

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/3020

Ward: Noel Park

Address: Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ

Proposal: Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 18 storeys. Mixed use development comprising 10,657 sq.m (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access. This application is accompanied by an Environmental Impact Assessment.

Applicant: Mr Ian Dubber Workspace Group Plc

Ownership: Private/Council

Case Officer Contact: Wendy Robinson

Site Visit Date: 23/11/17

Date received: 20/10/2017 **Last amended date:** 08/03/2018

Drawing number of plans:

Plans:

PL003, PL700, PL500 - PL508 inclusive, SK600A, SK601A, SK602A, SK604A, SK605A, SK605AA, SK605BA, SK605CA, SK606A, SK606AA, 0306 031, 0306 020, and PL5294-01 - PL5294-05 inclusive received 20/10/17, PL010B, PL011B, PL-BA-BF-100B - PL-BA-BF-106B inclusive, PL-BB-099B - PL-BB-114B inclusive, PL-BE-BD-101B - PL-BE-BD-109B inclusive, PL-BE-BD-110 - PL-BE-BD-113 inclusive, PL-BD-200B, PL-BD-201B, PL-BD-203B, PL-BE-200B, PL-BE-203B, PL-BF-200B, PL-BF-201B, PL-BF-203B, L33-01B - L 33-04B inclusive, and L33-06B received 21/02/18, PL-BA-201C, PL-BA-202C, PL-BA-203C, PL-BB-115C, PL-BB-116C, PL-BB-117B, PL-BB-200C - PL-BB-203C, PL-BD-202C, PL-BE-202C, PL-BF-202C received 02/03/18 and PL-BE-BD-100C and PL-BE-201D received 08/03/18

Supporting documents:

Planning Statement prepared by Barton Willmore and dated 10/17, Existing Floorspace Schedule, Aboricultural Impact Assessment Report prepared by Sharon Hosegood

Associates and dated 09/17, Flood Risk Assessment prepared by Furness Partnership and dated 10/17, Phase 1 Environmental Desk Study prepared by Furness Partnership and dated 10/17, Structural Engineer's Stage 2 Report made by Furness Partnership and dated 10/17, and Environmental Statement (Volume 1 - 4 inclusive) prepared by Barton Willmore and dated 10/17 received 20/10/17, Flood Risk Assessment prepared by Furness Partnership and dated 02/18, Block B Residential Acc. Schedule Rev J, Block E Residential Acc. Schedule Rev H, Summary Commercial Acc. Rev H, Energy Statement prepared by Etude and dated 02/18, Sustainability Statement prepared by Etude and dated 02/18, Utilities Statement prepared by Furness Green Partnership and dated 02/18, Statement of Community Involvement prepared by Meeting Place Communications and dated 02/18, and Environmental Statement Addendum prepared by Barton Willmore and dated 02/18 received 21/02/18, Wind Microclimate Statement of Conformity prepared by RWDI and dated 02/18 and letter correspondence from T Rogan-Lyons, GL Hearn to V Bullock, Barton Willmore and dated 16/02/18 re. Daylight and sunlight amenity Coburg notional scheme received 22/02/18, Evaluate Infographic CL13351 prepared by Lichfields and dated 02/18, Block D Residential Acc. Schedule Rev J, Non-Residential Floorspace Schedule Rev C Design and Access Statement Addendum 002.2 prepared by Barton Willmore and dated 02/18, Summary Residential Acc. Schedule Rev L, received 02/03/18, and Commercial Strategy prepared by Workspace and dated 01/18 received 08/03/18. This application is before at Planning Sub-Committee because it is a major development with some land under Council ownership thus is required to be reported to the Sub-Committee under the Council's constitution.

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle, as it meets the land use requirements of the Site Allocation DPD SA19 and emerging Wood Green AAP WGSA21;
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future;
- The minimum overall affordable housing proposal of 35% by habitable rooms is judged to be above the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable;
- The development would include two high quality tall buildings that respect the visual quality of the area, including key local views, and on balance have an acceptable impact on local heritage assets;
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use and vibrant neighbourhood;
- The scheme will make a contribution to the quality of the public realm;

- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, and privacy;
- The development would provide an adequate number of appropriately located car and cycle parking spaces;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability; and
- The application is acceptable for all other reasons as described below.

3. RECOMMENDATION

- 3.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 3.2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 3.3. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 9th May 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 3.4. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Minimum B1 Employment floorspace
- 4) Use class restrictions
- 5) Use hours
- 6) Materials to be approved
- 7) Site parking management plan
- 8) Cycle parking design

- 9) Electric charging facilities
- 10) Delivery and Servicing Plan and Waste Management Plan
- 11) Network Rail Glare Study
- 12) External lighting
- 13) Crossrail 2 operations protection
- 14) Piling method statement
- 15) Construction hours
- 16) Hard/soft landscaping
- 17) Sustainable drainage details
- 18) Drainage Management Maintenance Schedule
- 19) Revised air quality assessment
- 20) Chimneys
- 21) Combustion and energy plan
- 22) Contamination 1
- 23) Contamination 2
- 24) Management and control of dust
- 25) Non-road mobile machinery
- 26) Non-road mobile machinery inventory
- 27) Decommissioning of abstraction well(s)
- 28) Secured by Design accreditation/certification
- 29) Wind and micro-climate clarification strategy
- 30) Internal noise levels
- 31) Sound insulation – residential
- 32) Sound insulation – commercial
- 33) Plant noise restriction
- 34) Boiler facility
- 35) Construction standard of energy network
- 36) Confirmation of achieving energy efficiency standards and carbon reduction targets
- 37) BREEAM and home quality
- 38) Overheating
- 39) Accessible dwellings
- 40) Wheelchair unit provision
- 41) Central satellite dish
- 42) Broadband
- 43) Business and Community Liaison Construction Group

Informatives

- 1) Section 106 legal agreement
- 2) Positive and proactive
- 3) CIL liable
- 4) Street Numbering
- 5) Sprinklers
- 6) Surface water drainage
- 7) Thames water
- 8) Groundwater

- 9) Minimum pressure
- 10) Asbestos
- 11) Crossrail
- 12) Commercial waste collections

Section 106 Heads of Terms:

- 1) Affordable Housing
 - No less than 35% based on habitable rooms (72 affordable housing units; 32 London affordable rent and 40 London living rent);
 - Early and late stage viability reviews to be undertaken.
 - Any additional affordable housing uplift to be provided onsite;
- 2) Affordable Commercial Rent
 - Provision of 1,014m² of B1 Use Class in Block E let at 25% average market rent (£20);
 - Reasonable endeavour obligation to offer a first refusal period of six months post completion to Collage Arts to occupy this space;
- 3) Business Continuity Fund
 - £500,000 to be set aside and provided to existing customers support with reasonable relocation expenses
- 4) Considerate Contractors Scheme
- 5) Local Labour and Training
 - Employment skills plan to ensure local labour provisions and not less than 20% of those employed are residents of LB Haringey;
 - 25% of the LB Haringey residents employed shall be full-time apprenticeships;
 - End User Skills Training financial contribution of £231,432 towards LB Haringey's Employment and Recruitment Partnership's activities;
 - Designate a named contact to ensure efficient management and supply of local Council residents for employment and training opportunities.
 - Work with the Haringey Employment and Recruitment Partnership, who will provide and prepare the said Council residents for all employment and training opportunities.
- 6) Residential Travel Plan
 - Within six months of first occupation at Travel Plan for the approved residential uses shall be submitted to and approved in writing;
 - The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of five years;

- Provide welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident;
- Establish or operate a car club scheme, which includes the provision of two car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds) in credit per year for the first two years. And enhanced car club membership for the family sized units (three plus bed units) including three years membership £100 (one hundred pounds) per year from membership for three years;
- Provision of Travel Information Terminals erected at strategic points within the development, which provides real time travel information;
- Include specific measurements to achieve the 8% cycle mode share by the 5th year;
- Financial contributions of £2,000 (two thousand pounds) per year for a period of five year for monitoring of the travel plan initiatives.

7) Commercial Travel Plan

- Submission of Travel Plans for the commercial aspect of development
- The developer must appoint a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of years;
- Provide welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team;
- The developer will be required to provide, showers lockers and changing room facility for the work place element of the development;
- Establish or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, two years' free membership for all commercial units;
- Financial contributions of £2,000 (two thousand pounds) per year for a period of five year for monitoring of the travel plan initiatives.

8) Parking Control Measures

- Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land. The developer must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO;
- Financial contribution of £23,000 (twenty three thousand pounds) towards CPZ design and consultation for the roads to the north of the site which are not currently controlled and within walking distance.

9) Bus Route Diversion

- Financial contribution of £200,000 (two hundred thousand pounds) towards securing two bus routes to serve the development and enhance the connectivity to the existing bus network.

10) Public Realm Improvements

- Financial contribution of £150,000 (one hundred and fifty thousand pounds) towards works to the pedestrian realm in the locality, including:
 - Penstock Foot path
 - Haringey Park Road
 - Mayes Road
 - Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road

11) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)

- Submission of Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for approval three months prior to construction works commencing onsite

12) Car Parking Management Plan

- Submission of a document that demonstrates allocation and management of the onsite car parking spaces including wheel chair accessible car parking spaces to the front of the building and the five commercial car parking spaces;
- The residential car parking spaces must be allocated in order of the following priorities regardless of tenure:
 - Parking for the disable residential units 10% of the total number of units proposed – wheel chair accessible car parking spaces
 - A minimum of one wheel chair accessible car parking space for the commercial element of the development
 - Family sized units three+ bed units
 - Two bed four person units
 - Two bed units
 - One bed units and studios

13) Carbon Offsetting

- £274,720 toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.

14) Tree replacement

- £10,000 towards planting two street trees in the local area.

15) Public Art

- £50,000 to be set aside for the funding of public and artist designed public art with transparent processing for commissioning.

16) Retention of Architects

17) Monitoring fee

- Pay the monitoring fee contribution – 5% of the total contributions up to a maximum sum of £20,000.

Section 278 Heads of Terms:

- 1) A developer contribution of approximately £549,533 (five hundred and forty nine thousand, five hundred and thirty three pounds) for offsite highway works, not including any statutory utilities works, to be paid upon implementation of the planning permission
- 3.5. That, in the absence of the agreement referred to in resolution (3.1) above being completed within the time period provided for in resolution (3.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing the provision of onsite affordable housing the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
 2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, and Policy DM31 of the Development Management DPD.
 3. The proposed development, in the absence of a legal agreement securing confirmation of the service delivery standards contract and waste management to the proposed residents would have a detrimental impact on neighbouring amenity, character and appearance of the development and the local area, and local ecology and biodiversity. As such, the proposal would be contrary to London Plan policies 7.4, 7.5 and 7.19, Local Plan Policies SP11 and SP13 and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document
 4. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating

training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.

5. The proposed development, in the absence of a legal agreement securing public realm enhancements the proposal would give rise to an illegible public realm of poor townscape character, whilst the lack of involvement of the original architects in the detailed construction design of the development would have a negative impact on the design quality of the completed building, adversely affecting the character and appearance of the area. As such, the proposal would be contrary to London Plan policies 7.1, 7.2, 7.4 and 7.5, Local Plan 2017 Policy SP11, and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document.
 6. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.
- 3.6. In the event that the Planning Application is refused for the reasons set out in resolution (3.5) 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 (3) above to secure the obligations specified therein.

CONTENTS

4.	PROPOSED DEVELOPMENT AND LOCATION DETAILS	11
5.	CONSULTATION RESPONSE	14
6.	LOCAL REPRESENTATIONS	17
7.	MATERIAL PLANNING CONSIDERATIONS	19
8.	RECOMMENDATIONS	62

4. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 4.1. This is an amended application for the partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 18 storeys. Mixed use development comprising 10,657 m² (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access.

Proposed residential	230 units
Proposed non-residential floorspace	10,657 m ²

Table 1: quantum of development proposed

- 4.2. The planning application comprises of five buildings:
- The Chocolate Factory which is to be retained with demolition of extensions. Extension of atrium. 8,343.8 m² non-residential floorspace is proposed.
 - Block B is located opposite the Chocolate Factory on Clarendon Road in position of Palma House which is to be demolished. This building is 18 storey residential with 64 units proposed.
 - Block D is part four storey and part 13 storey with ground floor non-residential floorspace, 570 m², and 57 units proposed on the upper levels. The 13 storey element fronts onto the junction of Western Road and new residential thoroughfare.
 - Block E is a seven storey courtyard building comprising an urban block in itself. Maisonette units fronting onto Western Road with private entrances. Residential core entrances are provided from 'Jelly Lane' and the residential thoroughfare. A total of 109 units proposed. Ground and first floor commercial units (1,014 m²) front onto 'Chocolate Square' and 'Jelly Lane'. Car parking is provided at ground floor underneath a raised podium which provides amenity space. The parking is accessed from the residential thoroughfare.
 - Block F is a three storey building located between the Chocolate Factory building and Western Road. 729 m² non-residential floorspace is proposed.
- 4.3. The proposal comprises of the following public realm:
- 'Chocolate Square' creates a focal point of the development site and creates an active area with commercial units fronting onto the space with provision of seating.

- ‘Jelly Lane’ leads from the above public realm providing a sunken terrace between the Chocolate Factory and Building E to provide an impromptu place to sit and space for activities.
- ‘Chocolate Yard’ is located behind Chocolate Factory and Block F to function as the loading zone, parking area, for circulation and for general activity for employment occupants.

4.4. The amended dwelling mix as follows:

Building	Studio	1 bed units	2 bed units	3 bed units	4 bed units	Total
Block B	4	30	30	0	0	64
Block D	25	26	3	3	0	57
Block E	0	49	39	26	2	109
	29 = 13%	98 = 43%	72 = 31%	29 = 13%	2 = 1%	

Table 2: Dwelling mix

4.5. The residential development will provide the following car parking spaces:

Building	Car parking	Cycle parking – Short stay	Cycle parking – Long stay
Block B		2 Sheffield stands	94 cycle spaces
Block D		2	63
Block E	27 spaces	4	176
Non-residential	2 accessible spaces	35	72

Table 3: Car and cycle parking

4.6. The amended non-residential floorspace is to be flexible in arrangement with the applicant proposing ceilings to the uses as follows:

Use Class	Floorspace
Total non-residential floorspace	10,657 m ²
Maximum A1/A3 Use Class floorspace	675 m ²
Maximum D1/D2 Use Class floorspace	570 m ²
Minimum B1 Use Class floorspace	9,414 m ²

Table 4: Non-residential floorspace quantum

4.7. Further design changes were submitted as amendments and are set out below:

- An increase in non-residential floorspace from 9,376m² to 10,657m² with additional floor provided in Block D ground floor and Block E ground and first floor.
- An increase in height of Block B (16 storeys to 18 storeys) and removal of ‘tail’ projection.

- A part increase in height of Block D (element fronting Western Road seven storeys to 13 storeys) and alteration to design.
- Revision of residential layouts to remove kitchens with no windows and improve Block E maisonettes.

Environment Statement

- 4.8. The applicant submitted a screening opinion (reference HGY/2015/2028) and a scoping opinion (reference HGY/2015/3226) and the Council is satisfied that the submitted EIA covers all necessary matters. The physical form and impacts of the development have been assessed by way of an Environmental Impact Assessment.

Site and surroundings

- 4.9. The site is located to the west of Wood Green Metropolitan Town Centre. The surrounding area is intensively developed generally with buildings of 2-3 storeys in height in a mixture of uses; including Alexandra School to the north, and the Mountview Academy to the south. The site lies adjacent to the southern boundary of the Wood Green Conservation Area. South of Coburg Road is the disused gasholders which form part of the Clarendon Square St William's redevelopment site (HGY/2009/0503 and HGY/2017/3117). Western Road forms the western boundary of the site and to the west of that is a Council recycling depot and vacant railway land adjacent to East Coast Main Line.
- 4.10. The site covers 1.37 ha and comprises a cluster of buildings of differing size and scale which are generally occupied by creative businesses. The main Chocolate Factory building (Former Barratt's sweet factory) is up to five storeys in height and is to be retained. Parma House is to the east of the Chocolate Factory and eastern side of Clarendon Road. A bakery is to the west fronting Western Road. The remainder of buildings on the site, including later extensions of the Chocolate Factory, ranging in heights up to five storeys in height are to be demolished. There are also large areas of surface car parking. There is an existing floorspace of 18,324m².
- 4.11. The site has an average Public Transport Accessibility Rating (PTAL) of three and is within close proximity to Wood Green Underground station, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

Relevant Planning and Enforcement history

- 4.12. **HGY/2015/2028** - Request for a Screening Opinion in accordance with Regulation 5 of the EIA Regulations (as amended 2015). Opinion provided August 2015.

- 4.13. **HGY/2015/3226** - Request for Scoping Opinion under Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, As Amended by the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. Opinion provided May 2016.

5. CONSULTATION RESPONSE

- 5.1. Three pre-application meetings were held with planning officers prior to submission of this application. The applicant was advised as to principle of development, employment provision, the form and scale of the development design, public realm design, and neighbour amenity issues.
- 5.2. The scheme was presented to the Haringey Quality Review Panel (QRP) on three occasions; two pre-submission reviews dated 27 April 2016 and 6 July 2016, and one post-submission Chair's review on 30 January 2018. The minutes of each of these meetings are set out in Appendices One A, B and C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 5.3. A Development Management Forum was held on 19 January 2017.
- 5.4. The issues raised are summarised as follows (a note of the Forum will be provided as part of an addendum report):
- Future and ongoing consultation and communication with existing tenants
 - Timeframes
 - Maintenance of the Cultural Quarter and retaining the uniqueness, intrinsic uses and tenants
 - Provision of affordable housing
 - Locations of green/open space
 - Land ownership
 - Car parking
- 5.5. The scheme was presented to the Planning Sub-Committee as a Pre-Application Briefing on 2 February 2017.
- 5.6. The following were consulted regarding the application on two occasions (25 October 2017 and 22 February 2018), and the following responses were received, and are summarised as follows (the full responses are contained in Appendix Two):

Internal:

1) Design

A range of design issues are addressed in the Design Officer's comments including how the current proposal has responded to the Quality Review Panel's

comments. In summary, the Design Officer concludes that this is a very important site, the centre of a major regeneration area, containing the heart of the “Cultural Quarter”, a place where vibrant modern employment needs to be combined with much needed new housing. The masterplan and pattern of proposed development is one which in my view supports and encourages these ambitions. The block pattern and network of streets, leading to a central square, has the potential to making a well-integrated, permeable and pedestrian friendly neighbourhood. He is also content that the proposed tall buildings are justified and of elegant, high quality design, that will compliment not harm the other buildings and spaces around and contribute to wider placemaking objectives.

2) Carbon Management:

The measures set out are acceptable for energy efficiency measures and the overall approach is policy compliant. The full comments are addressed in the main body of the report. A number of planning conditions are requested to address issues relating to boiler facilities and energy centres, carbon savings, BREAAAM standards, and overheating. These are included in the list of proposed conditions.

3) Housing Enabling:

No objection. The level of affordable units, based on the 35% (HR), whilst just below Haringey’s Strategic Policies of 40% Borough wide target’ is acceptable. The proposed mix and tenure provides a larger proportion of 1bed units and does not meet the above strategy. The affordable housing units are to be transferred to a registered provider. However, negotiations for the transfer of the units must take place with the Council in the first instance where agreement cannot be reached then units to be transferred to a preferred partner agreed by both the developer and the Council.

4) Arboriculture:

No objection on the condition that a financial contribution is made to allow for the replacement of two street trees to be planted in the local area.

5) Economic Regeneration:

Strongly supports the proposed development because of its potential jobs, commercial space, business, and financial contribution to the Council and contribution to the physical and economic transformation of the Wood Green Cultural Quarter / employment area. Subject to provision of detailed data, rationale and assumption under-pinning the figures in the Lichfield’s Infographic. Sign-up to Haringey’s construction jobs and local labour scheme within the section 106 legal agreement and a condition is recommended regarding broadband and telecom infrastructure.

6) Waste Management:

Some detailed issues raised, but the application has been given a RAG traffic light status of AMBER for waste storage and collection. Clarity was requested to

ensure all waste collection vehicles would expect to enter and exit the development in a forward moving motion. Waste receptacles will need to be within 10m pulling distance from waste vehicles at time of collection.

7) Pollution:

Some further detailed issues raised regarding air quality. Acceptable in principle. Conditions are recommended for a revised air quality assessment, combustion and energy plant, contaminated land, and the management and control of dust. All the recommended conditions are included in this report.

8) Conservation:

It is considered that the proposal by virtue of its scale would cause 'less than substantial harm' to the setting of Wood Green Common, Hornsey High Street and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the harm caused.

The tallest tower of the proposal would partially block a key view of Alexandra Palace from Lordship Recreation Ground causing harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area). Despite the townscape benefits described above, this harm, acknowledged as 'less than substantial' is not considered to be outweighed and should be balanced against other planning and regeneration benefits.

9) Drainage:

Acceptable in principle and accept use of pumps and tank storage. Request conditions to adjust pro-forma and micro-drainage calculations, provide management maintenance schedule, and install deep green roof substrate.

10) Transportation:

On assessing this application, officers have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority raises no objection to this application.

11) Noise:

No objection with respect to noise and vibration subject to conditions for internal noise levels for residential units, fixed building services plant noise, sound insulation, construction impacts, vibration and ground-borne noise, balconies, operational hours, and delivery restrictions. All the recommended conditions are included in this report.

External:

12) Environment Agency:

No objection subject to a planning condition being imposed on the decommissioning of abstraction well(s).

13) Crossrail 2 Safeguarding:

No objection subject to a planning condition being imposed on design and construction method statements specific to Crossrail 2.

14) Designing Out Crime:

Object to the proposal as no reference to crime prevention or security included within documents available. Specific concern regarding: community/amenity space in regard to ASB, balcony design, perimeter treatments, access control, postal strategy, refuse store/s, bicycle stores, compartmentalisation, physical security, maisonettes, external lighting, vehicle delivery strategy, and CCTV (Public Realm). Recommend condition and informative to achieve 'Secured by Design' accreditation.

15) Transport for London:

Initial concern with the proposed cycle elements, pedestrian environment, construction freight, and deliveries. Officers have been advised that these issues have been addressed and TfL comments are expected to confirm – TfL comments will be included on an Addendum and will be reported to Members at the committee meeting

16) Greater London Authority:

Stage One response is expected following the publishing of this report and Officers have been verbally informed by the GLA. A summary of their comments will be included on an addendum and will be reported to Members at the committee meeting.

17) Network Rail:

No objection subject to a glare study to ensure no risk to driver operations with regards to the height of development and not impact on Network Rail operations.

18) Thames Water:

No objection subject to standard conditions on waste water, surface water, piling, ground water discharge, and water takes.

19) National Grid:

If minded for approval, then recommend an informative advising the developer they are required to contact Caden's Plant Protection Team (National Grid) for approval before carrying out any works onsite and ensuring requirements are adhered to.

6. LOCAL REPRESENTATIONS

- 6.1. The following were consulted on two occasions 25 October 2017 and 22 February 2018:

Neighbouring properties: 684
Residents Association: 2
Site notices were erected close to the site: 6

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

No of individual responses following 25 October 2017 consultation:
Objecting: 96
Supporting: 0
Others: 1

No of individual responses following 22 February 2018 consultation:
Objecting: 1
Supporting:
Others:

- 6.3. The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust

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

- Loss of Collage Arts
 - Loss of culture
 - Loss of affordable studio space
 - Loss of associated community and youth specific facilities
- No clarity regarding provision of affordable workspace rent
 - Existing tenants not likely to be able to afford to stay
- No indication workspace will be appropriate for light industrial businesses
- Objection to proposed building heights
 - Out of character
 - Impact on heritage assets and views
- Increased pressures on Wood Green resulting from housing eg schools, medical centres etc
- Transport
 - Parking pressures from more residents
 - No service parking for commercial users
- Construction
 - Construction vehicle disturbance
- Support improvements to the connection of Alexandra Palace and Wood Green
 - Encourage cycle and pedestrian route
 - Would like improved treatment at nodal points
- Would like contributions towards upgrading, maintaining and improving existing open spaces, including Alexandra Park
- Support east/west tree lining

- 6.5. The following issues raised are not material planning considerations:
- Construction disturbance (Officer Comment: conditions are recommended to ensure construction phase issues are controlled where appropriate and Control of Pollution Acts addresses all other concerns.)

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. The main planning issues raised by the proposed development are:

1. Principle of the development
2. Masterplanning, tall buildings and conservation
3. Density and design
4. Affordable housing and viability
5. The impact on the amenity of adjoining occupiers
6. Living conditions for future occupants
7. Designing out Crime
8. Highway safety and parking
9. Energy and sustainability
10. Waste
11. Wind and micro-climate
12. Drainage
13. Air quality and land contamination
14. Trees
15. Environmental Impact Assessment
16. Planning obligations and CIL

7.2. Principle of the development

Strategic Context

- 7.2.1. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 7.2.2. The Chocolate Factory site plays a key role in the Wood Green Cultural Quarter. The site is designated within Haringey's Local Plan as a 'Local Employment Area' and 'Cultural Quarter'. The site forms part of SA19 (Wood Green Cultural Quarter (South)) in the Site Allocations DPD 2017. The site allocation states that the Councils land use planning vision is to 'enhance of the Wood Green Cultural Quarter through improvements to Chocolate Factory and creation of high quality

urban realm. Comprehensive redevelopment of the remaining sites for employment-led mixed use development with residential'. The site also forms part of site allocation (emerging) WG SA21 (Wood Green Cultural Quarter (South)) in the Wood Green Area Action Plan (Regulation 18 Preferred Option Consultation Draft February 2018). This emerging site allocation relates directly to this application site boundary and has removed property now defined as Coburg Road North.

- 7.2.3. The two site allocation documents are at different stages; the Site Allocations DPD has been adopted (July 2017); the Wood Green AAP is currently out for consultation for a second Preferred Options Consultation (February – March 2018). Therefore, the Site Allocations DPD is considered in planning policy terms, the prevalent policy document given the full weight of an adopted document. The emerging and draft Wood Green AAP is the most recently published site allocation and therefore has some weight in the assessment of the planning proposal, having been revised following an earlier preferred options consultation (February – March 2017). The principle of redeveloping the existing former industrial and utility lands, including the Chocolate Factory, to provide a mixture of housing, community, cultural and educational facilities and employment, has long been established.

Employment provision and land use mix

- 7.2.4. The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there is not strong economic reason why such development would be inappropriate.
- 7.2.5. This site is designated as a Local Employment Area within Local Plan Policy SP8. Policy DM38 of the Development Management, Development Plan Document (DPD) 2017 states that the Council will support proposals for mixed-use development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration of existing employment land and floorspace. In particular, proposals are expected to demonstrate that the maximum amount of employment floorspace is to be provided, demonstrate improvements in the site's suitability for continued employment and business use, make provision for affordable workspace (where viable), ensure appropriate standard of amenity within the mixed-use scheme, not conflict or inhibit continued employment function nearby and be designed to enable connection to ultra-fast broadband.
- 7.2.6. The proposal would reduce the total existing employment floorspace onsite from 18,324m² to 10,657m² and that this total introduces a provision of A1/A3 and D1/D2 use class floorspace within the site. Both site allocations, for which this

site forms a part, anticipate an overall reduction in the level of employment provision from the existing situation and expect that this is to ensure a higher quality of employment is enabled and so other policy ambitions, such as housing targets, can be achieved. Therefore, the principle of reducing the overall employment floorspace provision is considered acceptable and enshrined in the Site Allocations DPD and draft Wood Green AAP. This is discussed in further detail below.

7.2.7. Officers have worked with the applicant to maximise the amount of employment-generating floorspace and this provision of B1 use class has improved since first submission. This level of provision now meets the requirements of the Site Allocations DPD as shown in the table below:

Site Allocation SA19	2 hectare site		12,243m ² employment		355 units	
Proposal	1.36ha	68% of site	9,414m ² B1	77%	230 units	65%

Table 5: Proposal vs Site Allocation quantum

7.2.8. The proposal demonstrates flexibility in the provision of employment floorspace. Whilst subject to market demand and future detailed design, the proposal offers flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. The proposal is to cap uses at maximum ceilings to ensure the maximum level of B1 employment floorspace is achieved; as shown in the following table. The proposal is considered to meet the aspired role of this part of Wood Green, consistent with the Council's employment policies and site allocations.

Use class	Maximum floorspace proposed
A1/A3	673 m ²
B1	10,657 m ²
D1/D2	570m ²

Table 6: Non-residential floorspace schedule

7.2.9. Policy SP8, SA19 (Site Allocations DPD) and emerging WGAS21 (2018 AAP) provides flexibility for those uses appropriate in a mixed use employment-led development, such as small scale 'walk-to' retail, community and residential uses. However, regard must be had to London Plan town centre and retail policies, so not to encourage retail development outside of town centres.

7.2.10. Considered in the light of national, strategic, local planning policies; wider emerging proposals and subject to the recommended restrictions on retail use, the proposed land use and employment provision is welcomed and supported. The proposed employment, food and drink and community components would provide and create a significant number of new employment opportunities and would contribute towards creating safe and attractive places for living, working,

meeting and socialising, which is consistent with the wider ambition to create a vibrant new creative district.

Affordable workspace

- 7.2.11. Policy DM38 of the Development Management DPD stipulates that proposals must make provision for a proportion of affordable workspace. This is further supported by the Councils' Site Allocations DPD (2017) and emerging draft Wood Green AAP (2018) Preferred Option which state that affordable commercial rents may be sought having regard to the viability of the scheme as a whole. The London Plan (and the draft London Plan) seek to achieve the provision of low-cost business space and very specifically affordable workspace for dedicated sectors that have cultural value (draft Policies E1 and E2), especially where there is such workspace already being provided onsite.
- 7.2.12. The current occupation consists of Collage Arts who are an arts development, training and creative regeneration charity providing affordable studio spaces to artists and affordable workspace for designer-makers. The large number of representations received outline the community influence and level of benefits provided by this charity to the Cultural Quarter and wider Wood Green area.
- 7.2.13. Officers have worked with the developer to amend the application to ensure affordable workspace is included within the proposal (25% discount to the market rent, equating to no more than £20 per sq. ft.) and for there to be a reasonable endeavour obligation to offer a first refusal period of six month post completion to Collage Art at the stated rent on Workspace standard lease terms. If this workspace in Block E (1014m², 11,000 sq. ft.) is not taken up then endeavours will be made to ensure this workspace is taken up by similar occupants to ensure the cultural value is retained.
- 7.2.14. It is considered that this amended proposal to include an element of affordable workspace, with intention for this to be utilised by a specific sector which re-provides cultural value for this area and the wider Wood Green Metropolitan Centre is supported by the above policies and Council's general aspirations.
- 7.2.15. The developer has also proposed to set aside a sum of money (£500,000) to establish a Business Continuity Support Fund to support the relocation and re-establishment of businesses. This will cover the reasonable cost associated with a customer's relocation within Workspace's portfolio or to like for like accommodation within Wood Green. It is expected that this fund will work to ensure existing occupants, where possible, are able to be retained or relocated within Wood Green. This, and all the affordable workspace as set out in the above paragraphs would be secured as part of the section 106 legal agreement

Housing provision

7.2.16. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 230 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Councils' Site Allocations DPD (July 2017) and emerging draft Wood Green AAP (2018) Preferred Option.

Culture

7.2.17. The site falls within the designated Wood Green Cultural Quarter, as per Local Plan Policy SP15. The London Plan and Site Allocation DPD defines Cultural Quarters as areas "where a critical mass of cultural activities and related uses are emerging". Culture is described as being "a way of life including, but not limited to, language, arts and science, thought, spiritual activity, social activity and interaction" (the Roshan Cultural Heritage Institute).

7.2.18. The Wood Green Cultural Quarter identifies that the Chocolate Factory being the dominant feature as it is described as being London's largest creative enterprise centre with potential for growth. The site allocations (SA19 Site Allocations DPD and emerging WG SA 21 Wood Green AAP) each aspire to the enhancement of the Wood Green Cultural Quarter through improvements to the Chocolate Factory and creation of high quality urban realm.

7.2.19. As detailed above, the presence of Collage Arts and other creative industry businesses within the Chocolate Factory and surrounding buildings has played a key role in establishing and supporting the cultural values which are existing and supported. It is acknowledged that the amended development proposal is likely to result in the reduction of floorspace occupied by existing artists and creative industry businesses which feed into the existing character. However, the creation of a high quality workspace that enables businesses to grow still retains the ability to enable sharing of ideas and synergy between businesses which is crucial to the culture and character of the area. Further to this, the likely initial impacts on the Wood Green Cultural Quarter are considered acceptable as the development enables other policy priorities to be achieved with a significant improvement in public realm and provision of housing. With time the Cultural Quarter will be a vibrant urban area which helps sustain Wood Green Metropolitan Centre.

The draft London Plan

7.2.20. The draft London Plan was launched for consultation on 1 December for 12 weeks. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight in planning decisions until at least

next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area, an upgrade from its current designation as an Intensification Area, and therefore identified for significant growth at a strategic level. This supports Haringey's Local Plan SP1 which already designates this area as a Growth Area.

7.3. Masterplanning, tall buildings and conservation

- 7.3.1. The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.3.2. A masterplan-led approach is required as part of a wider set of urban design and regeneration principles (proposed submitted masterplan and considerations dealt with below). The Quality Review Panel (QRP) has reviewed the proposals on a number of occasions (at both pre-application and submission stage) and is supportive of the wider masterplan, subject to a number of specific issues being addressed. The design, scale and massing of this application has evolved as part of a comprehensive and planned approach, which is welcomed. The specific design issues pertinent to this application are dealt with elsewhere in this report.

Masterplan

- 7.3.3. In accordance with the requirement of the Site Allocations DPD, the applicant has submitted a wider masterplan illustrating how the whole of the rest of the block bounded by Wood Green Common, Mayes Road, Coburg Road and Western Road could be developed as per the site allocations aspirations. Two alternative plans have been presented; one with Safe Store and other buildings to the east of their site retained and the other where most sites are comprehensively

redeveloped. They also include massing proposals showing approximate height of neighbouring development sites. The wider masterplan is deemed to be broadly acceptable.

- 7.3.4. Crucially the wider masterplan shows that the north-south route extending Clarendon Road through to Wood Green Common could be secured. It is noted that the north south route cannot be secured without the redevelopment of Guillemot Place but that this site has many site constraints, which could mean highly dense development would be difficult to achieve. In particular, height would be constrained by its proximity to the Wood Green Conservation Area and its visibility from historic Wood Green Common. The amended proposal shows this thoroughfare to be a broad street suitable for vehicular traffic and that the new build shown on Guillemot Place is constrained by this. . It is considered likely that a more viable development would be able to be “squeezed onto this site” with the north-south route narrowing to as little as 5m width and with built form on both sides of the route.
- 7.3.5. The proposal includes a coherent network of streets and blocks, that integrate well with existing surrounding streets and the vital proposal to extend the line of Clarendon Road north, through to Mayes Road / Wood Green Common. It is noted that site allocation policy requires this thoroughfare to be for pedestrians and cyclists, but not for vehicles in its entirety. The proposal to link Clarendon Road to Western Road with two new streets through their site is supported as these will improve connections to their development whilst the north-south link is incomplete and improve connectivity and permeability generally. These links will also help to humanise Western Road and create attractive, developable and suitably sized city blocks that promote a walkable neighbourhood.
- 7.3.6. To the south, the wider masterplan shows a sensible, coherent, complete city block on Coburg Road between Clarendon Road and Western Road, completing Block D. Block D is designed with blank flank walls and “sacrificial windows”, to allow buildings to build up to these, treating them as a party wall. This approach is acceptable and supported. The courtyard in the heart of this block would be 20 metres wide across its narrower width, which with the heights they suggest, including a tall building on the corner of Coburg and Western, would be acceptable. Although the daylight, sunlight and privacy implications are discussed in detail in paragraph 7.4.30 onwards, it is considered that to fit in better with, and offset from, the tall element in Block D and the locations of taller buildings in the Clarendon Square development, a tall building might be more likely on the Coburg/Clarendon corner.
- 7.3.7. The sensitivity testing proposals include assessment of the impact of developments on the sites on the western side of Western Road and the more detailed wider masterplan always included sketch proposals for development on the depot and Quicksilver sites (in the latest draft Wood Green AAP, SA24). These will have some impact, forming the opposite side of the street to Blocks D,

E and F, and potentially overshadowing (dealt with below), but the street provides some separation.

- 7.3.8. However, the wider masterplan proposals are less successful at integrating the site and the network of streets to land to the east of the site. The way those sites will be developed, their form, uses and what public and private spaces will be around them, and in particular whether their existing buildings will be retained, has not yet been determined. This leads to the presentation of two alternative wider masterplans, one with and one without a new northwest-southeast street connecting Clarendon Road back to Coburg Road at its eastern end, partially through the subject site and partially through the Safe Store and neighbouring existing 4-5 storey buildings.
- 7.3.9. In accommodating the possible retention of existing buildings on neighbouring sites, the proposal is unable to demonstrate how to develop the thin “tail” of land on the site of Parma House, behind their proposed tower Block B. This is constrained by both the existing Safe Store building and potential development on Kingfisher Place to its south. Ground floor residential would be difficult to achieve in residential amenity terms, therefore the entire “tail” initially shown has now been removed. A proposal with ground floor commercial for this “tail” does not work within the developer’s business model. This part of their site is therefore not proposed to be developed until firm proposals for the neighbouring sites have come forward. A condition is recommended to ensure acceptable landscaping for the interim and meanwhile uses should be considered.

Tall buildings, views, townscape and heritage

- 7.3.10. London Plan Policy 7.7 is the key London-wide policy for determining tall building applications. The policy requires that tall buildings ‘should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport’.
- 7.3.11. Strategic Policy SP11 requires all new development to ‘enhance and enrich Haringey’s built environment and create places and buildings of high quality’. Development Management DPD Policy DM6 allocates the site (as per Figure 2.2 ‘Potential Locations Appropriate for Tall Buildings) as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.
- 7.3.12. The Local Plan notes at paragraph 6.1.16 that there is potential for tall buildings in Wood Green because it is close to a major transport interchange, has been designated as an area for intensification and has existing adopted masterplan frameworks.

7.3.13. In accordance with Policy DM6 of the Development Management Plan DPD, Council expect building heights to be of an appropriate scale which respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design. Policy DM6 states that tall buildings should also represent a landmark building which by its distinctiveness must:

- i. Be a way finder or marker, drawing attention to locations of civic importance, major public transport interchanges, and areas of high visitation;
 - ii. Be elegant and well proportioned, and visually interesting when viewed from any distance or direction; and
 - iii. Positively engage with the street environment.
- Consider the impact on ecology and microclimate; and
 - Be consistent with the Council's Tall Buildings and Views Supplementary Planning Document.

7.3.14. An assessment has been carried out on the effect of the development on existing townscape character and on views towards the site. A total of 17 representative views were selected and agreed with LBH officers. These include those of Haringey's Local Views (as defined in the Development Management DPD) within which the proposals would be visible, sensitive locations such as public open space from which it could be visible and local streets approaching the site. These views were agreed in consultation with officers and are Verified Views prepared in accordance with the Landscape Institute "Guide for Landscape and Visual Impact Assessment" (GLVIA). The assessments comprise two separate but interrelated assessments: an assessment of the likely significant effects on the character and quality of the townscape, together with an assessment of the effect of development on views (including protected views), viewers and their visual amenity.

Assessment of significance

7.3.15. There are no designated built heritage assets on the site, which currently contains a cluster of buildings of various sizes and scale. There are several small businesses, offices, creative industry uses and some light industry. The original Chocolate factory dates back to early 1900s and is locally listed (non-designated heritage asset). Built in the Modernist style, the building is rendered in white with large crittal type windows. At five storeys, the building forms an important landmark and was the original Barratt's Confectionary Factory. The building's later additions and development was shaped by the growth of the company. Historically, this association is of high value in the industrial and manufacturing history of Wood Green. More recently, the factory has been used as artist's workshops and studios, adding another dimension to its significance. Overall its architectural and historical value along with community associations as a creative hub adds to the building's significance within Wood Green.

7.3.16. Whilst the site itself is not within a conservation area and does not contain any listed structures, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.

Development proposal

7.3.17. The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor's London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area; that of a 'town centre' and 'civic hub' typology with key 'marker' buildings located close to transport nodes.

7.3.18. Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. It retains the Chocolate Factory and gives it a new context with new uses and public realm improvements. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).

7.3.19. Part of the significance of Alexandra Palace is derived from its 'hill top' location. The development will partly block some long distance views of the Palace, for example from the entrance of Lordship Recreation Ground on Adams Road (View 16). However, crucially, the development does not obscure the Rose Window or transmitter. The development would also be visible from the Palace and the Park when looking towards Wood Green.

7.3.20. Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area, Hornsey High Street and New River Conservation Areas. These areas are primarily domestic and residential areas, characterised by two to three storey Victorian or later terraces with some new development up to seven storeys along the New River. As such, the proposed development, by virtue of its scale, would be at odds with the adjacent area and is considered to

cause some harm to these heritage assets, qualified as less than substantial under the NPPF.

- 7.3.21. It is important to note that the view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16) would be partially blocked and would not be considered appropriate from a heritage point of view. This is considered to cause a higher level of harm than those caused by others. However, this harm would be less than substantial.

Assessment of harm against mitigation and benefits

- 7.3.22. Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm.
- 7.3.23. In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.
- 7.3.24. The proposed development would partially block a key view of Alexandra Palace from entrance of Lordship Recreational Ground from Adams Road (View 16. However, crucially, the development does not obscure the Rose Window or transmitter). This is assessed as 'less than substantial' and the harm is not considered to be outweighed by other design and heritage benefits. Therefore, the harm should be balanced against other planning and regeneration benefits in accordance with the NPPF.
- 7.3.25. From a conservation point of view, it is considered that the proposal by virtue of its scale would cause harm to the setting of Wood Green Common, Hornsey High Street and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the harm caused in most cases.
- 7.3.26. Proposed Block B, at 18 storeys, would partially block a key view of Alexandra Palace causing harm to the significance of Alexandra Palace (II), Alexandra

Palace Park (Historic Park and Conservation Area). Despite the townscape benefits described above, this harm is not considered to be outweighed and should be balanced against other planning and regeneration benefits.

- 7.3.27. The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "*Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise.*"
- 7.3.28. The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 7.3.29. In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "*considerable importance and weight*" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 7.3.30. Paragraph 132 of the NPPF states that, '*When considering the impact of a proposed development on the significance of a designated heritage asset, great*

weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.'

- 7.3.31. Paragraph 134 of the NPPF goes on to say, '*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'.
- 7.3.32. London Plan Policy 7.8 and Development Management Policy DM8 require that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets.
- 7.3.33. There is policy support for taller buildings in this location at the local and regional. The tall buildings proposed represent an appropriate and positive addition to Wood Green and are supported in this location. Conditions and a legal agreement are recommended to ensure that the development remains of high quality and delivers on the townscape benefits that would be essential to outweigh the less than substantial harm. The proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in further positive townscape benefits. It is also a proposal that seeks to create a vibrant, urban environment, with an acceptable amount of employment, within high quality and affordable facilities, and town centre uses to create a sustainable community. To further mitigate the adverse impact on the heritage asset is the further development of the site's culture and its benefit to the Cultural Quarter and wider community. Officers are confident that this proposal responds to the difficult challenges of this development, in a distinctive, appealing and successful manner. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused.

Overall comments

- 7.3.34. This scheme is considered to be a valuable addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of the borough.

7.4. Density and design

Density

- 7.4.1. Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 7.4.2. London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure.
- 7.4.3. Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within a ‘central’ setting where the density matrix sets a guideline of 650 -1100 habitable rooms per hectare with a PTAL of 4. The density is 675 habitable rooms per hectare which sits comfortably within the indicative range proposed by the London Plan.
- 7.4.4. It should be noted that density is only one consideration of the acceptability of a proposal. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

Design:

Streetscape character

- 7.4.5. The pattern of streets, with blocks between, creates a generally coherent form of development. The retained Chocolate Factory is positioned in the centre of the development, as a “retained jewel” and centrepiece of the new emerging neighbourhood. The surrounding blocks would have a coherent street facing language, and where the block form can be completed, good private interior courtyards. In the absence of completion of the other “wider masterplan” sites, outside of the developer’s ownership, the proposals within the subject site would

have acceptable relationships to the neighbouring properties in their existing form and uses.

- 7.4.6. The public realm 'Chocolate Square' is proposed at the crossroads of the two new proposed east-west streets within the development meeting the existing Clarendon Road. It is also where Clarendon Road curves, where the main entrance to the existing Chocolate Factory building is located and the entrance to the proposed tower, Block B. The enlarged space will be the centre of activity and interaction of the new neighbourhood. However, there is concern that this space does not have a sufficient sense of enclosure as a result of it being a residual space between the development proposal and also space outside of the applicant's site ownership. For the success of the square as an urban space with a strong sense of enclosure to be fulfilled, it will be essential that neighbouring developments follow this aspect of this masterplan.
- 7.4.7. How this public realm will be impacted as a pedestrian friendly space when considering the vehicular traffic, including heavy goods vehicles (at first at least) servicing the Guillemot Place Industrial Estate just north of the site, can be addressed via controlled the use of surface materials and phased development. Neighbouring sites will need to need to ensure that their future development supports the success of this space in the long term.
- 7.4.8. The two east-west streets within the scheme, between Block D and E, and between Block E, the Chocolate Factory building and F, are also traffic calmed and restricted, and have contrasting characters.
- 7.4.9. The street between Blocks D and E is intended to be a quiet, residential street. It adds to the general permeability of the neighbourhood and provides access to the proposed buildings along it. There are entrances to residential cores, the employment space on the ground floor of Block D, and two ground and first floor maisonettes in Block E. It is not considered a crucial part of the wider circulation network.
- 7.4.10. The street between Block E, the Chocolate Factory building and F, 'Jelly Lane', is more important in character being the main route from the development to Western Road heading north, providing the main route to Alexandra Palace Station, and initially to Wood Green Common and Wood Green Station. At its western end it provides vehicular access to the 'Chocolate Yard' between Blocks A and F, but otherwise it is restricted to pedestrians and servicing. It is lined with commercial units on both sides and is intended to become a vibrant, lively space with café tables for seating out and an area of steps and ramps suitable for seating. The change in level of this street resolves the change in level to the existing floor levels of the Chocolate Factory building.
- 7.4.11. The other street frontage in the proposal is onto Western Road, which is a busier road and likely to become even busier as it handles most of the vehicular traffic

accessing this and many of the other Heartlands developments. Albeit these developments are all designed to be much less car intensive than most traditional developments. Block E has the ground floor of two storey maisonettes facing onto this road. These units all have front doors and front gardens and generally also have the proposed bedrooms and a balcony onto the street. There is also additional private amenity space on their first floors. The narrow ends of Blocks B and F have ground floor commercial frontage to Western Road and architecturally bookend the whole development's frontage to Western Road. This is done in contrasting manners; Block D as a medium-high rise tower whilst Block F as a contrasting, object-type, pavilion building.

- 7.4.12. Overall, the proposed network of streets along with the central square, will contribute to integrating this proposal into its context and improving that context, by making it more permeable and more pedestrian friendly. The proposed streets and square are designed with good active frontage and sense of enclosure, and their proposed surfacing, landscaping and street furniture will provide robust, durable and appropriate support to the proposed street layout.

Form, bulk and massing

- 7.4.13. The Chocolate Factory building is proposed to be converted in to business units, with the light well between its northern and southern wing roofed over and converted into an atrium. The main entrance would be into this atrium from the proposed 'Chocolate Square'. The later extension to the south would be demolished and this side would become a major, active and public elevation to the building with frontage of retail / café uses at ground floor facing onto a new east-west street. Levels are a problem as internal ground floor is below intended street ground level, necessitating a convoluted stepped area, but as this street is intended to be pedestrian only the level of incident and the presence of steps is made the best of to create an interesting, vibrant street for sitting out and public use.
- 7.4.14. A single storey rooftop extension is proposed, set-back from all sides, which is considered acceptable and in proportion to the existing building that has numerous existing rooftop protrusions.
- 7.4.15. To the west and north-west, between Block A, Block F and the wall to the school, is a yard space. The atrium will open out onto this yard, which will have gated vehicular access off 'Jelly Lane' to permit deliveries and the minimum required parking. It will also contain a formal grove of trees and an informal buffer landscaping against the school edge. 'Chocolate Yard' will act as an informal activity / outdoor working / break-out space for the employment functions in Chocolate Factory (both Blocks A and F). Finally, to the north is a narrow, gated, alley space providing refuse and cycle parking and spacing the existing building, with its many windows, from the existing Guillemot Place industrial units (and whatever eventually replaces them).

- 7.4.16. Block B consists just of an 18 storey tower. It faces and is entered from 'Chocolate Square', via a lofty, double height entrance foyer giving it a very clear and visible entrance. The amended proportions, with reduced footprint and increased height, result in a pleasing slender tower. Elevational treatment that create a distinct base, middle, and top reinforce these proportions.
- 7.4.17. The matter of how Block B relates to its neighbours is more problematic as those neighbours are not part of this development. To its right (south), it adjoins Kingfisher Place, a likely development site that should ideally join onto Block B to create a continuous, active, built street frontage and help the sense of enclosure of 'Chocolate Square'. Instead, the amended proposal creates an alleyway for service access to the block's refuse store, with a free standing two storey wall providing an edge for the future development on the Kingfisher Place site to build up to. This is an interim solution and could be considered acceptable if the alleyway is secured with a gate at, or close to, the building frontage line. Residential accommodation does not start in Block B until the 2nd floor which helps this development permit a close neighbour, but there will still be a discernible gap between it and whatever its southern neighbour eventually is.
- 7.4.18. To its north is a wider alleyway gap to the existing Safe Store building. This alleyway provides access to Block B's cycle store and to the area of land within the applicant's ownership that is currently undecided, where the "tail" to Block B was formerly located. This could still eventually become a street frontage, if the applicant's full wider masterplan can be implemented, and then the relationship of the tower to its northern boundary would all fall into place. However, in the absence of that street, it is preferred for this to also be gated close to the frontage. A condition is recommended to ensure these gates are positioned as such. The cycle store forms a 2 storey projection off the rear of the tower, and the intention is that whatever is built where the tail was to be, this should join on here.
- 7.4.19. Block D includes the 13 storey block in the southernmost part of this application and only makes up one corner (north-western) of an urban block. The whole urban block will be bounded by the southern of the two new east-west streets to its north, Clarendon Road to its east, Coburg Road to its south and Western Road to its west. The amended form and height along with the more understood surrounding development has led to the acceptance of this design.
- 7.4.20. The neighbouring developable sites have been identified as sites suitable for tall buildings and the developer has factored that into their daylight, sunlight and privacy expectations and shown them to be acceptable. The developer has shown the Coburg Road proposed sites are shown to have non-residential uses on at least their ground and first floors, potentially on up to five floors, as part of the sensitivity testing. Non-residential floorspace now occupies the ground floor of Block D, creating a 1st floor level podium garden space to the lowest flats,

helping day and sunlight access to these private amenity spaces, and providing a high degree of separation for these flats from disturbance from the employment uses below them and on the adjoining sites. Refuse and cycle storage are housed in the linking elements at either party wall, which will be blank to enable building right up to them.

7.4.21. There is proposed to be a medium-high, 13 storey tower at western end of their proposed Block D, the corner of Western Road and the east-west residential street. This is of a smaller footprint to Block B and therefore achieves the same satisfying proportions, albeit at a smaller scale. It also joins directly onto the four storey “tail” forming the northern edge of this proto-block, the southern side of the east-west residential street. The height, bulk, mass, composition, fenestration, detailing, materials and internal layout (excepting the lack of party walls) are supported.

7.4.22. Block E would sit to the west of the ‘Chocolate Square’, south the Chocolate Factory building and Block F, north of Block D and east of Western Road. It is of 7 storeys, in the same architectural treatment to Block D, but forming a whole coherent urban block. It has a raised podium private communal garden over the residents’ carpark in the centre of the block. There are no concerns with the design, form, mass, height, bulk, composition, fenestration, detailing, materials or internal layout of this block.

7.4.23. It is noted, however, that ground floor residential on the Western Road frontage may not be particularly ideal given that this road looks like it will take most of the vehicular traffic to this and the other major neighbouring development sites. It also has the Council’s Waste Transfer Station opposite its northern end and has another potential development site opposite the rest of its Western Road length. The units are all two storey maisonettes. They have their own front doors which gives sense of ownership and animates the street, but they do not have access to cores and, therefore, do not have access to the communal podium or rooftop gardens. However, on balance this provision is acceptable as they provide economic family housing in a much needed category.

7.4.24. Block F is the small employment use block proposed to the west of the original Chocolate Factory building, north of the northern proposed east-west street, east of Western Road and south of Alexandra Park School. The school boundary also forms the Conservation Area boundary. There are no concerns with this block.

Elevational treatment and fenestration

7.4.25. The Chocolate Factory building and Block F are in a bright, clean, white palette of white painted brickwork, concrete and render (much of it as existing), with most of the new construction in glass panelling or “glass planks”. In contrast, the residential blocks are in a more restrained, warmer, less ostentatious, brick based palette of orderly, composed, regular and rhythmic elevations. The

proposal achieves a distinct and contrasting treatment and materials palette to the workspace and residential buildings.

- 7.4.26. The elevational treatment, fenestration and materials to the Chocolate Factory and Block F are innovative and unabashedly modern, which will make clear their place within the hierarchy of the wider development as distinct from existing buildings and from newly built residential context. The proposed materials will be robust, durable and retain their clean, modern, contrasting appearance.
- 7.4.27. The sense of composition in the elevational treatment, particularly evident in the courtyard block designs of Block E are supported. The elevations are divided up into a two storey “base” made up of two storey commercial units on the north and east, two storey maisonettes on the south and west and a four storey “middle” section formed by use of a formal repeating brick based facade; and a single storey, lightweight, recessed “attic” or top floor. This latter has a distinctive “saw-tooth” roof profile that gives the elevations an added unusual visual identity and references the industrial heritage of the location.
- 7.4.28. The proportion, fenestration, detailing and layout for the two towers (Block B & part of Block D) are supported. They create good quality flats with good, well designed recessed balconies (although with open balustrades). It is good that the ground and first floor of Block B (ground only to Block D) are devoted to ancillary uses including a generous entrance lobby and glazed brick to otherwise blank bays in the facade, and that the top two floors are recessed behind deep two storey reveals creating a special “attic”.
- 7.4.29. The palette of materials proposed is supported but recommend a condition to review the materials. The condition is essential to ensure quality of construction by having approval of key details prior to construction to prevent these being watered down by “value engineering”. Of particular importance to the residential elements of this development would be parapet details and depth of window reveals (which should be at least one brick, probably more on the two towers). The top floors of the lower rise blocks, with their set-back, lighter weight materials and saw-tooth roof profile, should also be subject to approval of materials and details to ensure it is both distinctive and a design of integrity. It is preferable for these elements to be more generously glazed and for the fenestration to relate more logically to the roof profile.

Daylight, sunlight and privacy / overlooking within the development

- 7.4.30. The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals as part of their Environmental Statement addendum. These assessments have been prepared broadly in accordance with policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”.

- 7.4.31. The daylight and sunlight levels achieved to habitable rooms and external amenity areas within the proposed development are considered good. 82.3% of 554 habitable rooms within the proposed development are reported as receiving the BRE Standard of daylight, which is a high proportion of a higher density development in an area of central urban character. 67% of south facing rooms tested receive the BRE standard for sunlight is not such an impressive performance but acceptable in this context.
- 7.4.32. The sunlight assessment for amenity space unusually includes a number of road spaces such as the street between Blocks D & E, yet omits obvious private amenity spaces such as the private and communal podium and rooftop amenity spaces to Block D. It is apparent that the rooftop amenity space to Block D would receive much more than sufficient sunlight, as the rooftop amenity space to Block E that has been tested achieves 96% on 21st March (the BRE standard is at least 2 hours on 50% on this date). However, the podium to Block E receives only 33%, and other podium amenity spaces, including balconies, are also likely to be less than adequately sunlit. The applicants' data does show that the podium of Block E would receive excellent sunlight on the summer solstice, and if some parts would not receive as much sunlight, they would receive some and have a sunny view. The mix of private and communal spaces available for these occupants means that there is likely to be satisfactory amenity space ensuring the quality standard of accommodation.
- 7.4.33. The 'Chocolate yard' space behind the Chocolate Factory building also does not quite receive the BRE standard, but this is not considered to be a public or residents' private amenity space. The main public spaces, 'Chocolate Square' and the pedestrianised section of 'Jelly Lane', would receive good amounts of sunlight.
- 7.4.34. It should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations such as in London; the Mayor of London's Housing SPG acknowledges this. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 7.4.35. Overall it is considered that the daylight, sunlight and overshadowing of the proposals would be acceptable in what is an urban location.

Quality Review Panel

7.4.36. The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first two presentations to the QRP and further pre-application meetings, the scheme was altered and amended. The summary of the latest chair's review on 30 January 2018 are shown below:

7.4.37. *“Overall, the Quality Review Panel is impressed by the way in which the proposal for the Chocolate Factory has developed and, in principle, would support approval of the planning application. It thinks that there is some scope for revisiting some of the decisions on distribution of massing across the scheme – but a definitive position has to take into account other developments coming forward on adjacent sites. The panel thinks that the architecture proposed for the various blocks within the scheme has developed well, including Block B which will become a marker for the cultural quarter. It will be essential, however, to ensure that the quality promised by the proposals is followed through to detailed design and construction. The panel would encourage environmental analysis and testing of the proposal, especially in relation to the impact of tall buildings. It also suggests development of a public art strategy for the public realm of what will become a cultural quarter.”*

7.4.38. Provided below is a summary of the relevant comments from the most recent review, with officer comments following:

Panel Comments	Officer Response
Scale and massing	
A number of the issues previously raised about scale and massing have since been addressed and the panel supports many of the decisions reached	Comments noted
Assessing the appropriateness of the proposed distribution of massing requires a clearer understanding of how this might relate to that of the future development of adjoining sites.	Further work has been done on masterplanning
A more detailed scheme for the entire urban block of which Block D forms a part is required in order to take a more definitive view on the massing of Block D. The panel thinks, however, that an argument could be made for increasing its height, currently proposed as nine storeys, dropping down to four storeys. The panel also suggests that a particularly distinctive tall building could be appropriate at the northern corner of this urban block	Revised Block D masterplan provided with better review of urban block. Please note the panel reviewed a scheme which was not formally submitted as it was not acceptable – hence Block D is 9 storeys in height.
Reverting to a lower height for Block E could be compensated by an increase in the height of Block D, as suggested above, or Block B. The panel appreciates, however, that the planning authority may have reservations about further increases in heights, including in the context of the adjoining conservation area.	Increased height allowed
The panel considers the height of Block B – at 16 storeys – to	Comments noted

be the least contentious element of the scheme. The building is well proportioned and it serves as a significant marker for the proposed cultural quarter.	
Consideration of long views when approaching the site is important. While the prominence of Block B in long views is appropriate, the panel suggests that it might be preferable for Block E not to be visible.	Block B on balance acceptable and Block E reduced so not visible from views
Mix of uses	
The panel welcomes the increase in commercial space that results from revisions to the proposal.	Comments noted
Architectural expression	
The architecture proposed for the different blocks making up the scheme has developed well. This includes the choice of materials.	Comments noted
The design of Block B shows considerable potential. The panel supports an approach where the top of the building is more distinctive, for example by incorporating a giant order, in order to emphasise its role as a marker for the cultural quarter.	Block B amended and improved
It will be essential that the high quality sought for this scheme is assured through to detailed design and construction and not diminished through value engineering. The panel recommends retention of the design team throughout.	Conditions sought to ensure quality
Environmental conditions	
The panel again encourages environmental analysis and testing of the proposal. For example, while supporting the proposed height of 16 storeys for Block B, a study of environmental conditions will be important to assess potential down draughts and wind funnels.	Sensitivity testing undertaken and further requested
Public realm	
Given that the Chocolate Factory will form part of a cultural quarter, the panel suggests that a public art strategy be developed to enliven, animate and add an element of fun to the public realm.	Public art strategy encouraged

Table 7: Analysis of QRP comments

Overall comments

7.4.39. It is considered that the daylight, sunlight and overshadowing effects of the proposal on the development itself are acceptable. The detailed design of the proposed housing and workspaces is considered likely to produce high quality accommodation, within an innovative, architectural proposal. The proposed tall buildings are justified and of elegant, high quality design, that will compliment not harm the other buildings and spaces around and contribute to wider placemaking objectives.

7.5. Affordable housing and viability

7.5.1. The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site

provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).

- 7.5.2. Similarly, London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability.
- 7.5.3. Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%.

Viability

- 7.5.4. The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.
- 7.5.5. As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council’s independent advisers, Carter Jonas, and confirms that the amended scheme can viably support 7% affordable housing (expressed as a percentage of habitable rooms).
- 7.5.6. Further to the viability reports and following negotiations, the developer is willing to provide an increased contribution of 35% affordable housing (32 London affordable rent units (2 x 4 bed / 6 person duplex, 1 x 3 bed / 5 person duplex, 7 x 2 bed / 4 person duplex, 14 x 3 bed / 5 person flats, and 8 x 2 bed / 4 person flats), 40 London living rent units (5 x 2 bed / 3 person flats and 35 x 1 bed / 2 person flats), and a total of 206 habitable rooms). This is a total of 72 units with a split of 45% social rented housing and 55% intermediate housing. This is welcomed by officers.
- 7.5.7. An early stage review mechanism is recommended to be included in the planning obligations agreement to allow for a review of viability matters in the event the consent is not implemented 24 months following the issue of decision. A late stage review mechanism is also recommended to allow for a review of viability matters when 75% of the units are sold in order to capture potential future growth in sales values. This approach is in line with the Mayor’s Housing SPD 2017.

- 7.5.8. The Affordable rented element of the proposed affordable housing will be London Affordable Rent. This is one of the new affordable products that are being promoted by the Mayor of London. The rents of these units are broadly equivalent to social rents and sit at around 55% of market for one beds and lower than 55% for larger units.
- 7.5.9. The intermediate element of the proposed affordable housing will be London Living Rent. London Living Rent is one of the new affordable products that are being promoted by the Mayor of London. A part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle-income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within ten years.
- 7.5.10. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy their home on a shared ownership basis during their tenancy. They will also be given extra priority for other shared ownership homes across London.
- 7.5.11. Across London as a whole, the average monthly rent for a two-bedroom London Living Rent home is around two-thirds of the median market rent.
- 7.5.12. To be eligible for a London Living Rent home, you must:
- be renting in London
 - have a maximum household income of £60,000
 - be unable to currently buy a home (including through shared ownership) in your local area
- 7.5.13. On this basis, the affordable housing offered by the applicant is above what may be viability delivered on the site. The offer of affordable housing is acceptable in this case given the viability constraints identified. Given the findings of the third party consultant, which have been shared with the applicant, and the developer's further proposal, Officers consider the affordable housing provision of 35% (expressed by habitable rooms) to be acceptable and policy compliant.

7.6. Impact on the amenity of adjoining occupiers

- 7.6.1. London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views. This is reflected in Policy DM1 of the Development Management DPD.

- 7.6.2. The application does not assess the impact on non-residential buildings. Many employment uses have a reasonable expectation of daylight, as is mentioned in the supporting text to our Development Management DPD Policy DM1. However, the location is accepted as a Growth area and Area of Intensification in adopted Local Plan documents, so those existing employment uses cannot have a reasonable expectation to be insulated from change and intensification. Existing residents, on the other hand, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.
- 7.6.3. The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 7.6.4. The applicants provided Daylight, Sunlight and Overshadowing assessment of the effect of their proposals on neighbouring dwellings as part of their Environmental Statement addendum. These assessments have been prepared broadly in accordance with policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".
- 7.6.5. The assessment results show that the impact of the development on existing neighbouring residential and relevant non-residential uses (particularly the school) is favourable, with virtually no noticeable detrimental effects on windows or external amenity areas. The amended report says the only reductions would be small, just noticeable reduction of winter sunshine to some windows to houses on Mayes Road, east of the development and that these houses would continue to receive the BRE standard for annual sunlight. The development is helped by being separated from more sensitive neighbours with intervening industrial sites. The results are also further testament to the generally modest height of the proposals and that the isolated, slender taller building (Block B) will have much reduced impact as that impact will be transient.
- 7.6.6. The Council's Noise Officer has reviewed the material submitted on the noise and vibration impacts of this development and has indicated there is no objection in principle. Conditions are recommended to ensure that the enjoyment of neighbouring properties by their occupiers is not prejudiced.

- 7.6.7. The results from the Vibration Assessment undertaken in accordance with BS6472:2008 indicates that "Adverse Comments are unlikely" on the end users when the development is completed. However, during demolition and construction stage, the nearest noise sensitive premises (Alexandra School) will be affected on a short term basis. To mitigate against noise and vibration, a Construction Environmental Management Plan (CEMP) will be produced and submitted for approval. The Council Enforcement Response (Noise Team) will encourage that an application for prior consent under s.61 of the Control of Pollution Act 1974 is made to the Council's Enforcement Response (Noise Team) to ensure that noise and vibration from the demolition and construction process are directly and effectively regulated on site.
- 7.6.8. The proposal would not harm the amenities of neighbours as the daylight sunlight results are actually very good for such an intensive, urban development, in an area of significant intensification and is in general accordance with Development Management DPD Policy DM1 and London Plan Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

7.7. Living conditions for future occupants

- 7.7.1. London Plan Policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan SP2 and Policy DM12 of the Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

Unit layout

- 7.7.2. Each of the proposed 230 self-contained flats, ranging from studio unit through to four bed six person duplex, meet the required floor areas set out by the Mayor's Housing SPG. In many cases the identified thresholds have been comfortably exceeded.
- 7.7.3. Private amenity space would be provided for each unit in the form of front garden space, balconies or terraces. Communal amenity space is provided by way of rooftop play space at Block D and Block E and a courtyard play space at first floor.
- 7.7.4. The scheme has been amended to ensure each unit will be dual aspect providing high quality outlook as well as allowing maximum levels of sun and daylight to permeate into habitable rooms including kitchens.

Inclusive access

- 7.7.5. Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users
- 7.7.6. The proposed development provides 10% wheelchair units as required in planning policy. The layouts of most units are judged to be capable of future adaptation in line with design considerations outlined in the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Noise and vibration impacts to future occupants

- 7.7.7. London Plan Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This policy also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and Development Management Policies DM1 and DM23.
- 7.7.8. The applicant has submitted a noise and vibration assessment within Chapter 14 of the Environment Statement (reference 21650/A5/ES2017 and dated October 2017). This report have been reviewed by Council's Noise Officer who considers that there is no objection in principle to this application subject to the following conditions being recommended.
- 7.7.9. The noise report states that with specified glazing and ventilators installed within the proposed residential units (with the windows closed) will achieve internal noise levels in accordance with BS8233:2014. The report illustrates the preliminary assessment results for the worst affected residential facades (Blocks B, D & E) using typical glazing configurations with all windows closed. Whilst additional attenuation will be required in the form of acoustically rated passive ventilation, the report doesn't confirm the acoustic performance of these vents. A condition is recommended requiring a scheme of sound insulation (glazing and ventilators) and for a test to be undertaken to verify internal noise levels being met.
- 7.7.10. Although the noise levels on some of the balconies on the western façades are predicted to exceed the WHO Guidelines upper daytime outdoor sound level from steady, continuous noise of 55dB LeqT, the noise experienced is considered not to be of such a level as to prohibit the use of these spaces. The decision as to whether the balconies are utilised should be at the discretion of the future occupants, with most favouring the option of private external space than no private external space at all. This can be seen as an additional benefit considering that there is shared amenity place available. The applicant has

incorporated attenuation measures in the design to reduce noise in the most exposed facades of Block E.

- 7.7.11. The developer will be required to submit and install a scheme of sound insulation between the commercial (flexible Use Classes A1, A3, B1, D1 and D2) properties and the proposed residential units. The details of this scheme shall be submitted for approval by the Local Authority before the commencement of any works. A condition is recommended to impose a restriction on the operation hours of use which will not be dissimilar to the existing A1, A3, B1, D1, and D2 use premises in the local area. Deliveries to the site should be restricted between the hours 07.00hrs - 19.00 Monday to Saturday with No deliveries on Sundays or Bank Holidays. This is to facilitate the beneficial use of the premises whilst ensuring that the amenities of residential properties are not diminished.

Open space/child play space

- 7.7.12. Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the Mayor's Play and Informal Recreation SPG 2012, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space.
- 7.7.13. Based on the Mayor's playspace calculator 75 children are predicted to live in the development, of which approximately 54% would be under the age of 5. It is appreciated that this is subject to the exact breakdown of affordable housing unit sizes which is yet to be determined so a 'worst case scenario' based on 50% affordable housing with a split of 70:30 affordable rent: intermediate. Implementation Point 1 of the 'Shaping Neighbourhood: Play and Informal Recreation SPG (2012)' indicates that new housing developments that will accommodate 10 children or more are expected to make provision for play and informal recreation onsite. This proposal includes the provision of three formal play spaces; two on the roof tops of Block D and Block E and the third as a courtyard play space on the first floor podium. These spaces are to be designed specifically for children aged up to 11 years of age. Each space is to have its own theme and types of play. The surrounding parks and open spaces, including Wood Green Common, Alexandra Park and Duckett's Common, provide a number of play opportunities within walking distance. These offsite play spaces are aimed mainly at older children (12 and over). It is considered that these play spaces meet the requirements of the above policies and meet the play needs of future occupants.

Summary

- 7.7.14. As such, it is considered that the application is acceptable in terms of its layout and provision of adequate living conditions for the proposed occupants.

7.8. Designing out Crime

- 7.8.1. Policy 7.3 of the London Plan seeks to ensure that development proposals create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion. Local Plan Policy SP11 and Development Management DPD Policy DM2 require developments to apply the principles set out in 'Secured by Design'. It is noted that the information provided with this application does not specifically outline that it has been designed with regard to the requirements of Secured by Design.
- 7.8.2. The Secured by Design Officer has reviewed the information submitted with this application and has found no reference to crime prevention or security and, therefore, formally objects to the scheme. The officer has raised concerns with some aspects of the design and layout of the scheme with specific regard to community/amenity space in regard to ASB, balcony design, perimeter treatments, access control, postal strategy, refuse store/s, bicycle stores, compartmentalisation, physical security, maisonettes, external lighting, vehicle delivery strategy, and CCTV (Public Realm).
- 7.8.3. The developer has indicated that the scheme has been amended following discussions with the Secured by Design Officer subsequent to initial comments being received. Follow-up comments have not been received at the time of publish so the originally proposed condition is recommended requiring the developer to achieve full accreditation and to obtain full Secure by Design certification and to provide certification prior to occupation.

7.9. Parking and highway safety

- 7.9.1. The Public Transport Accessibility Level varies across the site from six in the north east closest to Wood Green station to four in the furthest south west corner. The site is 450 metres from Wood Green station, (12 minutes' walk), 570 metres from Alexandra Palace Rail Station, with 12 bus routes (29, 67, 121, 123, 141, 184, 221, 243, 329, W3 and W4 within PTAL the (640 metres) walking distance of the site.
- 7.9.2. The existing condition surveys were conducted as part of the three planning applications submitted (Clarendon Square, Iceland site, and this application) as part of the various Transport Assessment (TA), a summary of the surveys is as follows:
- 1) Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station,

Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.

- 2) Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.
- 3) The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces (residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. It is therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.
- 4) The TA has reviewed the last five years' personal injury collision data, within the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be noted that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line or additional crossing points are required.

Trip generation and modal split

- 7.9.3. The applicant has conducted surveys of the existing site which has seven buildings comprising a total of 18,325 m² with a range of uses including B1, B2, and D1 with some 12,769 m² of B1 and some 4,715 m² of B1/D1 and D2 use including “Bakery” which is some 2,020 m² and of off street car parking spaces. The surveys concluded that the existing site generated a total of 403 in/out trips (322 in and 81 out) during the Am peak hour and a total of 372 in/out trips (78 in and 294 out) during the Pm peak hour, over a 12-hour period the existing site generated a total of 4,318 trips (2,159 in and 2,159 out). The majority of the trips generated by the site is by sustainable mode of transport with car drive and car passenger trips only accounting for 20.24% of the total amount of trips generated by the site, with 79.76% of by sustainable modes of transport.
- 7.9.4. The applicant used sites from the TRICS database to predict the trips that are likely to be generated by the development proposal based on 230 residential units. The residential aspect of the development proposal would generate 136 in/out trips (22 in and 114 out) persons trips during the critical Am peak hour and a total of 110 in/out trips (70 in and 40 out) during the critical Pm peak hour with a total of 1,126 persons trip over the entire day.
- 7.9.5. The applicant’s transport consultant used sites from the TRICS database to forecast the number of trips that are likely to be generated by the retained/reproved B1 office element of the development proposal of 9,307 m² this is a reduction in the current B1 floor space. The applicant has not assessed the trip that are likely to be generated by D1-D2 element of the proposed development. It is to be noted that the B1 use will generate more trip when compared to the D1-D2 use, with the exception of D1 religious institution use which will generate trips outside the operational hours of the existing Wood Green outer control parking zone. A condition will, therefore, be required restricting the use by D1 religious institution use until these impacts have been assessed and appropriate mitigation has been provided. The proposed B1 space will generate a total of 166 in/out (160 in and 6 out) person tips during the am peak periods and 187 in/out (181 in and 6 out) persons trips during the Pm peak hour and 1,732 in/out person trips over the day.
- 7.9.6. It is to be noted that limited car parking will be provided as part of the development, and the applicant’s transport consultant has rebalance the 2011 census data modal split to reflect this, whilst we acknowledge that the car drive mode share will reduce. It is considered that although there will be limited car parking on site there is currently a high level of all day car parking available within the local area that is within easy walking distance of the site. Hence a reduction in the car drive mode share from 30% to 5% is not realistic. It is, therefore, considered that the car mode share should be revised or the applicant will need to accept a S.106 obligation to have a maximum of 5% car driver trips as part of the travel plan.

7.9.7. The applicant has not produced a trip generation information for the proposed A1-A3, it is concluded that the new retail space will service mainly local needs and given the combined quantum of retail proposed in the local area by this development and the neighbouring developments. The majority of the additional trips generated by the site will be linked-trips. It is also to be noted that as the applicant is not proposing to provide any off street car parking space for the proposed 1,350 m² of A1-A3 floor space, it is considered that the majority of the trips generated by these uses will be by sustainable modes of transport.

Parking

7.9.8. The applicant is proposing to provide a total of 27 off street car parking spaces to support the residential aspect of the development which equates to 0.12 car parking spaces per unit, which will allow for 10% (23) wheel chair accessible car parking and a further four car parking spaces which will be allocated to the four bed and three bed family size units.

7.9.9. As a result of the site's good public transport accessibility level an enhanced car club membership should be provided for the three plus bed units. Provided this is secured as part of the S.106 agreement, it is considered that the car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. It is also considered that the site has good public transport accessibility level. This is in line with the Council's Local Plan Policy SP7 which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development

7.9.10. This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.

7.9.11. It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control-parking zone and are in within easy walking distance of the site. A financial contribution will be required towards the design and consultation of parking control measure to restrict parking in these areas, the

contribution has been estimated at £25,000 (twenty five thousand pounds). This will have to be secured by-way of the S.106 agreement. The applicant is also required to submit a parking management plan for approval before the development is occupied; this must be secured by way of condition.

- 7.9.12. The applicant is proposing to provide two off street car parking space for the commercial aspect of the development, this is much less than the number of car parking spaces which currently exist on site. The applicant has not provided details on what elements of the existing commercial use will be retained and the associated car parking requirements associated with this use. It is therefore very difficult to assess if the car parking provision is sufficient to serve the needs of the future occupants of the commercial element of the development. However, it is to be noted that the Council's Local Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport. In addition, the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development, including the provision of commercial car-club, this will be secured by the S.106 legal agreement.
- 7.9.13. The applicant is proposing to provide cycle parking from the development in line with the 2016 London plan which require, one secure sheltered cycle parking spaces per studio and one bed unit and two cycle parking spaces per two or more bed unit, and six short stay cycle parking spaces for short stay. The applicant is proposing to provide a total of 341 secure sheltered cycle parking spaces for the residential aspect of the development and a total of 107 cycle parking spaces for the business and commercial elements the development. The cycle parking provision is in line with the London Plan, we will require the design and layout and implementation of the cycle parking spaces to comply with the 2016 London Cycle Design Standard (LCDS).

Impact on public transport

- 7.9.14. When considering the impact of the development on public transport we need to consider the cumulative impact of this development and the other developments (Clarendon Square and the Island site) and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network). In relation to this development proposal given the significant reduction in B1 floor area and C3 residential having a lower trip rate this development proposal would only result in a slight increase in the number of underground trips by some 22 additional trips and result in a reduction in the number of train and bus trips.
- 7.9.15. There is a need to improve the accessibility to the local bus network for future residents of the development in particular those residents who have a disability or those residents who are not able to walk long distances. TfL is seeking a financial contribution of £1,250,000 to divert two bus routes to service this site

and the neighbouring development sites. Given the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport a financial contribution of £200,000 (two hundred thousand pounds) will be required towards securing two bus routes to serve the development.

- 7.9.16. Based on our assessment of cumulative impact of the three development proposal on the underground network, it is concluded that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater for the demands of this development. A contribution will be required from the developer to improve the walking routes to and from the station including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road. The primary pedestrian access to the development will be via Mayes Road and Brook Road. The PERS audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that all the routes require clear legible signage. In addition, the majority of the accidents were recoded as slight accidents totalling 16, with a number of cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road. It is to be noted that there are two existing crossing point one signalised and one un-signalised at this location however it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate location. The cost of the highways contribution has been estimated at £150,000 towards improvements to these links.

Impact on local highways network

- 7.9.17. The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of serving trips will be inconsequential when compared to the reduction in vehicular trips.

Access and servicing arrangements

- 7.9.18. The site currently doesn't have a Delivery and Servicing Plan. The applicant has forecast the number of servicing trips that will be generated by the development proposal, we have considered that as the servicing of the residential and commercial aspect of the development can be completed via Western Road and Clarendon Road. The number and times of the deliveries can be managed by-way of Delivery and Servicing Plan. A Delivery and Servicing Plan is to be secured by-way of S.106 agreement the plan must be monitored annually in line with the frame work travel plan for a minimum period of five years.

Highways layout

- 7.9.19. The proposed development will require changes to the highway network including changes to Clarendon Road and Western Road including the removal of the existing crossovers and providing new vehicular crossovers to access the development. The applicant's proposed highways scheme includes a new public realm scheme on Clarendon Road which includes raised shared surface with new trees and shared surface footway parking. The cost of the highways works has been estimated at £549,000 (five hundred and forty nine thousand pounds) not including any statutory utilities works.

Travel Plan

- 7.9.20. The applicant's transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using ATTRIBUTE. The travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £2,000 (two thousand pounds) per travel plan for travel plan monitoring for a minimum of five years.

Construction Management Plan

- 7.9.21. The development proposal will generate a significant amount of construction traffic over a number of years; the applicant will be required to submit a revised Construction Management and Logistics Plan to be reviewed annually or with each phase of the development proposal. The Construction Management Plan is to be secured by S.106 agreement.

Overall comments

- 7.9.22. Officers have assessed this application in full and conclude that, subject to the S.106 obligations and planning conditions discussed in this report, the application is acceptable in transportation and highways terms.

7.10. Energy and sustainability

- 7.10.1. Chapter 5 of the London Plan and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new residential units to achieve a zero carbon target beyond Part L 2013 of the Building Regulations. A lesser 35% reduction is required for commercial properties.

- 7.10.2. Policies DM1, DM21 and DM22 of the Development Management DPD expect proposals to incorporate sustainable design and construction principles and

implement appropriate techniques, whilst also contributing to and making use of decentralised energy infrastructure where possible.

Energy

- 7.10.3. The amended planning application was submitted with an accompanying Energy Plan which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 7.10.4. The scheme delivers a 37.7%, and 41% improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.3% to achieve zero carbon in the residential element. The overall approach is policy compliant.
- 7.10.5. The applicant has proposed an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant as energy 'lean'.
- 7.10.6. The scheme proposes single energy centres for each block for heating and hot water. In total 14 boilers will be installed in the five energy centres that are located in Blocks A (Chocolate Factory), B, D, E, and F. This is not the single energy centre that is required in policy but the Council has agreed this principle in this circumstance as a result of site context. A condition is recommended to ensure the boiler facility and associated infrastructure are energy 'clean' acceptable and that the site will be able to connect to the Wood Green DEN.
- 7.10.7. The application has reviewed the installation of various renewable technologies. The development is proposing to install 140 kWp (circa 900m²) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in onsite CO₂ emissions and is therefore energy 'green'.
- 7.10.8. A Carbon Offset Contribution is required for the residential element of the development to the sum of £274,720 (171.7*£1,600), where zero carbon has not been achieved. This will be secured by way of section 106 legal agreement.
- 7.10.9. Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

Sustainability

7.10.10. The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the various blocks as follows - BREEAM refurbishment pre-assessment of Block A (Chocolate Factory), very good, BREEAM new construction pre-assessment of Block F, excellent, and Indicative Code for Sustainable Homes pre-assessment for Blocks B, D1 and E (Code Level 4). This approach is policy compliant and a condition is recommended to ensure this is achieved.

Overheating

7.10.11. Policy 5.9 of the London Plan states that development shall minimise overheating risk and active cooling demand. It is expected that a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable it is advised that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. A condition is recommended to ensure this is achieved and provided.

Overall comments

7.10.12. The Council's Carbon Management team has commented on the application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, requiring the provision of more detailed information, or requiring financial contributions, as appropriate.

7.11. Waste

7.11.1. London Plan Policy 5.17, Local Plan Policy SP6 and Development Management DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

7.11.2. In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

7.11.3. A planning condition requiring details of the arrangements for collection of refuse and recyclable materials is recommended to ensure servicing of this site meets the Council's operational requirements. Particular regard is to be paid to the ability of waste collection vehicles to enter and exit the development in forward moving motion and that the receptacles will need to be within 10m pulling distance from waste vehicles at the time of collection.

7.12. Wind and micro-climate

- 7.12.1. London Plan Policies 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Development Management, DPD Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.
- 7.12.2. The addendum Environment Statement provided by the applicant includes a chapter (Chapter 10) with a desk-based assessment prepared by RWDI; the purpose of which is to determine the effect of the proposed development on the local pedestrian wind environment and on the surrounding areas as compared to the baseline conditions. The assessment provides a qualitative review of expected pedestrian level wind conditions based on consideration of the massing and exposure of the development in conjunction long-term wind statistics applicable to the site and the industry standard Lawson criteria for pedestrian comfort and safety. The assessment has been reviewed by third party consultancy Urban Micro-Climate to consider the approach, assessment and any mitigation proposed.
- 7.12.3. The desk-top approach to the wind assessment is a relatively widely applied approach for mid-rise developments. It is acknowledged that the inclusion of the 18 storey tall building is at the upper end of the height range for which this desk-top method may be considered appropriate. The pedestrian comfort criteria, and their seasonal application in generating target conditions, are considered appropriate. The independent review concluded that this is at least as robust, and could be assigned equivalent weighting, to an assessment based on Computational Fluid Dynamics. In addition to this RWDI (the applicant's specialist) are a leading wind consultancy and have the necessary experience and expertise to apply this approach to this site.
- 7.12.4. The baseline conditions at the existing site with the existing surrounding buildings are expected to be suitable for standing use at ground floor level during the windiest season and thus suitable for existing activities. The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario with pedestrian level wind conditions being safe for all users and the effects on pedestrian safety from the development would be negligible. The results at the completed development with inherent landscaping in place can be summarised as follows:
- The ground level wind micro-climate would be expected to be suitable for the intended pedestrian use;
 - Thoroughfares around and through the completed development are expected to be suitable for leisure walking use, or calmer, and acceptable for the intended pedestrian use during the windiest season;

- Conditions at entrances are expected to be suitable for standing use, or calmer, and therefore suitable for pedestrian use;
- Roof terraces on Block D and Block E are expected to be suitable for a mixture of sitting and standing use during the summer season;
- Corner balconies on the north-western corner of Block D and the south-western corners of Block E are expected to be one category windier than suitable for sitting use during the summer season. Façade balcony locations are expected to be suitable for private amenity use during the summer season.

7.12.5. The independent review has concluded that the approach is acceptable and that the assessed minor significance of adverse effects is appropriate. However, that where minor beneficial effects are reported for the thoroughfares within the site, these are actually considered to be of negligible significance. Further to these conclusions, certain points have been raised which require clarification or further information. A condition is recommended to ensure the developer provides clarity and/or further information on:

- Provide further justification for the assessed effects of Block B;
- Confirm that the landscaping considered is in line with that proposed, represents the initial landscaping upon planting, and if it is accounted for in Figures 10.2A to 10.4A of the wind assessment;
- Clarify the surrounding context considered in the wind assessment;
- Clarify suitability of conditions:
 - Upon initial occupation of Block B (during construction phase);
 - At Block E's south entrance;
 - Within the public amenity spaces, particularly at café and picnic seating areas within 'Chocolate Square', 'Jelly Lane' and 'Chocolate Yard'; and,
 - At corner balconies on Block B.
- Clarify expected baseline and proposed site conditions at sensitive surrounding receptors, including building entrances and the Alexandra Primary School playgrounds.

7.13. Drainage

7.13.1. London Plan Policy 5.13 and Local Plan Policy SP5 require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

7.13.2. Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.

7.13.3. The Council's Sustainable Drainage Officer has assessed the scheme and requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise objections.

7.13.4. Comments were received from Environment Agency identifying that there are likely to be two deep abstraction wells on site TQ39/023 and TQ39/023B into the chalk and these are potential portals or pathways for connecting the surface contamination with the deep Chalk Aquifer. Whilst the Environmental Statement submitted states that they will be decommissioned it does not say at what stage in the development or include an assessment of the risk if contamination is mobilised in the vicinity of these wells. A condition is recommended for these wells to be decommissioned before any remediation or enabling works commence.

7.13.5. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

7.14. Air quality and land contamination

Air quality

7.14.1. The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Development Management DPD Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.

7.14.2. The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough of Haringey is road traffic and the site itself is surrounded by highly trafficked roads. The Borough is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents.

7.14.3. An amended Air Quality assessment has been as part of Chapter 13A within the Environment Statement addendum submitted in support of this application. The

Air Quality assessment does not include an assessment of the development alone but only in conjunction with the consented Haringey Heartlands and proposed (now resolved to approve) Haringey Heartlands schemes.

- 7.14.4. The main likely effects on local air quality during construction relates to dust. A range of measures to minimise or prevent dust generated from construction activities would be set out in the Construction Management Plan and implemented throughout the works. It is anticipated that the effect of construction vehicles entering and egressing the Site during the construction period would be negligible, in the context of local background pollutant concentrations and existing local road traffic emissions. Any emissions from plant operating on the Site would be very small in comparison to the emissions from traffic movements on the roads adjacent to the Site. It is, therefore, reported that the effect on local air quality from the construction phase of this development would be not significant.
- 7.14.5. Computer modelling has been carried out to predict the effect of future traffic related exhaust emissions and heating plant emissions on local air quality following the completion of the development. The effect of the development, as amended, on local air quality has been predicted for sensitive receptors surrounding the site and for future users of the development. Following completion of the development, and considering uncertainty in future NO_x and NO₂ reductions, the proposal is predicted to have a negligible effect on NO₂, PM₁₀ and PM_{2.5} concentrations. The overall effect of the development on air quality is, therefore, reported to be negligible.
- 7.14.6. Council's Pollution Officer has reviewed the Environment Statement and addendum report submitted in support of this application and has advised that there are some reservations regarding the Air Quality assessment. Further information has been requested from the developer regarding the methodology, assumptions, and contradictions of this assessment and shall be secured by way of conditions.

Land contamination

- 7.14.7. Development Management DPD Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.
- 7.14.8. The applicant has submitted a Phase 1 Environmental Desk Study by Albury S.I. Limited (reference 16/10755/GO/Rev 2 Issued July 2016) with the application. The Study notes that the onsite sources, identified within Table 3, Preliminary Conceptual Site Model, include made ground, infilled ponds, tanks, former incinerator, electrical sub-stations, former Generator House and backup generators. Offsite sources include a gas works 120m to the south. Other

sources not referred to in the Conceptual Site Model include the railway sidings 20m to the west, screw factory to the south, works, and a Car Breakers Yard on north-west boundary of site. The Study identified potential contaminants including PAH, heavy metals, ground gases and vapours, PCB's, hydrocarbons, kerosene or diesel and asbestos (ACM) within buildings. The Council's Pollution Officer recommends that these matters can be effectively mitigated by conditions in respect of further ground gas monitoring and on-site remediation.

7.14.9. The Study recommends undertaking Phase 2 site investigation of all potential sources through:

- An exploratory ground investigation to assess the identified risks and identified potential sources of contamination;
- A detailed UXO assessment is undertaken to assess whether an UXO engineer is in attendance depending upon the outcome of the assessment;
- The redundant water supply borehole present on site should be surveyed and decommissioned in accordance with EA guidance.

This Phase 2 investigation and remediation, as appropriate, is to be secured by conditions.

Overall comments

7.14.10. As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

7.15. Trees

7.15.1. The Council's Tree and Nature Conservation Officer has reviewed the application material and judges the scheme to be of good quality and raises no objection subject to replacement of public highway trees.

7.15.2. The trees specified for removal to facilitate this scheme are of low quality and value and should not be an impediment to development. This includes 13 Lawson cypress trees within the site and two field maples which are growing in the public highway. The two field maples were planted 7-8 years ago and although they are in good condition, their removal would be approved on the condition a financial contribution is made to allow for replacement trees to be planted in the local area. This contribution will be secured via the section 106 legal agreement.

7.15.3. A Tree Protection Plan and Method Statement has been provided within the Arboricultural Impact Assessment and provides adequate tree protection measures to ensure the development construction does not harm the retention of two silver birch trees.

7.15.4. A large number of new trees are proposed to be planted and these will help to mitigate the loss of existing trees, specified for removal, and greatly increase the

local canopy cover. The specification for 'Street Trees' in the design guide is to industry best practice. There must also be a five-year aftercare plan for all newly planted trees to ensure they become independent in the landscape and this will be secured via planning condition.

7.16. Environmental Impact Assessment

7.16.1. As the proposed development is of a size and scale with the potential to have significant effects on the environment, it is required to be subject to an Environmental Impact Assessment (EIA). The proposed development is considered to be 'EIA development' as it falls within the category of developments specified at Section 10(b), Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, due to including the erection of more than 150 dwellings.

7.16.2. Regulation 3 of the EIA Regulations 2017 prohibits the grant of planning permission for EIA development unless prior to doing so an EIA has been carried out in respect of that development.

7.16.3. The environmental information submitted comprises the Environmental Statement and representations made by consultation bodies and others about the environmental effects of the proposed development. The Planning Casework Unit responded on behalf of the Department for Communities and Local Government to state they had received a copy of the Environmental Statement and have no comments to make in respect of its contents.

7.16.4. It is considered that the environmental information submitted demonstrates that subject to mitigations and controls, the development does not give rise to environmental impacts that cannot be satisfactorily addressed so that the principle of the development is not acceptable. The findings of the ES are referred to throughout this report, where appropriate.

7.17. Planning obligations and CIL

7.17.1. The development is a 'Phased Development' for CIL purposes. This means that the planning permission (when granted) will explicitly allow the development to be implemented in phases (consistent with the definition in Regulation 2 of the CIL regulations) and that consequently each phase of the development is a separate Chargeable Development (CIL Regulation 9). It is anticipated that such phases may comprise: demolition and site preparation works and developments of buildings/plots. In order to address this a planning condition is proposed requiring the applicant to submit for each phase the relevant accompanying information prior to commencement so that the CIL amount can be calculated.

7.18. Conclusion

7.18.1. Having considered all material planning considerations including the development plan and the environmental information submitted with the application, officers consider that:

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Wood Green Cultural Quarter South SA19. This site allocation is also incorporated into the emerging 2018 Wood Green Area Action Plan Site Allocation WG SA21 (Wood Green Cultural Quarter South).
- The development will provide new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within an area of Intensification identified in the London Plan and the Wood Green Area Action Plan all of which envisage the introduction of residential use into this area.
- The minimum overall affordable housing proposal of 35% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable.
- The height of two tall buildings is appropriate within the context of the planning policy framework and in the context of the step change in the urban context envisaged in the Area Action Plan.
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to be acceptable.
- The transport and highways impacts are judged to be acceptable in the context of the planning conditions and proposed legal agreement.
- The scheme will make a contribution to the quality of the public realm which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.

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

8. RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Conditions:

1) Standard timeframe 3 years

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

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

2) Approved drawings and supporting documents

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

Plans:

PL003, PL700, PL500 - PL508 inclusive, SK600A, SK601A, SK602A, SK604A, SK605A, SK605AA, SK605BA, SK605CA, SK606A, SK606AA, 0306 031, 0306 020, and PL5294-01 - PL5294-05 inclusive received 20/10/17, PL010B, PL011B, PL-BA-BF-100B - PL-BA-BF-106B inclusive, PL-BB-099B - PL-BB-114B inclusive, PL-BE-BD-101B - PL-BE-BD-109B inclusive, PL-BE-BD-110 - PL-BE-BD-113 inclusive, PL-BD-200B, PL-BD-201B, PL-BD-203B, PL-BE-200B, PL-BE-203B, PL-BF-200B, PL-BF-201B, PL-BF-203B, L33-01B - L 33-04B inclusive, and L33-06B received 21/02/18, PL-BA-201C, PL-BA-202C, PL-BA-203C, PL-BB-115C, PL-BB-116C, PL-BB-117B, PL-BB-200C - PL-BB-203C, PL-BD-202C, PL-BE-202C, PL-BF-202C received 02/03/18 and PL-BE-BD-100C and PL-BE-201D received 08/03/18

Supporting documents:

Planning Statement prepared by Barton Willmore and dated 10/17, Existing Floorspace Schedule, Aboricultural Impact Assessment Report prepared by Sharon Hosegood Associates and dated 09/17, Flood Risk Assessment prepared by Furness Partnership and dated 10/17, Phase 1 Environmental Desk Study prepared by Furness Partnership and dated 10/17, Structural Engineer's Stage 2 Report made by Furness Partnership and dated 10/17, and Environmental Statement (Volume 1 - 4 inclusive) prepared by Barton Willmore and dated 10/17 received 20/10/17, Flood Risk Assessment prepared by Furness Partnership and dated 02/18, Block B Residential Acc. Schedule Rev J, Block E Residential Acc. Schedule Rev H, Summary Commercial Acc. Rev H, Energy Statement prepared by Etude and dated 02/18, Sustainability Statement prepared by Etude and dated 02/18, Utilities Statement prepared by Furness Green Partnership and dated 02/18, Statement of Community Involvement prepared by Meeting Place Communications and dated 02/18, and Environmental Statement Addendum

prepared by Barton Willmore and dated 02/18 received 21/02/18, Wind Microclimate Statement of Conformity prepared by RWDI and dated 02/18 and letter correspondence from T Rogan-Lyons, GL Hearn to V Bullock, Barton Willmore and dated 16/02/18 re. Daylight and sunlight amenity Coburg notional scheme received 22/02/18, Evaluate Infographic CL13351 prepared by Lichfields and dated 02/18, Block D Residential Acc. Schedule Rev J, Non-Residential Floorspace Schedule Rev C Design and Access Statement Addendum 002.2 prepared by Barton Willmore and dated 02/18, Summary Residential Acc. Schedule Rev L, received 02/03/18, and Commercial Strategy prepared by Workspace and dated 01/18 received 08/03/18

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

3) Minimum B1 Employment floorspace

The development hereby approved shall include no less than 9,414m² falling within the Use Class B1 (Employment) of the Town and Country Planning (Use Classes) Order 1987 (as amended) at any one time.

Reason: In order to ensure the maximum floorspace is to be used for employment purposes in accordance with Local Plan SP8 and Development Management DPD DM 38.

4) Use Class restrictions

No floor space hereby permitted as falling within the D1 Use Class (Non-residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be used as a place of worship.

Reason: To ensure that the traffic and parking demand generated by the development proposal will not adversely impact on the local highways network.

5) Use hours

The units hereby approved falling within the A1, A3, D1 or D2 Use Classes of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be open only between 0800h and 2400h on any day of the week, other than for uses within Use Class B1(a) which may operate over 24 hours.

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

6) Materials to be approved

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 external wall samples, parapet details, depth of window reveals, balcony balustrades, and a roofing material sample combined with a schedule of the exact product references and large scale details of key building junctions.

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 consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

7) Site parking management plan

Prior to occupation of the development hereby approved, an onsite Parking Management Plan shall be submitted to and approved by Local Planning Authority. The agreed plan shall be implemented prior to first use of the approved car parking area and permanently maintained during its operation. The plan must include details on the allocation of parking spaces and management of onsite parking spaces in order to maximise use of public transport with parking to be allocated to family disable units and family units first.

Reason: To comply with the Policy DM32 of the Development Management, DPD.

8) Cycle parking design

The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.

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

9) Electric charging facilities

Prior to occupation of the development hereby approved, the proposed car parking spaces must include provision for electric charging facility in line with the London Plan; 20% active and 20% passive provision for future conversion.

Reason: To provide residential charging facilities for electric vehicles and to promote travel by sustainable modes of transport consistent with Policy 6.13 of the London Plan.

10) Delivery and Servicing Plan and Waste Management Plan

The developer shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The DSP must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day and that the truck is able to enter and exit in forward moving motion. Deliveries to the site should also be restricted between the hours 07.00hrs - 19.00hrs Monday to Saturday with no deliveries on Sundays or Bank Holidays.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

11) Network Rail

Prior to the commencement of the development hereby approved, a Glare Study shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail, to confirm that instances of glare / reflection from the glass of the tall buildings is suitably managed to ensure there is no risk to driver operations.

Reason: In order to ensure the safe operation of the railway.

12) External lighting

No external illumination shall take place other than in accordance with a detailed lighting scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved.

Reason: To ensure that any external lighting has regard to the visual amenity, biodiversity concerns of the area, Network Rail tack safety and amenities of surrounding properties.

13) Crossrail 2 operations protection

Prior to commencement of the hereby approved development shall permitted until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:

- Accommodate the proposed location of the Crossrail 2 structures including temporary works
- Accommodate ground movement arising from the construction thereof,
- Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.

No change there from shall take place without the prior written consent of the Local Planning Authority

Reason: In order to ensure the safe operation of the Crossrail 2 development and the protection of Crossrail 2's infrastructure.

14) Piling method statement

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The developer is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

15) Construction hours

The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM1 of the Development Management DPD 2017.

16) Hard/soft landscaping

Prior to the commencement of works to the relevant part of the development, full details of both hard and soft landscape works for the public realm areas, 'Chocolate Yard', vacant space behind Block B, courtyard amenity space of

Block E and roof top gardens of Block D and Block E shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Car parking layouts;
- d) Other vehicle and pedestrian access and circulation areas;
- e) Hard surfacing materials;
- f) Minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- g) Proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); and
- h) Measures to mitigate the impacts of wind within the development.

Soft landscape works shall include:

- i) Planting plans;
- j) Written specifications (including written specifications (including cultivation and other operations associated with plant and grass establishment);
- k) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- l) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- m) Those existing trees to be retained;
- n) Those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- o) Those new trees and shrubs to be planted together with a schedule of species;
- p) Green/podium roof details including details on substrate depth;
- q) Use of deep green roof substrate rather than Sedum mat roof unless justification is provide; and
- r) Communal planting within courtyard and roof top gardens.

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

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

17) Sustainable drainage details

Prior to commencement of development hereby approved amended pro-forma (with resulting coefficient value (CV) value of 1) and micro-drainage calculations (accounting for the CV change and using FEH methodology) shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Local Plan 2017.

18) Drainage Management Maintenance Schedule

Prior to occupation of the development hereby approved a Management Maintenance Schedule outlining who will be responsible for the maintenance of the pumps and tanks for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Local Plan 2017.

19) Revised air quality assessment

Before development commences a revised air quality assessment including predicted concentrations incorporating combustion plant emissions and an air quality neutral assessment with a comparison of development emissions against London Plan emission benchmarks for buildings and transport (taking into account the council's comments) must be undertaken.

Reason: To comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

20) Chimneys

Prior to installation details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction.

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

21) Combustion and Energy Plan

Prior to installation, details of the Ultra Low NO_x boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh.

Reason: To protect local air quality in accordance with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction

22) Contaminated land 1

Before development commences other than for investigative work:

- a. Utilising the information from the Phase 1 Environmental Desk Study (and Pollution Officer comments provided) a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable: -

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2016 and Policy DM23 of The Development Management DPD 2017.

23) Contaminated land 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

24) Management and control of dust

No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG 'Control of Dust and Emissions during Construction and Demolition' and shall also include a Dust Risk Assessment.

Reason: To comply with Policy 7.14 of the London Plan

25) Non-road mobile machinery

No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO_x and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

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

26) Non-road mobile machinery inventory

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

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

27)Decommissioning of abstraction wells

Prior to commencement of the development hereby approved a scheme for decommissioning the abstraction well(s) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how these redundant boreholes are to be decommissioned.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

28)Secured by Design certification

The development hereby approved shall be designed to Secured by Design compliance. Prior to occupation, confirmation of the final certification shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets Police standards for the physical protection of the building and its occupants, and to comply with Policy SP11 of the Local Plan 2017 and Policy DM2 of the Development Management DPD 2017.

29)Wind and micro-climate clarification strategy

Prior to commencement of the hereby approved development clarification and further information regarding the wind and micro-climate assessment review including:

- Provide further justification for the assessed effects of Block B;
- Confirm that the landscaping considered in in line with that proposed, represents the initial landscaping upon planting, and if it is accounted for in Figures 10.2A to 10.4A of the Environmental Statement Addendum;
- Clarify the surrounding context considered in the assessment;
- Clarify suitability of conditions:
 - Upon initial occupation of Block B (during construction phase);
 - At Block E's south entrance;
 - Within the public amenity spaces, particular at café and picnic seating areas within 'Chocolate Square', 'Jelly Lane' and 'Chocolate Yard'; and

- At corner balconies on Block B.
- Clarify expected baseline and proposed site conditions at sensitive surrounding receptors, including building entrances and the Alexandra Primary School playgrounds.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 7.6 and 7.7 of the London Plan 2016 and Policy DM1 of the Development Management DPD 2017.

30) Internal noise levels

Internal Noise Levels within Residential Units shall not exceed the following maximum noise levels (in accordance with BS8233:2014):

Time	Area	Maximum Noise Level
Daytime Noise (7am – 11pm)	Living rooms and Bedrooms	35dB(A)
	Outdoor Amenity	55dB(A)
Night Time Noise (11pm - 7am)	Bedrooms	30dB(A)

No individual noise events shall exceed 45dB LAmax (measured with F time weighting) in bedrooms between 2300hrs and 0700hrs.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management DPD 2017.

31) Sound insulation – residential

Prior to commencement of the hereby approved development a scheme and results shall be submitted of sound insulation for glazing and ventilators verifying that the required internal noise levels have been met and approved by the Local Planning Authority.

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

32) Sound insulation – commercial

Prior to commencement of the hereby approved development a scheme shall be submitted of sound insulation between the commercial (flexible Use Classes A1, A3, B1, D1, and D2) properties and residential units and approved by the Local Planning Authority.

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

33) Plant noise restriction

Noise arising from the operation of any plant together with any associated equipment shall not increase the existing background noise level (LA90 15mins) when appropriate measurements are taken 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management DPD 2017.

34) Boiler facility

Details of the boiler facility and associated infrastructure shall be submitted which will serve heat and hot water loads for all for all residential units and commercial units on the site.

This shall be submitted to and approved in writing by the Local Planning Authority six months prior to any works commencing on site. The details shall include:

- a) Location of the energy centres in the buildings;
- b) Specification of equipment and operational standards of the site wide network (advice and expected standards can be provided by the Council);
- c) Flue arrangement and air quality mitigation measures;
- d) Operation/management strategy;
- e) The method of how the facility and infrastructure shall be designed and funded to connect to the Wood Green heating network (including the proposed connectivity locations, punch points through structure and route of the link) ; and
- f) Agreement to connect to the Wood Green DEN within a 5 year period of competition on site.

These boiler facilities and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

No change there from shall take place without the prior written consent of the Local Planning Authority

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district

system in line with Policy 5.7 of the London Plan 2016, SP4 of the Local Plan 2017, and Policy DM22 of the Development Management DPD 2017.

35) Construction standard of energy network

Details of the construction standard of the 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 in accordance with Policy 5.7 of the London Plan 2016, Policy SP4 of the Local Plan 2017, and Policy DM22 of the Development Management DPD 2017.

36) Confirmation of achieving energy efficiency standards and carbon reduction targets

The development must deliver the carbon reduction measure and standards as set out in the Energy Strategy, by Etude, Revision G, dated February 2018.

The development shall then be constructed and the deliver the carbon savings set out in this document. Achieving the agreed carbon reduction of 40% reduction beyond BR 2013 across the site (37.7%, for residential and 41%, for commercial spaces). Confirmation that these energy efficiency measures and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval.

The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). No change there from shall take place without the prior written consent of the Local Planning Authority.

If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

37) BREEAM and Home Quality

The developer must deliver the sustainability assessment as set out in the Sustainability Statement, by Etude, Revision G, dated February 2018. The development shall then be constructed in strict accordance of the details so approved, and shall achieve:

- BLOCK A - BREEAM Refurbishment 2014 'Very Good'
- BLOCK F - BREEAM New Construction 2014 'Excellent'
- Blocks B, D1 and E - Code for Sustainability Homes Level 4

A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted 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.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with Policies 5.1, 5.2, 5.3 and 5.9 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

38) Overheating

Prior to the commencement of the development hereby approved, the developer will submit and have approved in writing by the Local Planning Authority an overheating model and report. The model will assess the overheating risk (under London's future temperature projections), and report will demonstrate how the risks have been mitigated and removed through design solutions.

This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air conditioning will not be supported unless exceptional justification is given. The report will include the following:

- The standard and the impact of the solar control glazing;

- That the heating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment;
- Details on the passive design features have been included;
- Details on the mitigation strategies which are included to overcome any overheating risk currently and in the future.

Once approved the development shall be constructed in accordance with the details so approved, be operational prior to the first occupation and shall be maintained as such thereafter. No change there from shall take place without the prior written consent of the Local Planning Authority.

REASON: London Plan Policy 5.9 and local policy SP4 and in the interest of adapting to climate change and to secure sustainable development.

39) Accessible dwellings

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

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

40) Wheelchair unit provision

At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2017 Policy SP2 and the London Plan Policy 3.8.

41) Central satellite dish

Notwithstanding the provisions of Class H or Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of

such a scheme shall be submitted to and approved 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.

42) Broadband

Prior to the first occupation of the development hereby approved evidence shall be submitted to the Local Planning Authority for its written approval that demonstrates the business and residential properties will benefit from access to an ultra-high speed broadband connection.

Reason: To facilitate improvements in the quality of employment land within the borough and to comply with Policies DM38 and DM54 of the Development Management Policies DPD.

Informatives:

INFORMATIVE: This permission is governed by a section 106 legal agreement pertaining to the provision of affordable housing, affordable workspace, business continuity fund, membership with Considerate Contractors Scheme, commitment to partake in the Haringey Employment Delivery Partnership, preparation of a residential and commercial travel plan with associated financial contributions, financial contribution towards amendment of traffic management order, financial contribution towards creation of controlled parking zone, financial contribution towards diversion of local bus route, financial contribution towards public realm improvements, provision of CMP and CLP, provision of car parking management plan, payment of carbon off-setting contribution, financial contribution towards street tree replacement, public art, retention of architects, and the financial contribution towards monitoring.

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

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

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

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

INFORMATIVE: With regards to 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 developer 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: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

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

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: Cadent (National Grid) have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal

rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

Informative: Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.