

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2018/0047

**Ward:** White Hart Lane

**Address:** 500 White Hart Lane N17 7NA

**Proposal:** Submission of Reserved Matters, namely a) Layout, b) Scale, c) Appearance and d) Landscaping pertaining to Outline Permission ref. HGY/2016/0828 for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.

NB: This reserved matters application also deals with the layout and location of the employment use, which under the outline planning consent is located at the rear of the site and adjacent to Block 4. The layout now changes where the employment use is located at the front of the site on ground floor and first floor of block 1. The amount of commercial floorspace does not increase but as consented under the outline planning consent. A substation will be located in its place to the north west of the site.

**Applicant:** Miss Faye Wilders

**Ownership:** Private

**Case Officer Contact:** Aaron Lau

**Site Visit Date:** 12/01/2018

**Date received:** 19/12/2017

**Last amended date:** 14/02/2018

#### **Drawing number of plans:**

- 00-001 Site location plan
- 00-002 Rev P1 Block plan
- 00-101 Rev P1 GA site plan
- 00-102 Rev P1 GA roof plan
- 00-111 Rev P1 Outline elevation A
- 00-112 Rev P1 Outline elevation B
- 00-113 Rev P1 Streetscene elevation
- 20-201 Rev P1 Block 1 lower and upper ground floors
- 20-202 Block 1 first to fourth floors

- 20-203 Block 1 roof plan
- 20-211 Rev P1 Block 2 ground to first floors
- 20-212 Rev P1 Block 2 roof plan
- 20-221 Rev P1 Block 3 lower and upper ground floors
- 20-222 Rev P1 Block 3 first to fourth floors
- 20-223 Rev P1 Block 3 fifth and roof floors
- 20-231 Block 4 ground floor
- 20-232 Block 4 first floor
- 20-233 Block 4 second floor
- 20-234 Block 4 third floor
- 20-235 Block 4 fourth floor
- 20-236 Block 4 roof plan
- 20-241 Rev P1 Substation plan
- 25-201 Rev P1 Block 1 south elevation
- 25-202 Rev P1 Block 1 north elevation
- 25-203 Rev P1 Block 1 east and west elevations
- 25-211 Rev P1 Block 2 north elevation
- 25-212 Rev P1 Block 2 south elevation
- 25-213 Rev P1 Block 2 east and west elevations
- 25-221 Rev P1 Block 3 south elevation
- 25-222 Rev P1 Block 3 north elevation
- 25-223 Rev P1 Block 3 east and west elevations
- 25-231 Rev A Block 4 north elevation
- 25-232 Rev A Block 4 south elevation
- 25-233 Rev A Block 4 east and west elevations
- 25-241 Rev P1 Substation elevations
- 26-201 Sections AA and BB
- 26-202 Rev P1 Sections CC and DD
- 26-203 Section EE
- MCA 1917/01 Rev S Landscape strategy plan

1.1 This application is being reported to Planning Committee as it is a reserved matters application for a) Layout, b) Scale, c) Appearance and d) Landscaping relating to a major planning application which received resolution to grant in September 2016 and for which the decision was issued on following the signing of a section 106 agreement in November 2016.

## 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Members of the Planning Sub-Committee resolved to grant outline permission on 12<sup>th</sup> September 2016 (reference. HGY/2016/0828) for redevelopment of the site at 500 White Hart Lane to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. This permission was subject to the

signing of a section 106 Legal Agreement, and the legal agreement was signed on 30<sup>th</sup> November 2016.

- The outline planning permission dealt with the principle of development and the means of access. The parameter plans and a design code have also been approved as part of the outline planning permission. Parameter Plans and the Design Code included maximum heights and width of buildings; the general siting of the buildings; the number of units; different uses and associated floor space (in square meters) access arrangements; the level of parking; the level of affordable housing (29 units) and financial contributions secured in the signed s106 Legal Agreement.
- This is a reserved matters application following outline planning consent which considers the following reserved matters:

layout,  
scale,  
appearance and  
landscaping.

These details have been assessed by Officers, and are considered acceptable and are in general accordance with the approved parameter plans and design code attached to the outline planning consent.

- The details provided will ensure that the development will be of high quality in terms of living environment (both internally and externally) and visual appearance.
- The appearance, scale and layout is appropriate and is considered to be sufficient to create an acceptable standard of accommodation for future residents, and avoid any significant off-site impacts that may have a negative effect on the amenity of neighbouring sites. The proposal subject to a condition requiring details of the access gates and site management will not prejudice road users or pedestrian using the adjacent highway network.
- The landscaping of both the public and private areas is considered to be of a good standard and would ensure that a quality environment within and around the periphery of the development is delivered whilst enhancing the biodiversity at the site.
- The details also adequately demonstrate that the proposal will be accessible to wheelchair users and those with mobility difficulties.
- The employment use was located at the rear of the site and adjacent to Block 4 as part of the outline planning consent. As part of the reserved matters application a revision is proposed that moves the commercial/employment use

currently consented at the rear of the site to part of the ground and first floor of block 1, which will be located at the front of the site.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

**Conditions** (the full text of recommended conditions is contained in Section 8 of this report)

- 1) In accordance with approved plans
- 2) Materials submitted for approval
- 3) Balcony details
- 4) Hard landscaping
- 5) Trees
- 6) Access gates
- 7) Electric vehicle charging points
- 8) Written scheme of investigation
- 9) Energy statement
- 10) Site wide energy network
- 11) Sustainability
- 12) Living roof
- 13) Bird and bat boxes
- 14) SuDs maintenance schedule
- 15) Drainage details
- 16) No amplified speech or music
- 17) Opening hours
- 18) External flue/mechanical equipment
- 19) Secure by Design accreditation – pre-commencement
- 20) Secure by Design accreditation – prior occupation
- 21) Part M4 (2) 'accessible and adaptable dwellings'
- 22) No satellite antenna

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction

- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Surface water drainage
- 8) Thames Water
- 9) English Heritage
- 10) S278 works
- 11) Advertisements
- 12) Secure by Design
- 13) Bat sensitive lighting scheme

2.3 In the event that Members choose to make a decision contrary to Officers' recommendation Members will need to state their reasons.

2.4 In the event that the Planning Application is refused for the reasons set out in resolution (2.3) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

#### *Scope of application*

- 3.1.1 This is a Reserved Matters Application following outline planning permission, with Means of access approved. 'Matters' reserved are as set out below.
- 3.1.2 The outline planning consent will provide 144 residential units (29 affordable units), 502sqm of B1/B8 employment floorspace and 300sqm of flexible A1/A3/D1 commercial floorspace.
- 3.1.3 14 wheelchair accessible units has been provided as part of the layout and there is a separate Condition (7) as part of the Outline Approval which specifically deals with disabled parking (however, this does not form part of this reserved matters application – this information is included to give Members comfort that disabled parking will be provided within the layout of the site), which required at least 10% of all dwellings to be wheelchair accessible or easily adaptable for wheelchair use.
- 3.1.4 The B1/B8 employment use, as mentioned earlier in this report, was located in the outline permission at the rear of the site and adjacent to Block 4. The reserved matters application seeks a minor revision to relocate the B1/B8 employment use in to Block 1 (at ground and first floor), which is located at the front of the site. In its place, the substation will be relocated from Block 3 to the north west of the site.
- 3.1.5 A total of 75 car parking spaces (67 residential including 14 disabled bays and 8 spaces for employment use including 2 disabled bays) and 255 cycle spaces are provided.
- 3.1.6 Revisions have been made to the proposal following planning submission to ensure the development is compliant with the parameter plans, and in response to Quality Review Panel comments. These amendments are specified below:
- Removal of seventh storey (plots 103/104/105) within Block 3
  - Relocate substation to top left hand portion of the site (previously occupied by workshop)
  - Provide a 2-bedroom 3 person unit on the lower ground floor on the western side of Block 3 (former substation location)
  - Provide a 2-bedroom 4 person unit on the lower ground floor at the eastern side of Block 3
  - Enlarge plot 99 from 1 bedroom 2 person to 2-bedroom 4 person on 6th floor of Block 3

- Reconfigure refuse/cycle area in Block 2 to provide 1-bedroom 2 person unit on ground floor
- Reduce plot 29 from 3-bedroom 5 person to 2 bedroom 3 person on the ground floor eastern side of Block 2
- Amendment to Block 1 front and side elevations to define employment/commercial space including fenestration changes and stepped brickwork
- Increase the specification of paving at the front of the site to create a 'piazza' environment
- Perforated metal balconies on Block 1 front elevation

The amendments do not affect the overall number of residential units or affordable housing provision but the new housing mix is as follows:

#### Original mix

Unit Size	Tenure		Total
	Private	Affordable	
1 bedroom	28	15	43
2 bedroom	59	9	68
3 bedroom	28	5	33
<b>Total</b>	<b>115</b>	<b>29</b>	<b>144</b>

#### New mix following amendments

Unit Size	Tenure		Total
	Private	Affordable	
1 bedroom	28	15	43
2 bedroom	60	9	69
3 bedroom	27	5	32
<b>Total</b>	<b>115</b>	<b>29</b>	<b>144</b>

### Site and Surroundings

- 3.2.1 The application site is rectilinear in shape and measures approximately 140 metres deep by 55 – 85 metres wide giving a site area of approximately 9125 square metres (0.9125 hectares).
- 3.2.2 The southern part of the site is currently vacant and cleared with one large partially demolished building structure, which originally formed part of the previous 500 White Hart Lane building. The northern part of the site comprises a builder's yard with various storage structures, areas of open storage and light industrial machinery. These structures take up approximately 346sqm floor area.
- 3.2.3 Immediately north and east of the site are inter-war period residential properties on Devonshire Lane and Devonshire Gardens respectively. Immediately south of the site are a number of residential properties, a petrol filling station and also Haringey Football Club is located to the south west. Immediately west of the site is a large trade and storage warehouse called 'Screwfix'.



- 3.2.4 The original and now partly demolished 500 White Hart Lane building had previously been used for car repairs (light industrial purposes) however has been vacant since 2010. The existing vacant structure has a floor area of approximately 171 sqm. The site is located between an established residential area to the north and east, and an industrial / commercial area to the west giving rise to a mixed character. The site falls within the edge of a Locally Significant Industrial Site (LSIS) as identified in the Haringey Local Plan Proposals Map known as LSIS 17 (White Hart Lane).
- 3.2.5 The topography of the site varies meaning the northern boundary is some 8 metres higher than the southern boundary fronting White Hart Lane. Access is provided via a vehicle access on the southern boundary and a secondary service access road running along the western boundary connected to White Hart Lane. A public footpath connecting White Hart Lane to Devonshire Hill Lane runs along the eastern boundary.
- 3.2.6 The site is located approximately 1.5 km from White Hart Lane train station and is served by the W3 bus that runs between Northumberland Park rail station and Finsbury Park rail and underground station giving a Public Transport Accessibility Level (PTAL) of 2 - 3.
- 3.2. The site does not comprise any Listed Buildings and is not located within a Conservation Area.

### **3.4 Relevant Planning and Enforcement history and background**

- HGY/2018/0470 - Approval of details pursuant to condition 14 (overheating) attached to planning permission HGY/2016/0828 – pending
- HGY/2018/0469 - Approval of details pursuant to condition 13 (energy strategy) attached to planning permission HGY/2016/0828 – pending
- HGY/2018/0468 - Approval of details pursuant to condition 17 (biodiversity) attached to planning permission HGY/2016/0828 – pending
- HGY/2017/2833 - Non-material amendment following a grant of planning permission HGY/2016/0828 to amend wording to conditions 13 (energy strategy), 14 (scheme to reduce overheating) and 17 (biodiversity) – approved 13/10/2017
- HGY/2016/0828 - Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses

(Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development – approved 30/11/2016

- HGY/2013/0688 - Application for a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit. – approved 07/08/2013
- HGY/2009/2140 - Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit. – approved 12/05/2010
- HGY/2002/1376 - Demolition of existing buildings and erection of two temporary storage buildings comprising 4,047 square metres in total – approved 11/12/2002

### *Background*

#### Outline Permission

- 3.1.7 On 12<sup>th</sup> September 2016 Members of Planning Sub Committee approved outline permission including means of access (ref. HGY/2016/0828) with layout, scale, appearance and landscaping matters reserved, subject to the signing of a section 106 legal agreement.
- 3.1.8 The outline planning application was not an EIA application.
- 3.1.9 The Outline approval is for a mixed use redevelopment on 500 White Hart Lane comprising the demolition of existing buildings/structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.
- 3.1.10 Key parameters were agreed in the outline planning consent for the above mentioned development, which included parameter plans, and a design code. The approved parameter plans fixed the locations of buildings, maximum heights and width of the buildings, and building uses within the individual blocks.
- 3.1.11 The legal agreement was signed and permission issued on 30<sup>th</sup> November 2016.

#### S106 Heads of Terms

- 3.1.12 The following heads of terms were agreed under the original legal agreement attached to planning consent reference HGY/2016/0828:

- £150,000 bus contribution to TfL for bus improvements
- 29 affordable housing units (6 intermediate units – 1 x 1 bed, 3 x 2 bed and 2 x 3 bed; 17 social rent units – 12 x 1 bed, 4 x 2 bed and 1 x 3 bed; and 6 affordable rent – 2 x 1 bed, 2 x 2 bed and 2 x 3 bed)
- Contribution towards consultation on and potential implementation of parking control measures
- £15,000 footpath contribution to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan for residential and workplace
- Construction phase and occupation stage employment and skills strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within a set period the Developer may transfer to another affordable housing provider).
- The provision of a Business relocation strategy

3.1.13 This is a Reserved Matters Application following outline planning permission, and is considered against Article 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

3.1.14 This reserved matters application deals with all remaining outstanding details of the outline application proposal. Means of access was approved as part of the outline planning consent. The reserved matters considered under this application are as follows:

- appearance - aspects of a building or place which affect the way it looks, including the exterior of the development
- landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- layout - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- scale - includes information on the size of the development, including the height, width and length of each proposed building

The outline planning consent approved indicative plans (together with parameter plans and a design code), which fixed the maximum heights, widths and siting of the buildings including the location of the range of uses – retail, commercial / employment generating use and residential.

### The Sites Strategic and Regeneration Context

3.1.15 As mentioned previously in this report, the site has outline planning permission to provide a mix use residential led scheme. The scheme obtained consent in light of wider strategic considerations, which is helpful to summarise below for context.

#### *The High Road West Regeneration Scheme*

3.1.16 The High Road West Regeneration Scheme seeks to deliver a minimum of 1400 new homes and 1000 jobs and create a new residential neighbourhood and new leisure destination for North London.

3.1.17 The High Road West regeneration area spans 11 hectares. The south of the site is currently occupied by the Love Lane housing Estate and the north of the site is currently occupied by the Peacock, Nesta and Carberry Industrial Estates. To facilitate the delivery of the scheme, the 297 residents on the Love Lane Estate will need to be rehoused so that the Estate can be demolished and the 45 industrial businesses (B1/B2) located on the Industrial Estates will need to be relocated.

3.1.18 The Council has secured Housing Zone funding to support the delivery of the scheme. This funding will be contingent on the Council delivering housing and new commercial space within specific timescales. At present, the Greater London Authority (“GLA”) is expecting the first new homes to be delivered by 2019. In order to deliver these homes, the Council needs to secure vacant possession of land within the High Road West Scheme. Vacant possession will be achieved by relocating the businesses and rehousing Love Lane residents.

#### *Relocating Love Lane residents*

3.1.19 The Love Lane Estate sits between White Hart Lane Station and the THFC stadium. The agreed High Road West Masterplan envisages that the estate would be developed in an early phase of the scheme, to allow for the new public square and link between the station and the stadium to be developed, thus providing the necessary place shaping development required to raise values in the area.

3.1.20 The Council has expedited securing the rehousing of Love Lane residents and meet the assurance to maximise housing choice by building replacement homes outside of the High Road West regeneration area.

3.1.21 In developing the proposals for the site at 500 White Hart Lane, THFC (the applicant for the outline application and original site owner) undertook a consultation with the Love Lane Residents Association (“RA”). The RA committee and attending residents were supportive of the site providing new homes for Love Lane residents and were pleased with the design proposals. Residents requested that the site be developed as quickly as possible to ensure that residents are able to move

### Purchase of affordable housing units

3.1.22 29 affordable units (20% by unit) were secured in the Outline Approval. The Tottenham Regeneration Team are seeking to acquire these 29 units to;

- Support the rehousing of Love Lane residents and expedite the High Road West Scheme;
- Meet residents' desire to have an opportunity to move to this site, and
- Ensure that the Council remains the land lord of these replacement homes

3.1.23 On 12<sup>th</sup> September 2017, Haringey Cabinet resolved to purchase the 29 affordable units and to give delegated authority to officers to negotiate the acquisition based on the terms of the s106 legal agreement. The Council and applicant are in the process of agreeing the terms of this purchase.

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Tottenham Team NW
- LBH Head of Carbon Management
- LBH Design Officer
- LLBH Housing Renewal Service Manager
- LBH NHS Haringey
- LBH Housing Design & Major Projects
- LBH Arboriculture
- LBH Flood and Surface Water
- LBH Economic Regeneration
- LBH Cleansing
- LBH Nature Conservation
- LBH Parks
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Emergency Planning and Business Continuity
- LBH Street Lighting
- LBH Building Control
- LBH Drainage
- LBH Transportation Group
- LBH EHS - Noise EHS - Noise & Pollution
- London Fire Brigade
- Designing Out Crime Officer
- Arriva London
- Transport for London
- Environment Agency
- Tree Trust for Haringey

- Thames Water
- Greater London Archaeology Advisory Service

The following responses were received:

Internal:

- 1) Design Officer: No objection subject to the imposition of materials and balcony conditions.
- 2) Transportation: No objection subject to the imposition of vehicular access, street furniture and site management conditions.
- 3) Carbon Management: No objection subject to energy, sustainability and biodiversity, BREEAM and bat and box conditions and a carbon offsetting contribution (£1,800 per tonne of carbon) to deliver carbon reduction projects and programmes. (**Officer Comment:** the contribution was secured in the s106 legal agreement of the Outline Approval. A BREEAM condition (no. 15) was attached to the outline decision)
- 4) Waste Management: No objection.
- 5) Drainage Officer: No objection subject to the imposition of SuDs maintenance schedule and drainage scheme conditions.
- 6) Tree & Nature Conservation Manager: No objection subject to the imposition of biodiversity and tree conditions.

External:

- 7) Historic England (Greater London Archaeology Advisory Service): No objection subject to the imposition of a written scheme of investigation condition.
- 8) Designing Out Crime Officer: No objection subject to the imposition of Secured by Design conditions.
- 9) Natural England: No comments to add.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 447 Neighbouring properties
- 4 site notices were erected close to the site

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

Original consultation on 9<sup>th</sup> January 2018

No of individual responses: 46  
Objecting: 45  
Supporting: 1

Re-consultation on 14<sup>th</sup> February 2018 following submission of revised plans

No of individual responses: 18  
Objecting: 18  
Supporting: 0

- 5.3 The following local groups/societies made representations:

- Devonshire Hill Residents Association

- 5.4 The following Councillors made representations:

- Cllr Charles Adje
- Cllr Gideon Bull

- 5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Principle of residential-led mixed-use development on designated industrial site (**Officer Comment:** the principle has been established in the Outline Approval ref. HGY/2016/0828)
- Lack of affordable housing (**Officer Comment:** The affordable housing provision was secured in the Outline Approval and s106 legal agreement)
- Impact on local services and infrastructure (**Officer Comment:** the development will be subject to Haringey Community Infrastructure Levy CIL to raise funds to support the delivery of the infrastructure)
- Lack of parking (**Officer Comment:** the quantum of parking provision and impact on the local highway network was deemed acceptable in the outline application)
- Highway works including new pedestrian crossing (**Officer Comment:** a highways scheme to be agreed by the Highway Authority will be secured in a s278 agreement)
- Impact on bus services (**Officer Comment:** a bus contribution was secured in the s106)
- Installation of electric charging vehicle points (**Officer Comment:** a condition in accordance with the London Plan standards will be imposed to the decision)

- Height of development (**Officer Comment:** the scheme has been revised which removes the seventh storey of Block 3 and is now proposed at 6 storeys as per the approved parameter plans)
- Scale of development (**Officer Comment:** the building heights and footprints as set out in the approved parameter plans were considered deemed compatible in its local context within the outline application)
- Loss of sunlight/daylight and outlook (**Officer Comment:** this was assessed and considered marginal under the outline planning consent)
- Fencing along Eastern border: (**Officer Comment:** Final details will be secured by condition to ensure a high quality boundary treatment)
- Overlooking (**Officer Comment:** the overlooking relationship between the new and existing buildings was considered acceptable in the outline application)
- Lack of open space/amenity (**Officer Comment:** residents of the new development will have access to private and communal amenity spaces)
- Impact on public drainage (**Officer Comment:** an impact study condition (No. 11) on the existing water supply infrastructure was attached to the Outline Approval to ensure that the water supply infrastructure has sufficient capacity to cope)
- Impact on area's water pressure and quality (**Officer Comment:** as above, and a piling method statement condition (No. 12) was attached to the Outline Approval to prevent damage to subsurface sewerage and water infrastructure)
- Promote anti-social behaviour (**Officer Comment:** there is no evidence to demonstrate the new development will lead to safety and security concerns)
- Noise and disturbance (**Officer Comment:** the site lies on a road which experiences high levels of road traffic and ambient noise)
- Sustainability measures proposed (**Officer Comment:** the Council's Carbon Management Team has considered the scheme acceptable subject to conditions and a carbon offsetting contribution which was secured in the original s106 legal agreement)
- Contamination (**Officer Comment:** Condition 10 (desktop study contamination report) was attached to the Outline Approval)
- Access for fire appliances (**Officer Comment:** The London Fire Brigade commented on the Outline Approval, and considered the proposal acceptable)
- Loss of 5 poplar trees located east of the development (**Officer Comment:** These individual trees were proposed to be removed under the Outline Approval)
- Substation will block the parking (**Officer Comment:** The siting of the substation will not affect access to the individual parking bays)
- Impose a condition of maximum possible protection from dust and pollution during all demolition, construction and associated work (**Officer Comment:** a CMP condition No 8 was attached to the outline consent)



- Not carbon free development and use of CHP (**Officer Comment:** the Council's Carbon Management Team has considered the details acceptable subject to the imposition of conditions and financial contribution secured in the s106. Condition 16 of the outline consent required a minimum 35% carbon reduction)
- Roof equipment (**Officer Comment:** The details are acceptable and will be will not exceed the maximum roof heights in the parameter plans)
- Use of PV panels/green roof to all blocks (**Officer Comment:** The green roof (Blocks 1 and 3) and PV panel (Blocks 1, 2 and 3 coverage) is acceptable to meet the sustainability requirements.
- Quality Review Panel suggestion in the outline application to avoid the residential accommodation overlooking the existing warehouses beyond the site (**Officer Comment:** This recommendation was noted at the time, and the residential units orientated in this direction was considered acceptable on balance)
- BREEAM 'excellent' for non-residential building (**Officer Comment:** A BREEAM 'very good' condition No. 15 was attached to the outline consent)
- Hours of construction (**Officer Comment:** an informative in line with Environmental Health requirements will be attached)
- Site described as 'urban' in the applicant's internal daylight assessment (**Officer Comment:** The Council agrees the site is suburban, but the slight shortfall is, on balance, considered acceptable)

5.6 The following issues raised are not material planning considerations:

- Fairview Homes not listed as the applicant (**Officer Comment:** the agent acts for Fairview Homes)
- More rubbish and dog mess on the alley way (**Officer Comment:** the public footpath does not fall within the demise of the applicant's site)
- PTAL rating of the site (**Officer Comment:** this was taken into consideration by the Transportation Team in the Outline Approval and this has not changed)
- Failure to consult properly (**Officer Comment:** The LPA has notified local residents as per its statutory duty)

5.7 **Quality Review Panel:** The reserved matters scheme was presented to the Haringey Quality Review Panel on 30<sup>th</sup> January 2018. A summary of their response is set out below.

QRP comments	Comments
<i>Massing and development density</i>	
The panel understands that the massing and density of the scheme have been established by the outline planning permission.	Noted.

<i>Scheme layout and access</i>	
This is a high density development on a promising site and the panel thinks that the broad strategic moves made on scheme layout and access are successful. These include inclusion of both employment and retail space in block 1 fronting White Hart Lane. Extending retail frontage to the east elevation is a welcome revision, providing both interest and surveillance to pedestrian routes.	Noted.
The panel welcomes the initiatives taken to improve circulation routes through the development for both vehicles and pedestrians	Noted.
The panel sounds a note of caution, however, about the appearance of access to car parking, refuse collection and deliveries to the east of block 1 along White Hart Lane (see below).	The quality of finish and materials around these access areas will be secured by condition to ensure the development will be built to a high quality.
<i>Public realm and landscape design strategy</i>	
The panel welcomes revisions made to the public realm and landscape design strategy. These respond well to its previous comments.	Noted.
The panel thinks, however, that further thought is needed to the frontage of the scheme along White Hart Lane in order not to detract from the prestige sought for the development. This applies in particular to the access to car parking and servicing from White Hart Lane. This will have to be both carefully designed and well managed.	There has been an increase the specification of paving at the front of the site to create a 'piazza' Environment.
One option might be, rather than this area simply merging into the street, to incorporate it more strongly into the scheme's architecture by the inclusion of benefit the retail unit(s).	Noted.
The panel strongly advises investment in high quality, durable materials that would be resistant to staining and other damage, including, for example, granite paving.	Details will be considered at condition stage to ensure the materials and external finished will be high quality and durable.
Tree planting will contribute significantly to the softening of this area. It will also be important to ensure that trees are both robust and adequately protected.	Noted.
The panel welcomes the initiative to improve the quality of the environment of the existing north / south	Noted.

footpath that runs along the east of the site, but outside the boundary of the development.	
The proposal to replace the existing fence along this footpath with high black steel railings will better integrate the footpath, create visibility into the development, assist passive surveillance and contribute towards safety. The lighting strategy developed for the scheme can also be expected to benefit pedestrians using the footpath. The panel considers that upgrading the quality of the footpath represents a major public benefit.	Noted. A sum of £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting was secured in the Outline permission.
<i>Architectural expression</i>	
The panel repeats its broad support for the architectural expression developed for the scheme. This has a welcome simplicity.	Noted.
While a more restrained treatment works well for blocks 2, 3 and 4 that advance towards the north of the site, the panel thinks that there is scope to add distinction and personality to the elevation of block 1 fronting White Hart Lane. This will be a prominent building that announces the character and quality of the scheme overall. It should therefore be imposing and avoid any perception of the bland and ordinary.	The front and side elevations of Block 1 have been revised following feedback.
Employment and retail space is included at the lower and upper ground floor levels of block 1. The panel thinks that these uses could be expressed more strongly in the treatment of the elevation, for example, through a double / giant order, giving a more civic and less domestic feel.	This façade of Block 1 has been amended to give it more definition.
The panel suggests that adding individuality and interest to block 1 might be achieved in subtle ways, for example, in the detailed design of balconies or the detailing of the brickwork.	Perforated metal balconies is now proposed on front elevation to Block 1.
It supports an approach to fenestration that avoids extensive glazing; this will minimise the risk of overheating.	Noted.
The quality of detailed design, materials and construction will be essential to the success of the completed scheme.	Noted. These details will be considered at condition stage.
<i>Residential accommodation</i>	
This is a prestigious scheme that promises high quality residential accommodation – not least because apartments will enjoy a south facing aspect and impressive views across London.	Noted.
The panel questions whether the entrance to block 1	Noted. See below.

<p>corresponds to the quality sought for this rather grand block. The entrance currently appears unprepossessing, with a narrow corridor leading to a single lift, stairs and cycle store.</p>	
<p>The panel recommends that possibilities for making the residential entrance more generous and attractive be explored. Also, materials and finishes will have to be suitably robust and durable to withstand scuffs and scratches from cycles being wheeled in for storage, which will involve navigation of a tight corner. Detailing such as lighting will also determine how the entrance is experienced by residents.</p>	<p>Officers consider the communal entrance is sufficiently wide for residents, and it is defined by the canopy. Samples of the material will be considered at condition stage. The entrance lights are regulated by Building Control against Part M4 of Building Regulations</p>
<p>The panel considers it less than ideal that the residential refuse store is located next to the residential entrance on White Hart Lane. It notes, however, that commercial bin stores are to the side of the building.</p>	<p>Noted. Its current location is considered convenient for residents, and the Council's Waste Team raised no objection to the arrangements.</p>
<p><i>Employment space</i></p>	
<p>The panel welcomes assurances that the design of the employment space in block 1 will allow flexibility, for example, by being able to be divided into smaller spaces.</p>	<p>Noted.</p>
<p><i>Summary</i></p>	
<p>The Quality Review Panel commends the quality of the proposal for development at 500 White Hart Lane. It supports approval of the planning application, subject to some refinements. These include, in particular, adding character and distinction to the architectural expression of the block fronting White Hart Lane, including reflecting more strongly its commercial and residential uses. This prestigious block's residential entrance could be celebrated more, including with a more generous entrance lobby. The panel also recommends further consideration of the appearance of the access to car parking and servicing from White Hart Lane to ensure that this enhances rather than detracts from the quality of the scheme. It recommends specification of particularly high quality materials for the public realm along this frontage. The panel welcomes the improvements that the development will bring to the existing footpath to the east of the site. These comments are expanded above, and those made at the previous review that remain relevant are repeated for clarity.</p>	

## 6 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The reserved matters pursuant to Condition 2 of outline planning permission HGY/2016/0828 are discussed below. The condition reads:

*This permission is granted in OUTLINE, in accordance with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:*

- i) (a) appearance; (b) landscaping; (c) layout; (d) scale;*

*Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents indicating details of*

*B1) the materials to be used on all external surfaces*

*B2) details of boundary walls, fencing and other means of enclosure*

*B3) the provision for parking, loading and turning of vehicles within the site shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.*

*In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.*

## **6.2 (a) Appearance**

- 6.2.1 DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan (2016) Policies 7.4 and 7.6.

- 6.2.2 The principle of four blocks, laid out as four parallel blocks aligned in an east-west orientation was established by the outline planning consent. The detailed design of the scheme has evolved following several pre-application meetings with the Council, and a further review by the Quality Review Panel. A summary of the QRP response is in section 5.7 of this report. The proposal has been further amended following QRP and discussions with Officers. The façade articulation of Block 1 has been refined and the specification of paving at the front of the site has been increased as suggested by QRP. These changes are listed below 3.1.6 of the report.
- 6.2.3 The broad principles of elevational treatment and fenestration were established in the outline planning permission and the broad principles remain largely the same under the reserved matters.
- 6.2.4 The Design Code in the outline planning permission supported the parameter plans and set out the site layout, general composition and materials for the principal facades for the residential and employment uses. It also laid out the general strategy, soft and hard landscaping, street furniture and lighting of the external spaces. The design and layout, which is detailed below, will comply with the design code.
- 6.2.5 The proposal consists of a simple, elegant form and elevational treatment of the individual buildings, through the reduction in the number of steps in the rooflines, and with emphasis placed on creating improved distinction through materiality and detailing to clearly express the front and rear elevations of each block. The height, scale and massing of the buildings conform with the parameter plans.
- 6.2.6 The appearance of the scheme has been designed as a series of horizontal pavilions, by proposing the material palette to incorporate a darker brick plinth and to re-introduce the same brick to setback upper storeys. This brickwork treatment allows the perceived effect of the stepped massing to be reduced, and the main facades are expressed as a simple monolithic form. The White Hart Lane street frontage 'Block 1' is treated with a two storey darker brick plinth to express the function of the employment space on the lower and upper ground floors.
- 6.2.7 The window and door openings have been co-ordinated in a regular rhythm and will be made out of dark grey uPVC. They will be set in 170mm to Blocks 1-3 and 70mm to Block 4 from the main facades of each block. The architectural metalwork, which includes the balustrades, balcony structures and ancillary accommodation doors, will be grey powder coated to compliment the window and door fenestrations.
- 6.2.8 The four blocks have been sited and scaled – in terms of mass and height in such a way to correspond with the sites topography (which was essentially consented at outline application stage by virtue of the parameter plans). The

design and appearance of the buildings are complimented by high quality public realm and landscaping on the site (which is detailed further on in this report), all of which results in a development which has a high standard of design and quality visual appearance which will improve the visual amenity of the area.

*Other Issue: relocation of sub-station and employment use*

- 6.2.9 As listed above, part of the latest amendment seeks to relocate the substation from the western side of Block 3 to the north west of the site, which was originally occupied by a building for employment use under the outline planning consent. In turn, the employment use will be re-sited in the building at the front of the site adjacent to White Hart Lane. It is considered that the employment use is far better located at the front of the site for functional and accessible reasons and given that it creates an active frontage to White Hart Lane. The substation will be square in shape with a flat roof design, and measure 3.1m in width and length and 2.4m in height. Its modest scale and location tucked behind the designated parking area and within the new landscaped area surrounded by trees will ensure that it will not appear at odds in its context and development in general.

*External materials*

- 6.2.10 The principal external material is brick, recognising the clay and pottery heritage of the area. Two main brick colours are incorporated into the scheme, in a mixed honey buff, and light grey, each intended to express different elements of the facades. Officers are satisfied with these materials and a condition has been imposed requiring final brick samples to be submitted for approval.

*Details of boundary walls, fencing and other means of enclosure*

- 6.2.11 The landscaping strategy plan indicates that 1.8m high black steel railings will be installed along the eastern boundary and adjacent to the public footpath. The proposed works subject to obtaining 'Secured by Design' accreditation through a condition will be seen to enhance the general amenity, safety, and security of the existing footpath and its relationship with the application site whilst providing visual permeability to/from the footpath. Final details of the metal railings will be secured by condition.

*Public Footpath*

- 6.2.12 A financial contribution of £15,000 was secured as part of the s106 legal agreement relating to the outline planning consent, which will be used to improve the facilities for footpath users, including the footpath surfacing and lighting running along the eastern boundary of the site, which will complement the overall

boundary / fencing / enclosure treatments and improve security along this part of the site.

- 6.2.13 Officers have assessed this aspect of the reserved matters application under condition 2 and are satisfied that the general design, appearance and elevational treatment of the boundary treatments will be of high quality and would conform to the design principles of the Design Code that forms part of the outline planning consent.

### **6.3 (b) Scale**

- 6.3.1 The scale and massing of the buildings have already been established as part of the outline planning consent which includes an associated (and approved) parameter plans and design code. The proposal comprises four linear blocks. The form and massing supports the slope of the site with two of the blocks accommodating the slope with a main entrance on their south side, a floor below their garden entrance on their north side.

#### Amenity

- 6.3.2 The potential impact on the amenity of surrounding residents was assessed as part of the outline planning consent, which includes the approved parameter plans on which officers could make the assessment. The reserved matters application does not seek to extend beyond the heights or scale of the approved parameter plans therefore an assessment on the impact on the amenity of neighbouring residents in terms of daylight/sunlight/outlook is not required, but nevertheless is again summarised below.

#### *Daylight/sunlight and outlook*

- 6.3.3 Daylight/sunlight and outlook impacts on the nearest residential properties on Devonshire Hill Lane and The Green to the North, Devonshire Gardens to the East and White Hart Lane to the South were assessed and considered acceptable in the Outline Approval. A daylight/sunlight assessment report was submitted at outline stage, which confirmed the development to be within acceptable BRE standards. As the building footprint of the individual blocks will be within the Parameters and maximum +/-2.5m limit of deviation, and the maximum roof heights will not be exceeded the development will not introduce any additional or material adverse effects on the surrounding dwellings in terms of daylight/sunlight and outlook impacts.

#### *Privacy/overlooking*

- 6.3.4 The parameter plans in the outline planning application identified the properties in particular the rear gardens of Nos. 165 and 167 Devonshire Hill Lane and 167a and 167b Devonshire Hill Lane were the most affected in terms of



overlooking from the siting of Block 4 in the outline application. It was accepted that there would be some degree of impact on privacy but this could be mitigated at detailed design stage such as placing habitable rooms to the other side of the block and the use of oriel windows for example to diminish the degree of overlooking to within an acceptable degree

- 6.3.5 The north eastern corner of Block 4 was designed with the adjacent dwellings listed above in mind so to be stepped away from these properties to minimise impact. It will be part 2 storeys, part 3 storeys in height in the north-eastern corner.
- 6.3.6 The edge of the rear gardens of the addresses stated above is sited approximately between 9 to 17.5m away from the rear and side elevations of the new development, which contains first and second floor habitable room windows some of which are secondary windows. Although it was advised at outline, stage to place non-habitable rooms on the southern side of the block this could not be achieved in the detailed design given the layout of the individual units within the block (separate north and south flats located on either side of the corridor). This impact has been minimised through design interventions and landscaping mitigation and is assessed below.
- 6.3.7 Turning to the degree of impact, the two secondary north-facing first floor habitable windows of Unit 133 will face the side flank wall of 167a Devonshire Hill Lane so as to not cause any overlooking impacts on the side of this dwellinghouse. Overlooking between the rear garden of the same house and the first floor balcony of Unit 133 will be mitigated by a number of semi-mature trees proposed on the northern boundary as set out under the landscaping strategy. The overlooking impact will be even less to the rear garden at 167b Devonshire Hill Lane as it is situated further away to the north. Similarly, the rear gardens of 165 and 167 Devonshire Hill and east-facing first and second floor windows and second floor balcony of Block 4 would be separated by new semi-mature trees along the eastern boundary. In addition, the windows and balcony are also orientated at an oblique angle to the rear gardens of these properties located to the east. Although trees are proposed around the perimeter of the site it is considered that, they should be larger sized species to increase screening and improve general visual amenity. This will be secured by condition. The tree coverage will help create a defensible buffer and mitigate any incurred overlooking effects upon the Devonshire Hill Lane properties.
- 6.3.8 Overall, it is considered that the scale of development, including that of the built form, amenity impact and the quantum and mix of uses is acceptable in terms of design quality and place making, in accordance the approved parameter plans as part of the outline planning permission.

#### **6.4 (c) Landscaping**

6.4.1 A number of third parties have expressed particular concerns regarding the loss of five Poplar trees located along the north eastern boundary of the site. A local resident requested Tree Preservation Orders (TPO) be made on five Poplar trees situated on the eastern boundary of the site in 2017. A TPO prevents the cutting down, uprooting, topping, lopping, wilful damage or destruction of trees (including cutting roots) without first obtaining permission from the Council. In considering the TPO request, Haringey Council took into consideration the Outline Approval ref. HGY/2016/0828 on the same site and the tree survey, which accompanied the application, which proposed to remove these category 'C' trees. Category C trees are defined as not high quality, and on the approved parameter plans, they were indicated as "to be removed". The TPO was not made because it was the view of Council Officers that the principle of the removal of the trees had been agreed in granting the Outline permission and that the parameter plans approved for the site layout meant that the trees could not be retained given that the new buildings would be within the root spread of these trees. Nevertheless, given the views of local residents expressed in pre-application consultation, the applicant investigated the retention of these trees. The applicant concluded however that this was not possible. Given that these trees will be replaced in the landscaping proposed this is considered acceptable.

#### *New Tree and Landscape proposals*

6.4.2 Policy DM1 'Delivering High Quality Design' of the Development Management DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site. The supporting text to Local Plan Policy SP13 recognises, "*trees play a significant role in improving environmental conditions and people's quality of life*", where the policy in general seeks the protection, management and maintenance of existing trees.

6.4.3 The applicant has provided a tree report. It identifies a selection of trees outside the boundary of the site which will not be affected by the development proposals given their locations relative to the new buildings and existing fence on the northern boundary which 'acts' as a tree protection.

6.4.4 The outline scheme approved indicates the removal of the existing and surveyed trees (group of Poplar trees in the northeast corner and a Sycamore centrally within the site). The loss of the trees was not objected to and is considered justified. The proposed route through the site is defined and characterised by trees, hedges and beds of ground cover planting to reduce the 'hard' visual impact of the road / route. The areas between formal gardens and general hard landscaping will be landscaped to improve usability and enhance the public spaces. Details and specifications of the landscape proposals are shown on the landscaping strategy plan ref. 1917/01 Rev S, which is included within the appendices of the report.

- 6.2.1 The planting scheme includes 120 new trees, some of which are semi-mature specimens, which will provide immediate impact. Although trees are proposed along the boundaries it is considered that these should be larger sized species around the perimeter of the site and especially along the White Hart Lane frontage. Further details of the specimens themselves will be sought by imposition of condition. The variety of new trees will help to mitigate the loss of the existing trees, improve screening of the site, while also enhancing the quality of life for future residents. The majority of new trees will be native species, which will greatly increase the biodiversity value of the site, and allied with landscape management plan to ensure the general maintenance of the trees it will be in accordance with Policy DM1 of the Development Management Plan DPD 2017 and Local Plan Policy SP13.
- 6.4.5 A number of measures are proposed to mitigate the impact on existing biodiversity and to improve the site in the future to ensure biodiversity is enhanced. Mitigation measures include the installation of two new Schwegler bat boxes. This provision should be increased and be secured by planning condition. The planting of the new trees, hedgerows and shrubs in addition to green roofs creates a quality landscaped area for the site. These measures will also support wildlife and general biodiversity value at the site in meeting Local Plan Policy SP13 and DM Policy DM21.
- 6.4.6 A number of SuDs mitigation measures are proposed as part of the landscaping scheme including: permeable paving, attenuation tanks and green living roofs. Final detailed drainage design will be sought by planning condition.
- 6.4.7 Officers have assessed the landscaping proposals and are satisfied that the proposal will enhance the biodiversity at the site, and deliver a high quality of public realm and shared amenity space for residents throughout the year in accordance with the broad principles set out in the Design Code that was approved as part of the outline planning permission.

## **6.5 (d) Layout**

- 6.5.1 The general principle of configuration of buildings on the site and its relationship to the buildings and spaces outside the site was established in the approved Parameters and Design Code. The residential accommodation was divided between four 'pavilion' buildings, set on a predominantly east-west axis, and sited one behind another throughout the depth of the site. Block 1 (South) relates to the footprint of the historic 'Direct Mineral Water Suppliers' building, which once occupied the street frontage of the site alongside the 'Coles Pottery' site to the West. The middle Blocks 2 and 3 reflect the geometry of the urban pattern of Devonshire Gardens to the East, and the commercial properties on White Hart Lane to the West. Block 4 (North) relates to the original primary site geometry where it interfaces with residential properties on The Green to the North.

- 6.5.2 The building footprint of the four individual blocks proposed in the reserved matters application will be within the parameters and maximum +/-2.5m limit of deviation set under the outline consent.
- 6.5.3 Access to the site is from the South East corner from White Hart Lane. The circulation route through the site runs alongside the East elevations of the Blocks 1 and 2, then laterally across the site in between Blocks 2 & 3, and then North again along the Western boundary to the side of Blocks 3 & 4 before ending on the Northern side of Block 4. Residential communal open spaces accessed via secondary circulation routes from the sides are proposed between the pair of buildings: Blocks 1 and 2 and Blocks 3 and 4. The access route and open spaces follows the design principles and site layout as laid out in the Design Code of the outline permission and creates a high quality development, which is respectful of its surrounding buildings, the public footpath to the east and its local context generally.

*Quality of accommodation*

- 6.5.4 London Plan 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. Haringey Local Plan Policy SP2 and Policy DM12 of the Development Management DPD reinforce this approach. The Mayor's Housing SPG and the National Described Space Standards sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.5.5 In assessing the proposal against the above requirements, all the individual dwellings meet the space standards as set out in the London Plan.
- 6.5.6 The London Plan further gives guidance on the minimum individual room sizes and amenity space for the residential development proposals. All the separate rooms and amenity space of all units would meet the London Plan individual space standards. There is no single aspect, north-facing flats in the development. As such, the development is considered to deliver a high quality residential living environment.

*Internal daylight/sunlight*

- 6.5.7 In support of the reserved matters application, the applicant has provided a daylight report to analyse the Average Daylight Factor (ADF) of the individual rooms in the development. The ADF calculates the average illuminance within a room. The BRE guidance and British Standard sets the following recommended ADF levels for habitable room uses: 1% Bedrooms; 1.5% Living Rooms; and 2.0% Kitchens

6.5.8 The study concludes only 10 out of 430 (2%) will be below the threshold, and this is due to the balcony/terrace areas in the lower floors. Given that only 2% of the dwellings fall below the threshold (and that the standard is a recommendation and not a strict requirement), and nevertheless will still receive daylight, this shortfall is, on balance, considered acceptable.

6.5.9 Overall, it is considered that the development as a whole provides an acceptable level of residential accommodation for future occupants in accordance to Local Plan Policy SP2, London Plan Policy 3.5, and the Mayor's Housing Supplementary Planning Guidance and the National Described Space Standards.

#### *Accessibility*

6.5.10 14 wheelchair accessible units (out of 144 dwellings in total) are provided which required at least 10% of all dwellings to be wheelchair accessible or easily adaptable for wheelchair use against (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015). These accessible units are distributed across several blocks, and are located as follows:

- Plots 33, 38, 44, 50, 56 & 62 are 1 bedroom 2 person M4 (3) 2(a) adaptable units in Block 2 (private);
- Plots 36, 42, 48, 54 & 60 are 2 bedroom 4 person M4 (3) 2(a) adaptable units also in Block 2 (private);
- Plot 81 is a 1 bedroom 2 person M4(3)2(a) adaptable unit in Block 3 (private);
- Plots 128 & 132 are 1 bedroom 2 person M4 (3) 2(b) fully adapted units in Block 4 (HA).

6.5.11 The wheelchair accessible units will have a disabled parking bay each, and have been designed to Part 4M (3) of Building Regulations to incorporate the following features:

- 1500mm clear space provided in fl at entrance corridor;
- Minimum width of hallways provided at 1050mm, or 1200mm where doorways are not approached head on;
- Doors to have clear with of 850mm;
- Wheelchair storage and transfer space provided, at 1100mm deep and 1700mm width, with a 1200mm clear zone provided in front of this;
- Wheelchair storage space to have power socket; and
- WCH compliant kitchens, bedrooms, bathroom facilities and adequate circulation space

6.5.12 Officers have assessed the layout of wheelchair accessible units and the parking bays and are satisfied with the design requirements of Part M4 (3) in providing an accessible environment for wheelchair users.

- 6.5.13 The remaining residential units (90% or 130 units) will be required to comply with the former Lifetime Homes Standards and Approved Document M4 (2) of the Building Regulations (ADM) to ensure any new housing development is suitable for the disabled users. The Design and Access Statement and supporting documents need to set out the applicant's proposals and commitment to inclusive design in accordance with London Plan Policies 3.5, 3.8, 7.2 and 7.6 and Local Plan Policy SP2.
- 6.5.14 The applicant has recognised the need to meet former Lifetime Homes and Approved Document M4 (2) of the Building Regulations in their design and access statement submission.
- 6.5.15 In assessing the development against the requirements level, access entrance doors and wide corridors have been provided for with 300mm leading edge to all doors. All entrances will be illuminated and covered. The bathrooms have been designed for ease of use and low level glazing to living areas are proposed to create an inclusive living environment for the wider community in meeting the above policy framework.
- 6.5.16 A condition is recommended to be imposed on any grant of permission in order to ensure 90% of the dwellings (non-wheelchair accessible units) will be fully compliant to Approved Document M4 (2) 'accessible and adaptable dwellings' of the Building Regulations (ADM).

*Open space/ play space*

- 6.5.17 London Plan Policy 3.6 seeks to ensure that development proposals that include housing include adequate provision of play and informal recreation space, based on the expected child population generated by the scheme and an assessment of future needs. Local Plan Policy SP13 and DM Policy DM12 requires development sites that are located within areas that are identified as having open space deficiency to contribute to the provision or improvement of open spaces. The development should provide a minimum of 3 sqm per child (with an aspirational target of 10 sqm).
- 6.5.18 Using the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', it was anticipated that the outline application for 144 units would have yielded 120 children for the provision of play space for under-five's on-site. This equated to a minimum provision of 360sqm.
- 6.5.19 The detailed quantum of children's play space is provided under this reserved matters application, and is in the form of three themed areas within the courtyard gardens: 'Seashore' (sea blue and sand coloured surface with boulders and a wigwam); 'Story one' (play boulders on a sand coloured surface); and 'Village' (wigwams on sand coloured surface and a picnic table. An adventure trail of natural play features for older children along the eastern boundary is also

provided. The quality and quantity of children's play space is acceptable in offering play opportunities for young children and meeting the above open space and play space policies.

*Parking, loading and turning of vehicles within the site*

- 6.5.20 The Outline planning consent included Means of Access, which was acceptable in principle. Details considered included trip generation, principle of creating the vehicular access and linking to the public footpath, including car parking ratio and cycle parking provision. Financial contributions were secured in the s106 Agreement as part of the outline planning consent for bus and footpath/lighting improvements and towards consultation on parking control measures.
- 6.5.21 The outline planning consent also placed an obligation on the applicant to enter into a s278 agreement with the Local Highway Authority. Full details of the highway scheme have yet to be agreed, but they covered mainly: raised entry junction treatment and kerb alignment including tactile pavement for Devonshire Gardens junction to enhance the public realm/walking conditions for pedestrians; and the relocation of bus stop on White Hart Lane. Following a number of recent car accidents on White Hart Lane near the site, local residents have requested a new pedestrian crossing to improve highway safety. The applicant has committed to this, and these works will be included within the final s278 agreement and highway scheme.
- 6.5.22 The outline planning consent requires details of parking, loading and turning of vehicles within the site to be submitted as part of the reserved matters
- 6.5.23 A total of 75 car parking spaces (67 residential including 14 disabled bays and 8 spaces for employment use including 2 disabled bays) which accords with the requirements of the outline planning consent.
- 6.5.24 Access into the site, which has already been approved as part of the outline planning consent, is obtained on White Hart Lane, and a designated area is set back to enable parking to the front along the eastern boundary. The design of access road ensures loading and turning of vehicles can be accommodated on site. Final details of car parking and loading/unloading facilities are required under a separate planning condition No. 5 attached to the outline consent.
- 6.5.25 Although some details have been provided, the operation of the access gates as proposed may conflict with the parking spaces and manoeuvring in and out of them especially those located to the front. Further details to be submitted at condition stage are therefore required to avoid waiting and turnings of traffic interfering with the safe and free flow of vehicular and pedestrian traffic using this section of White Hart Lane.

*Designing out crime*

- 6.5.26 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and DM Policy DM2 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.
- 6.5.27 The Designing Out Crime Officer has reviewed the detailed design as part of this reserved matters application and raised no objection subject to the imposition of Secured by Design conditions.
- 6.5.28 A condition is also recommended to be imposed on any grant of permission in order to obtain 'Secured by Design' accreditation at pre-commencement and pre-occupation stages.
- 6.5.29 The layout of the new development is considered to be acceptable and in accordance with the Design Code and the associated parameters set out in the outline planning permission.

## **6.6 Conclusion**

- 6.6.1 Members of the Planning Sub-Committee on 12<sup>th</sup> September 2016 resolved to grant outline permission (reference. HGY/2016/0828) for redevelopment of the site at 500 White Hart Lane to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. This permission was subject to the signing of a section 106 Legal Agreement, and it was signed on 30<sup>th</sup> November 2016.
- 6.6.2 The Outline Application dealt with the principle of development and the means of access. Key parameters were also agreed as part of the approved Parameter Plans and the Design Code. These elements included maximum heights and width of buildings; the general location of the buildings; the number of units; access arrangements; the level of parking; the level of affordable housing (29 units) and financial contributions secured in an s106 Legal Agreement.
- 6.6.3 This is a reserved matters application with regards to layout, scale, appearance and landscaping. These details have been reviewed by Officers, and are considered to be in accordance with the parameters and Design Code agreed under the Outline Approval.
- 6.6.4 The details provided demonstrate that the development will be of a good quality in terms of its visual appearance subject to conditions.



- 6.6.5 The scale and layout is appropriate and is considered sufficient to create a good standard of accommodation for future residents, and avoid any unacceptable off-site impacts that may have a negative effect on the amenity of neighbouring sites. The proposal subject to a condition requiring details of the access gates and site management will not prejudice road users or pedestrian using the adjacent highway network.
- 6.6.6 The landscaping of both the public and private areas is considered to be of a good standard and would ensure that a quality environment within and around the periphery of the development is delivered whilst enhancing the biodiversity at the site.
- 6.6.7 The details also adequately demonstrate that the proposal will be accessible to wheelchair users and those with mobility difficulties.
- 6.6.8 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **7.0 CIL**

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £533,345.89 (13,069sqm x £35 x 1.166) and the Haringey CIL charge will be £213,286.08 (13,069sqm x £15 x 1.088). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 00-001, 00-002 Rev P1, 00-101 Rev P1, 00-102 Rev P1, 00-111 Rev P1, 00-112 Rev P1, 00-113 Rev P1, 20-201 Rev P1, 20-202, 20-203, 20-211 Rev P1, 20-212 Rev P1, 20-221 Rev P1, 20-222 Rev P1, 20-223 Rev P1, 20-231, 20-232, 20-233, 20-234, 20-235, 20-236, 25-201 Rev P1, 25-202 Rev P1, 25-203 Rev P1, 25-211 Rev P1, 25-212 Rev P1, 25-213 Rev P1, 25-221 Rev P1, 25-222 Rev P1, 25-223 Rev P1, 25-231 Rev A, 25-232 Rev A, 25-233 Rev A, 26-201, 26-202 Rev P1, 26-203 and MCA 1917/01 Rev S

Subject to the following conditions:

1. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

00-001, 00-002, 00-101 Rev P1, 00-102 Rev P1, 00-111 Rev P1, 00-112 Rev P1, 00-113, 20-201 Rev P1, 20-202, 20-203, 20-211 Rev P1, 20-212 Rev P1, 20-221 Rev P1, 20-222 Rev P1, 20-223 Rev P1, 20-231, 20-232, 20-233, 20-234, 20-235, 20-236, 20-241 Rev P1, 25-201 Rev P1, 25-202 Rev P1, 25-203 Rev P1, 25-211 Rev P1, 25-212 Rev P1, 25-213 Rev P1, 25-221 Rev P1, 25-222 Rev P1, 25-223 Rev P1, 25-231 Rev A, 25-232 Rev A, 25-233 Rev A, 25-241 Rev P1, 26-201, 26-202 Rev P1, 26-203 and MCA 1917/01 Rev S

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

2. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity

3. No development shall commence until details of the balcony screens have been submitted to, and approved in writing by the Local Planning Authority. The screen shall be erected in accordance with the approved details before the first use of the balcony and thereafter retained as such.

Reason: In the interest of visual amenity.

4. No development shall commence until full details of hard landscape works have been submitted to, and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; hard surfacing materials; minor artefacts and structures (e.g. furniture, Electrical Vehicle Changing points, signs, lighting etc.)

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. No development shall commence until full details of species and variety of trees around the perimeter of the site have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees shall then be planted in strict accordance of the details so approved shall then be maintained as such thereafter.

Reason: To improve the visual amenity at the site and to safeguard amenity.

6. Prior to the occupation of the development hereby approved details of granting access to others, and vehicle access gates shall be submitted to, and approved in writing by the Local Planning Authority. Details shall include appointing the Site Management Company, how the gates will operate especially for refuse and recycling vehicles, deliveries and servicing, and demonstrate that the operation of the gates will not conflict with movements in/out of the car parking spaces.

Reason: To ensure the development does not prejudice the safe and free flow of vehicular and pedestrian traffic on White Hart Lane.

7. Prior to occupation of the development hereby approved, 20% of car parking shall be provided with electric vehicle charging infrastructure, with a further 20% allocated for passive provision.

Reasons: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles.

8. No development shall commence until a Stage 1 written scheme of investigation (WSI) has been submitted to, and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Written schemes of investigation will need to be prepared, and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations.

9. a) The development shall deliver the Energy measures as set out in Energy Statement of 500 White Hart Lane, by Low Carbon Energy Consultancy Ltd. Dated 19th December 2017.

The development shall be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% reduction beyond BR 2013. This shall include:

- A single heating and hot water system, powered by a single energy centre and serving all units (residential and non-domestic) on the site;
- The 46 kW of PV system requires 690 m<sup>2</sup> of flat roof area (including access) to accommodate the estimated PV capacity

The equipment and materials to deliver this standard shall then be maintained as such thereafter.

Confirmation of these measures and standards being achieved must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.

b) Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.

Reason: To comply with London Plan Policy 5.2 and local plan policy SP: 04

10. Details of the construction standard of the site wide energy network and its ongoing operation shall be confirmed to the Council 3 months prior to any works commencing on site. These details shall include:

- a) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and
- b) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme, and that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. The Heat Trust Scheme standards and

membership shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.

Reason: To ensure the facility and associated infrastructure are provided

11. a) The development shall deliver the sustainability measures as set out in the Sustainability Statement, 500 White Hart Lane, Low Energy Consultancy Ltd, dated 19th Dec 2017.

The development shall then be constructed in strict accordance of the details so approved shall then be maintained as such thereafter.

b) In the event that the development fails to deliver the agreed measures on the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development

12. No development shall commence until details of the living roof is submitted to, and approved in writing by the Local Planning Authority. Details shall include the following:

- A roofs plan identifying where the living roofs will be located;
- Confirmation that the substrates depth ranges of between 120mm and 150mm across all the roofs;
- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self-colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The livings roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.

The living roofs shall then be carried out strictly in accordance with the details approved by the Council, and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall

13. a) The development shall deliver the Biodiversity objectives and the features as set out in Biodiversity Enhancement Study by Ecology Solutions (dated December 2017).

This will include:

- 5 Schwegler bat boxes on new buildings facing between south and east orientations
- 4 Schwegler Swift boxes facing between the north and east orientations of the buildings
- 4 Schwegler Sparrow Terrace boxes facing between the north and east orientations of the buildings
- New vegetation on the site that supports foraging and commuting for bats and breeding and foraging for birds

The development shall then be constructed in strict accordance of the details so approved, and shall provide evidence of these measures to the Local Planning Authority no more than 3 months after construction.

Once installed these measures shall be maintained as such thereafter.

b) In the event that these measures are not installed, a full schedule and costings of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for our written approval within 4 months of completion on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity

14. No development shall commence until a detailed maintenance schedule for the SuDs has been submitted to, and approved in writing by the Local Planning Authority. Details shall include the arrangements for the adoption by an appropriate public body or statutory undertaker, management and maintenance by a 'Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To ensure the future maintenance of the surface water drainage system.

15. No development shall commence until drainage works have been carried out in accordance with final detailed drawings to be submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the approved development.

16. At no time shall any amplified speech or music (associated with the non-residential uses) generated from the site be audible within the adjoining residential premises.

To prevent loss of amenity to neighbouring residential premises due to noise generated from the commercial premises.

17. Prior to the first use of each commercial element within the scheme hereby approved details of the hours of use shall be submitted to, and approved in writing by the Local Planning Authority. The commercial floor space shall then be operated in accordance with these hours

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

18. Prior to the first occupation of the A3 unit hereby approved details of the external flue/mechanical equipment shall be submitted to, and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of nearby residential occupiers.

19. No development of each building or part of a building shall commence until details shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate that such building or such part of a building and development site will achieve full 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Reason: To ensure the development is compliant to 'Secured by Design' standards

20. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.

Reason: To ensure the development achieves 'Secured by Design' standards accreditation.

21.90% of all residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of 'accessible and adaptable dwellings'.

22. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any of the hereby approved buildings. The proposed flat development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to, and approved in writing by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

**Informatives:**

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

INFORMATIVE: CIL: Based on the information given on the plans, the Mayoral CIL charge will be £533,345.89 (13,069sqm x £35 x 1.166) and the Haringey CIL charge will be £213,286.08 (13,069sqm x £15 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

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



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

INFORMATIVE: London Fire Brigade: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: Surface Water Drainage: It is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

INFORMATIVE: Archaeology: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

INFORMATIVE: s278: All works on or associated with the public highway be carried out by Council's Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: Advertisements: Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

INFORMATIVE: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for each building or phase of the development and accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.

INFORMATIVE: A bat sensitive lighting scheme must be considered for the site, to minimise the potential impacts on foraging or commuting bats that use the site. Guidance for this scheme is provided by the Bat Conservation Trust within their guidance document Bats and Lighting (Stone, 2013).

Appendix 1 Consultation Responses from internal and external agencies

<b>Stakeholder</b>	<b>Question/Comment</b>	<b>Response</b>
<b>INTERNAL</b>		
<b>Transportation</b>	No objection subject to access and hard landscaping conditions.	As per conditions 4, 5 and 6.
<b>Design Officer</b>	No objection subject to materials and balcony conditions.	As per conditions 2 and 3.
<b>Waste Management</b>	No objection.	Noted.
<b>Drainage Officer</b>	No objection subject to SuDs maintenance schedule and drainage scheme conditions.	As per conditions 13 and 14.
<b>Carbon Management</b>	No objection subject to energy, sustainability and biodiversity, BREEAM and bat and box conditions and a carbon offsetting contribution	As per conditions 8, 9, 10, 11 and 12. The contribution was secured in the original s106, and a BREEAM condition (no. 15) was attached to the outline decision.
<b>Tree &amp; Nature Conservation Manager</b>	No objection subject to a tree condition.	As per condition 4.
<b>EXTERNAL</b>		
<b>Historic England (Greater London Archaeology Advisory Service)</b>	No objection subject to a written scheme of investigation condition.	As per condition 7.
<b>Transport for London</b>		
<b>Designing Out Crime Officer</b>	No objection subject to Secure by Design accreditation conditions.	As per conditions 18 and 19.
<b>NEIGHBOURING PROPERTIES</b>		
	Principle of residential-led mixed-use development on designated industrial site	The principle has been established in the Outline Approval ref. HGY/2016/0828
	Lack of affordable housing	The affordable housing provision was secured in the Outline Approval and s106 legal agreement.

Stakeholder	Question/Comment	Response
	<p>Impact on local services and infrastructure</p> <p>Lack of parking</p> <p>Highway works including new pedestrian crossing</p> <p>Impact on bus services</p> <p>Installation of electric charging vehicle points</p> <p>Height of development</p> <p>Scale of development</p> <p>Loss of sunlight/daylight and outlook</p>	<p>The development will be subject to Haringey Community Infrastructure Levy CIL to raise funds to support the delivery of the infrastructure.</p> <p>The quantum of parking provision and impact on the local highway network was deemed acceptable in the outline application.</p> <p>A highways scheme to be agreed by the Highway Authority will be secured in a s278 agreement.</p> <p>A bus contributions was secured in the s106</p> <p>As per condition 6.</p> <p>The removal of the seventh storey of Block 3 will ensure the development to be within the maximum 6 storeys as per the approved parameter plans.</p> <p>The building heights were deemed compatible in its local context within the outline application.</p> <p>This was considered acceptable in the outline application.</p> <p>As per condition 4.</p>

Stakeholder	Question/Comment	Response
	<p>Fencing along Eastern border</p> <p>Overlooking</p> <p>Lack of open space/amenity</p> <p>Impact on public drainage</p> <p>Impact on area's water pressure and quality</p> <p>Promote anti-social behaviour</p> <p>Noise and disturbance</p> <p>Sustainability measures proposed</p> <p>Contamination</p>	<p>The overlooking relationship between the new and existing buildings was considered acceptable in the outline application.</p> <p>Residents of the new development will have access to private and communal amenity spaces.</p> <p>As per condition 14.</p> <p>A piling method statement condition (No. 12) was attached to the Outline Approval.</p> <p>There is no evidence to demonstrate the new development will lead to safety and security concerns.</p> <p>The site lies on a road which experiences high levels of road traffic and ambient noise.</p> <p>The Council's Carbon Management Team has considered the scheme acceptable subject to conditions and a carbon offsetting contribution which was secured in the original s106 legal agreement</p> <p>Condition 9 (desktop study contamination report) was attached to the Outline Approval.</p> <p>The London Fire Brigade commented on</p>

Stakeholder	Question/Comment	Response
	<p>Access for fire appliances</p> <p>Loss of 5 poplar trees located east of the development</p> <p>Fairview Homes not listed as the applicant</p> <p>More rubbish and dog mess on the alley way</p> <p>PTAL rating of the site</p> <p>Hours of construction</p>	<p>the Outline Approval, and considered the proposal acceptable.</p> <p>These individual trees were proposed to be removed under the Outline Approval.</p> <p>The agent acts for Fairview Homes.</p> <p>The public footpath does not fall within the demise of the applicant's site.</p> <p>This was taken into consideration by the Transportation Team in the Outline Approval</p> <p>An informative will be attached</p>

