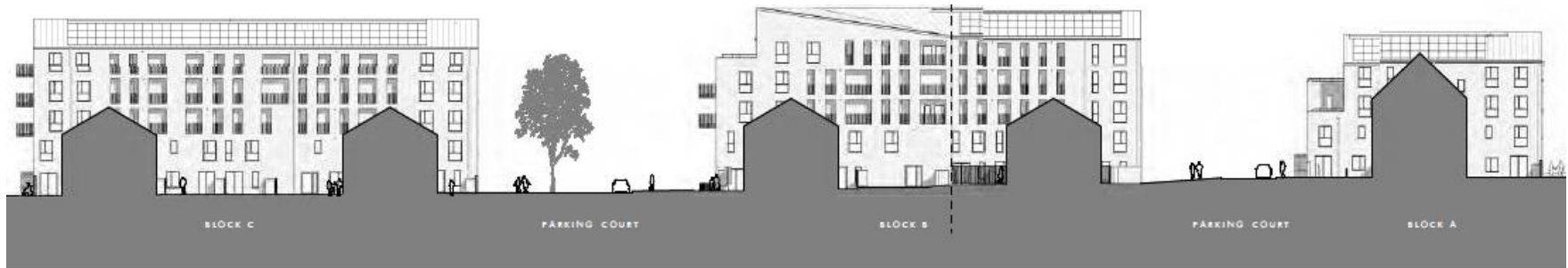
Proposed site plan



Proposed north elevation (without outline of existing buildings)



Proposed north elevation (with outline of existing buildings)



Proposed south elevation from Fairfield Road



Computer rendered view looking west



Appendix 4: Quality Review Panel report

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Monument Way reserved matters

Wednesday 15 March 2017

River Park House, 225 High Road, London, N22 8HQ

Panel

Hari Phillips (chair)
Wen Quek
Chris Twinn

Attendees

John McRory London Borough of Haringey
Tobias Finlayson London Borough of Haringey
Richard Truscott London Borough of Haringey
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Confidentiality

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

1. Project name and site address

Monument Way / Fairbanks Road, Tottenham Hale
Planning application reference (outline application) HGY/2016/2184

2. Presenting team

Antje Saunders Allies and Morrison
John Fannon Allies and Morrison
Hendrick Heyns Allies and Morrison
Mike Levy Newlon Housing Trust

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the 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 proposal is for a residential development of 54 residential units in three blocks ranging from 4 storeys to 5 storeys in height, with the top floor partially contained within the roof space. The scheme is 100% affordable. Fairbanks Road would be realigned.

The site forms part of the wider site allocation TH10 in the Tottenham AAP, which includes the Welbourne Centre and this portion of land. The AAP for this portion of the site states that 'a development complementing the end properties on the Chestnut Estate will be acceptable, with new homes opening onto the existing (undesigned) open land to the south providing passive surveillance'.

On the 13 February 2017 the Haringey Council Planning Sub-committee resolved (subject to a Section 106 agreement) to grant outline planning permission to the scheme (Council reference: HGY/2016/2184) with the only reserved matter considered being 'access'. The current stage of design work will form the basis of a reserved matters application, comprising appearance, landscaping, layout and scale. Officers note that within the outline permission granted in February 2017, the proposed building heights (number of storeys) as shown within the parameter plans have also been approved.

5. Quality Review Panel's views

Summary

The Quality Review Panel finds much to admire in the proposals for Monument Way, which promise high quality development for this significant site. The key challenge at this design stage is to ensure the best possible relationship with the housing to the rear of the site. The panel thinks there is scope to refine the architecture of the rear elevation, to improve its appearance and light reflecting qualities. They also think the roof scape could be refined, to minimise overshadowing, within the parameters of the outline approval. The panel also offered some detailed comments on layout, public realm and landscape design. Further details are provided below.

Massing and roofscape

- As at the previous reviews, the panel recognises that the scale of the proposed development fronting onto Monument Way seems appropriate to the context.
- Whilst the relationship to existing houses at the rear is more challenging, they understand that the proposed massing (the number of storeys within each block as identified within the parameter plans) has been established as part of the outline permission.
- However, the panel thinks there is scope to refine the massing, within the parameters of the outline approval.
- The proposed roofscape is highly complex, responding to a number of challenges: visual, contextual and environmental (blue roofs, PV panels and massing in terms of overshadowing neighbouring properties).
- The panel think that achieving the best possible relationship with houses to the rear of the site should be the priority – and that simplifying the technical brief for the roof scape will help achieve this.
- The panel suggests rainwater attenuation systems at ground level rather than through a 'blue roof', could be shown to achieve the same performance.
- Removing the 'blue roof' would enable careful modelling of the profile of the roof to reduce overshadowing of the neighbouring gardens to the north – for example by removing the roof above the access walkway to the top floor.
- Alternatively, the use of glass and lighter materials as a canopy to the top level could also mitigate overshadowing to an extent.

Detailed design and architectural expression

- The panel supports the deck access (screened for privacy) along the north facades, and the location of bedrooms and living rooms to the south of the blocks, to minimise overlooking and safeguard privacy for the existing gardens to the rear.
- They note that allowing for solid fronts to balconies rather than vertical balustrades can support privacy and reduce noise transmission.
- They would encourage further thought about the design of the rear facades, to enhance the appearance of the development from existing homes and gardens.
- Specifying a light coloured brick for the rear façade could help maximise the sense of light for neighbouring homes.
- Whilst articulation to the gable ends of the blocks is now included in the proposals, at ground level the gable walls are still quite blank. The panel would support further articulation.
- The proposed energy centre could be located in one of the triangular spaces at the end of the blocks to optimise the level of accommodation achievable.
- The panel understands that the development is to be delivered through a design and build contract. Securing the quality of materials and construction details through the reserved matters process will be essential for this prominent scheme.

Scheme layout, public realm and landscape design

- The panel warmly supports the approach taken by the design team to the boundary and landscape along Monument Way, and feels that overall the layout of the scheme and landscape strategy are convincing.
- The panel welcomes the retention of existing trees along Monument Way, and the sloping and variable boundary walls which help to screen the development from the busy road.
- They note that robustness and ongoing maintenance should be a consideration in the design and specification of the planting scheme within and adjacent to the wall.
- In addition, careful consideration of external lighting could help to enhance the wall's appearance at night.
- The path adjacent to the school at the west of the site would benefit from further consideration, to make it a more pleasant and well-surveilled route.

- The panel would welcome exploration of whether the newly-aligned Fairbanks Road could be a shared surface.
- They would also support creation of a level route for cyclists; one option could be integrated ramps and steps.
- The panel would support planning officers securing funding for improved or additional child play space provision locally through a Section 106 agreement.

Next Steps

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