

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2008/0303

Ward: Seven Sisters

Date received: 06/02/08

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Drawing number of plans: P (00) 00, P (00) 01C, P (00) 02, P (00) 03, P (00) 04, P (00) 05, P (00) 06, P (00) 07A, P (00) 08A, P (00) 09, P (00) 10, P (00) 20, P (00) 21, P (00) 22, P (00) 100A, P (00) 101, P (00) 102A, P (00) 103A, P (00) 110A, P (00) 111A.

Design and Access Statement: Wards Corner Seven Sisters Design and Access Statement and accompanying statements Pollard Thames Edwards Architects January 2008.

Conservation Area Audit and Statement Addendum Report 2008

Former Wards Corner Store – 227 -229 Tottenham High Road – appraisal of options for retention or redevelopment

Public Artwork Outline Brief Dated 20th June 2008.

Address: Wards Corner Site, High Road, London N15

Proposal: Demolition of existing buildings and erection of mixed use development comprising Class C3 residential and Class A1/A2/A3/A4 with access parking and associated landscaping and public realm improvements.

Existing Use: Retail and Residential

Proposed Use: Mixed Use

Applicant: Grainger (Seven Sisters) Ltd

Ownership: Grainger PLC and Transport for London and Others

PLANNING DESIGNATIONS

Conservation Area

Classified Road

Tube Lines Retrieved by GIS

Officer contact: Paul Smith

RECOMMENDATION

Grant Planning permission subject to conditions and section106 agreement subject to direction of the GLA

1.0 SITE AND SURROUNDINGS

The Wards Corner site is a prominent site located on the Western side of Tottenham High Road comprises 227 to 259 High Road 709 – 723 Seven Sisters Road 1a – 11 West Green Road and 8 – 30 Suffield Road which are 2/3 storey Victorian properties. The net site area is 0.65 of a hectare. The site contains the former Wards Corner Department Store and is situated above the Seven Sisters Victoria Line Underground Station and tunnels.

The site comprises retail and commercial floorspace on the ground and first floors on the High Road footage with retail commercial on the ground floor with residential above on the other two main frontages. Suffield Road is different in character being a relatively quiet residential street. There are currently 12 residential units falling within the boundary of the site.

The front part of the site falls within the West Green Road/Seven Sisters Conservation Area. The Tottenham High Road Regeneration Strategy (2002) and Tottenham High Road Historic Corridor Policy AC3 identifies Wards Corner as a key Regeneration site. The site falls within the Bridge New Deal for Communities Area. The site is the subject of the Wards Corner/Seven Sisters Underground Development Brief dated January 2004.

West Green Road/Seven Sisters shopping area is classified as a District Centre in the Unitary Development Plan. The total retail floorspaces on site is currently 3,182sq metres. The existing buildings currently incorporate an indoor market comprising 36 separate unit. Currently a number of the traders are Columbian or Spanish speaking. The site has a public transport accessibility level of 6 (where 1 is low and 6 is high).

2.0 PLANNING HISTORY

There is no significant planning history in relation to the application site. There have been many small applications in relation to each of the individual buildings, these are not recorded here in the interests of brevity but can be found on the Councils website and in appendix 1 of the applicants planning statement.

HGY/2008/0177 – PENDING - Erection of first floor rear extensions, alterations to rear elevation. Alterations to front elevation, including new bays at first floor level and dormer windows to front roofslope, installation of new shopfront, alterations to 3 storey corner block, internal alterations to create new shops/workshops/offices/cafe (A3) use on ground / first floors and creation of 8 x one bed flats at second floor.

HGY/2008/0322 – PENDING -Conservation Area Consent for demolition of existing buildings 227 – 259 High Road 1a,1b and 1 West Green Road N15.

3.0 DETAILS OF PROPOSAL

The proposed development comprises retail on the ground floor of the Seven Sisters, High Road and West Green Road frontages. A variety of unit sizes is proposed amounting in total 3700 sq metres of floorspace with access via a secure service road with gated entrance onto Suffield Road. A cafe-bar/restaurant is proposed at first floor level on the High Road frontage. The residential development comprises 197 new flats at first floor level and above and apart from 18 family units with direct access onto Suffield Road situated around a communal garden square at first floor level accessed via a main foyer with access from the High Road frontage. The proposed development would include improvements to the public realm on the High Road and other frontages including the provision of public art. The proposal includes the provision of 44 car parking spaces, including 3 disabled spaces in the basement car park.

4.0 CONSULTATION

Greater London Authority (GLA)
English Heritage
Commission for Architecture and the Built Environment (CABE)
Tottenham Civic Society
Tottenham Conservation Area Advisory Committee (CAAC)
Met Police
Government Office for London (GoL)
Environmental Agency
LBH – Transportation
The Bridge NDC
ICM Poll
Wards Corner Community Coalition
Local Residents

4.1 Development Control Forum

A Development Control Forum took place on 20th March 2008 and minutes of the meeting are attached as Appendix 4 of this report

4.2 Haringey Design Panel

The Haringey Design Panel met on 11th October 2007 and undertook a pre-application review of scheme proposed for the Wards Corner site.

Panel Comments

The Panel expressed support for the concept of the scheme in plan. However, Panel members also felt that given the site's location within a Conservation Area it was essential to provide a high – quality landmark building for this prominent site. They recommended that the scheme be revisited, and that more positive approach be taken towards an imaginative, high quality, contemporary scheme for the site, with special

regards given to the treatment of the junction of the High Road and Seven Sisters Road.

LINK TO STATION

The Panel recommended a bolder and far more integrated link between the Tube Station and the flats, with an enhanced entrance from the pavement to the Tube Station. Community safety is a major concern here, especially at night time.

CORNER BUILDING

The Panel commented that there is an opportunity to make the most of this corner site by putting a high-quality, contemporary building on the corner of the High Road and Seven Sisters Road which would act as a landmark and define this "Gateway to Tottenham". The Panel felt that the building proposed for this site was bland and suffers from a lack of identity. The Panel commented that the current proposal is an anonymous, kinked block that does little to strengthen this corner.

The Panel recommended that a bolder, more positive and less historicist approach be taken to developing this section.

DIVERSITY OF FORMS

The Panel welcomed the attempt made to provide a variety of built forms across the site and introducing some diversity. However, they commented that this was a feature to be imaginatively investigated and followed up, and that the current arrangement was not yet satisfactory.

MAINTENANCE

The Panel felt that the raised courtyard and public art work had the potential to be positive features of the scheme. They were concerned it would require significant ongoing maintenance resources- which would be an ongoing liability. The detail design of the scheme would need to be properly tested/fully worked out to ensure that both amenity space and the light show were realistic propositions.

PROJECTIONS AND ELEVATION ARTICULATION

It was felt that the flat planes of the elevation and the overall bulk of the larger elements of the scheme resulted in the scheme appearing very flat, bland and over-scaled. To address this potential problem the Panel recommended that the design team consider the use of bold modelling with vertically proportioned projections to add interest to these elevations. This would allow oblique views from the projecting bays of the apartments that would allow for better overlooking, and help break down the overall volume of the scheme.

MAKE IT LOOK LIKE HOUSING

The Panel felt the scheme needs to display its function as housing more obviously and have a more positive relationship with the street. They consider that at present elevations facing on to Seven Sisters Road and the High Road look like office buildings rather than dwellings. They recommended that a more obvious relationship between the flats above the shops and the street be explored and that these flats should be expressed as flats.

4.3 RESPONSES

Greater London Authority (GLA)

A copy of the GLA's first stage letter dated 16th July 2008 inclosing their report of 4th July 2008 is attached as appendix 1. This report includes the comments of the London Development Agency (LDA) in relation to the proposed development. Once the Council has made a decision the GLA has a power of direction and before a decision notice can be issued the GLA has 14 days from the date the Council notifies them of its decision to issue a second stage report in which the GLA will set out its formal comments and issue its direction in relation to this matter.

A meeting was held on the 3rd of October 2008 where the revised plans for the scheme were presented by the applicant's to GLA officers and Sir Simon Milton. Subsequent to the meeting Giles Dolphin Head of Planning Decisions has sent a further letter on behalf of the GLA dated 8th October 2008 listing the changes to the scheme since the stage 1 report was issued in July 2008 stating that it is considered by officers that these changes addressed the concerns set out in the stage report and decision letter subject to the comment that these comments cannot fetter the mayor's decision when the application is reported to him at stage 2. This letter is attached as appendix 2.

Transport for London (TFL)

A letter dated 8th October 2008 from Anthony Bickmore from Transport for London Corporate Finance Property Development as part of the site is owned by Transport for London stating that as landowners, TFL have been working with the Council and the applicants to bring about the regeneration of the site in accordance with the Council's planning brief and that TFL continue to welcome improvements to the local environments as proposed in the planning application and that terms have been agreed for a disposal of the relevant land interests to the developer to facilitate the implementation of the scheme upon receipt of planning permission. This letter is attached as appendix 3.

English Heritage

The area consists of principally late C19th early C20th properties. The former Wards Corner department store and Nos 255 – 259 at the West Green Road junction are identified as positive contributors to the Seven Sisters Conservation Area in the Tottenham High Road Areas Appraisal. 1a-1b West Green Road is locally listed and as such is considered to make a positive contribution to the conservation area. The proposals would entail the demolition of Nos 227 to 259 High Road, including those building those buildings identified as making a positive contribution above. The applicants have demonstrated that the retention of these buildings would render the current proposal unviable and argue that none of the buildings within the CA make a positive contribution. The supporting information does not however confirm that repair and refurbishment is unviable. English Heritage does not support the view that none of the buildings identified make a positive contribution to the conservation area. In accordance with the criteria for demolition set out in PPG 15 to 3.16 – 3.19 English Heritage does not consider that the replacement buildings offer sufficient merit to

justify demolition and considers that a scheme which takes a conservation led approach to regeneration should be pursued.

Recommendation:

That a more sensitive scheme which addresses the conservation area and retains those buildings identified as making a positive contribution to the conservation area is pursued.

Commission for Architecture and the Built Environment (CABE)

Wards Corner site in one part of a wider regeneration area as identified by Haringey Borough Council and is considered to have the potential to kick start a regenerative process for the wider neighbourhood. We are generally supportive of the principle of mixed use development and associated public realm enhancement work. Despite the challenging constraints of this site – restricted edges and underground railway tunnels running closely beneath the site's ground level – we are happy with many of the basic propositions underpinning this design. Whilst we have a few concerns regarding some aspects of massing and the delivery and maintenance of the public realm enhancement work, we are confident that the design team will be able to address these issues satisfactorily.

Recommendation:

Subject to good quality detailing and materials, we think that this scheme could potentially achieve the main aim to change perception, and ultimately transform the area. Overall, we think that the design has the markings of a good scheme and we support this planning application.

Tottenham Civic Society

Heritage

We believe that regeneration must be heritage-led in order to be successful and to minimise the risk posed by unsustainable overdevelopment. Although not nationally listed, the Wards Corner building at 227 High Road (1909) is unique to Haringey and is an interesting example of an early 20th C steel framed building with large internal spaces and huge plate glass windows – it belongs to the same era of technological innovation as buildings such as Selfridges on Oxford Street (also 1909) and deserves to be conserved. The Ward Stores building is held up as an example of one of the very best and most interesting on the whole historic High Road Corridor, and a prime candidate for future restoration. It is an interesting contrast to the 1908 Windsor Parade which has just been so expensively restored. It seems remarkable that the developer does not realise this, or does not choose to, but this is a betrayal of our local heritage.

As noted elsewhere, the 'lost' balustrade is stored inside the building. The alterations to the windows are minor and do not affect their quality. The clock is apparently in storage somewhere and though I have yet to determine exactly where, enquiries are being made. I totally disagree that the building is in a 'poor state of repair'. I think we would all agree that it wears its hundred years very well indeed as recent internal and external photographs show. Detail on interior pillars, skylights and ceiling plaster work

is all intact. The developer's view that its contribution to the Area is 'only neutral' is an absolute nonsense, and it is not for the developer, with a serious conflict of interest, to make such a determination in the first place. The measure of a building's worth is what the local community attaches to it, and the evidence is that Wards Corner has a very strong pull on local affection and cultural memory.

I also think the developer's assessment of 1a-1b West Green Road is to seriously underestimate this building, which should also be retained. It is also early 20th C and of high quality, part of Tottenham's Edwardian shopping heritage. They are ideal for restoration. Likewise the homes on Suffield Road – this is good quality family housing with private gardens for children to play in and providing green space in this built up area. I think the developer's historical description of the site contains factual inaccuracies which further undermines my confidence in their overall submission.

Costs

I have looked at the developer's estimates of the costs associated with retaining existing buildings and even a layman can see that these costs are not realistic. I do not intend to go through them line by line but to say that the market value of 227 High Road is £350,000 is nonsense – such a building would command a seven figure price tag, £350K is the price of a three bedroom terrace in N15. Likewise the cost of refurbishing it as £717,000 is a gross overestimate. I believe the building could be brought back into general use for a tenth of that cost. The developer's costs need to be submitted to an independent, impartial review and scrutiny, otherwise we are not serving the best interests of the community, we are simply accepting things on the nod and serving the interests of the developer.

Tottenham Conservation Area – Advisory Committee

There is no substantial community benefit that would result from the total or substantial demolition of these buildings so as to allow demolition as an exceptional case:-

- The proposed development is not in keeping with the Development Brief for the Wards Corner site nor in keeping with the policies for creating a New Town Centre;
- The proposal will not create a high quality gateway;
- It is not an attractive design and does not provide a high quality, imaginative development looked for under PPG 15 and will not enhance the Seven Sisters/Page Green Conservation Area;
- It does not create a sense of place, being bland and lacking individual character
- Its height, bulk and mass are too great for the area and will overpower other buildings and will destroy the character of the Conservation Area.

The Tottenham CAAC object to the application for consent for demolition in a Conservation Area for all the reasons given above.

Transport and Highway Issues

The transport impact of the development has been assessed, in the context of the Council's policies in the UDP and SPG, as follows:

Policies M2 and M3: These policies require that a developer considers the needs of public transport users in the design of a development and, a development of this magnitude should be located where there is a good level of public transport provision which would result in reduced need for car use and where travel by other sustainable travel modes can be encouraged. This proposed development is located in an area with high public transport accessibility level and abuts Seven Sisters tube/surface rail station. We also examined the proportion of residents of this site who are likely to use public or other sustainable transport for all journey purposes and, estimate that some 54% would walk or use public transport and 2% would cycle, with the remaining 44% travelling by car.

However, the car use prediction reported by the applicant's consultants', Alan Baxter & Associates (ABA), using Census 2001 data, show that only 23.3% of the people in Tottenham Green Ward already travel by car to work, with the use of sustainable means of transport significantly more than the 53% total above. It is envisaged that with comprehensive travel plan initiatives, the use of cars will in time reduce significantly to reflect the census travel data. We have subsequently considered that majority of the prospective residents and patrons of this development would travel by public transport or other sustainable travel modes. However, we would ask the applicant to consider the GLA's and TfL's comment that some improvement may be required around the walkways and corridors used to connect the surface rail station with the tube station and the four bus stops on High Road and Seven Sisters Road, to assist public transport passengers.

Policy M4: Under this policy, it is stated that new development proposals should have a design layout that encourages walking and cycling to and from the site. The applicant has proposed upgrading the public realm around the proposed development on Suffield Road, West Green Road, Seven Sisters Road and High Road encompassing re-paving, improved lighting and the creation of a new public space which would cater for the increased pedestrian activities expected at this location and, ultimately with other schemes in place, create a pleasant pedestrian-friendly environment in this area. Nonetheless, while cyclists can share the roads within the development with vehicles, there is the need for the applicant to investigate how these would connect with the wider cycle network.

Policy M5: This policy enables the Council to support the protection, improvement and creation of pedestrian and cycle routes in the borough, in order to encourage travel by these modes. Notwithstanding that the applicant has proposed to include the narrow footway on the eastern side of Suffield Road in the proposed public realm improvement works, the footway on the other side of this road is also substandard, which is obviated by its narrow width and uneven surface and will thus require an upgrade. It is also felt that Suffield Road would benefit from a raised table at its junction with West Green Road, to complement the intended enhancement to the public realm. Moreover, while there is an existing cycle route on the nearby low traffic Beaconsfield Road, there are some identified routes on other quiet roads north and south of the site, which are yet to be developed and the GLA and TfL agree with the Council that improved cycle route connections are imperative in this area.

Policy M8: This policy states that the Council will only promote access roads to commercial and industrial premises if the premises are located advantageously in relation to main roads and railways, to accommodate the generation of heavy freight. The vehicle accesses to this development are near a strategic route (A10 High Road) which leads to the M25 motorway northbound and, abut a major railway station. This means that freight movements can be shared between rail and road hence reducing the dependency on road as the only medium of transferring of goods. As part of the travel plan for the commercial element of this development, the applicant will be encouraged to ensure that some of the shops' merchandize are transported by rail. The applicant has also proposed a servicing/turning area within the site through a secure service road off Suffield Road, which would enable servicing vehicles, including the refuse vehicles collecting the bins from the store situated on the ground floor, to enter and leave this site in forward gear, as shown on Ground Floor Plan No. P(00) 01. Nevertheless, GLA, TfL and the borough would like to see the hours and frequency of delivery to this site by the lorries servicing the retail units.

Policy M9, M10 and Appendix 1of UDP- Car and cycle parking standard: We have assessed the car and cycle parking provision in the light of the criteria for a car-free development which are that the public transport accessibility level is good with alternative means of transportation and, a controlled parking zone exists or will be provided prior to its occupation. There is the presence of Seven Sisters controlled parking zone operating from Monday to Saturday between 0800hrs and 1830hrs, which provides adequate on-street car parking control at this location. Since the characteristics of this site fulfil these criteria, we will prohibit the issue of car parking permits to the future occupiers of the residential element of this development, by dedicating it as 'car-free'. However, twelve of the houses fronting onto Suffield Road will be permitted to obtain residents and visitors car parking permit especially as they replace the existing properties which historically have been entitled to these permits. Also, given the site's features, the parking provision is adequate and in line with the UDP Policy M10.

Additionally, notwithstanding that this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure, the applicant has proposed 44 car parking bays, 4 motorcycle spaces and, 197 cycle racks which shall be enclosed within a secure shelter, as detailed on the Basement and Ground Floor Plan Nos. P(00) 00 and P(00) 01. While we acknowledge that a 'car-free' development would not normally be required to provide car parking spaces, as highlighted by TfL and GLA, it is deemed that the spaces provided would compensate for the imminent loss of the existing 48 car parking spaces on this site and ultimately contain the car parking impact of this development on the nearby roads. It is also to be noted that the car parking provision represents only 16% of the maximum spaces recommended in the UDP, for this scale of development. Furthermore, the Council, GLA and TfL will require some additional cycle parking for the commercial units. We would therefore ask the applicant to provide 38 additional cycle racks for these units (2 per shop unit).

SPG 7c - Generation Traffic and its Impact on the Adjacent Roads:

Concerning the movement of vehicles to and from this development, we have used established London-based trip forecast database to estimate the level of vehicular trips expected from this development. This analysis has shown that, based on comparative London sites, the residential aspect of this development (some 16,178sq.m GFA) would result in a two-way movement of 60 and 39 vehicles in the morning and evening peak (0800-0900 and 1700-1800) hours respectively. Also, the restaurant and retail parts of this development (963 Net sqm GFA) are forecast to generate 16 and 26 vehicle movements, in and out of this development, during the morning and evening peak hours, correspondingly. Overall, this proposed development would generate some 74 and 65 vehicles during the morning and evening peak hours, in the same order.

Although the ultimate number of trips forecast to be attracted to the proposed development has been under-estimated by ABA, we have accepted their junction capacity analyses which indicate that there is considerable spare capacity to accommodate the supplementary traffic ensuing from this development. It is therefore deemed that this proposed development would not have any significant adverse impact on the existing generated vehicular trips at this location.

SPG 7c - Public Transport Impact:

There are bus stops close to this development on West Green Road and Seven Sisters Road and the footway adjacent to this development links directly to the eastbound bus stopping area on the former road for passengers wishing to connect with Turnpike Lane tube station. We have accepted ABA's projected public transport usage for this development proposal and that the existing public transport infrastructure has sufficient spare capacity to cope with the forecast supplementary demand, with minimal effect. However, as mentioned above, the Council, GLA and TfL share the view that there is the need to provide better walking connections between the underground and surface rail stations. Also, the bus stopping area situated immediately west of Suffield Road on West Green Road will require some improvement in the form of footway widening and any other identified schemes geared towards enhancing the conditions for bus passengers in this area.

SPG 7b - Travel plan initiatives: In order to mitigate the traffic impact of this development, we have agreed with ABA that the applicant would submit two travel Plan documents for the residential and commercial/retail aspects of the development to the Council for approval. The following are the range of travel plan measures which will be implemented once the development is occupied:

- Restricted car parking provision: The number of car parking spaces has been restrained to less than the existing provision and 16% of the maximum car parking requirement, as stated in Appendix 1 of the Adopted 2006 UDP- Parking Standard.
- Appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.

- Provision of welcome induction pack containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.
- Establishment and operation of a car club and subsidised initial membership fee to be made available to all new residents, in order to boost the overall proportion of take-up.
- Establishment and operation of on-site car-share scheme.
- Adequate cycle provision.

Nevertheless, we have found that the initiatives proposed in the applicant's Travel Plan document are inadequate. We will subsequently ask the applicant to put forward a clear-cut commitment to implement schemes which would encourage the prospective residents of this development to use public transport such as, offering travel card/discounted season tickets and free first year car club membership to the first 197 occupiers of this development. We will also like to see Travel Information Terminals erected at strategic points within the development. The applicant will also be required to ensure the Council that some of the freights to the retail/commercial aspects of the development will be by rail.

In summary, albeit some transport infrastructure improvement and travel plan measures geared towards minimising car-dependency are critical to this development proposal, it is deemed that these can be achieved through a S.106/S.278 agreement with the applicant to make some contributions towards walking/cycling/public transport enhancement and implement agreed travel plan measures. Consequently, the highway and transportation authority would not object to this application, subject to the conditions that the applicant:

1. provides 235 (two hundred and thirty-five) bicycle racks, which shall be enclosed within a secure shelter.

Reason: To improve the conditions for cyclists at this location.

2. submits two satisfactory Travel Plans for the residential and commercial/retail parts of the development to the transportation planning section for approval.

Reason: To minimise the traffic impact of this development on the adjoining roads.

3. submits the details of the hours and frequencies of delivery to this site by the lorries servicing the retail units.

Reason: To ensure that the delivery activities associated with this development will not cause unacceptable level of obstruction to the movement of vehicles on the surrounding roads.

4. enters into a S.106 agreement that: "Except for the twelve (12) houses fronting onto Suffield Road, the residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To encourage the use of sustainable travel modes at this location.

5. submits the details of the routeing of the associated construction traffic and methods of delivery of goods to the retail/commercial aspect of the development, to the Council and TfL prior to construction, for approval.

Reason: To minimise the disruption to the movements of vehicles and pedestrians along the adjoining roads and footways.

Informatives

1. "Except for the twelve (12) houses fronting onto Suffield Road, the residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

2. The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

Environment Agency

We have no objection to the above application providing the following conditions are imposed on any planning permission granted:

CONDITION 1: The construction of the foul and surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

REASON: To prevent pollution of the water environment.

CONDITION 2: Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment.

CONDITION 3: The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development is commenced.

REASON: To prevent pollution of the water environment.

CONDITION 4: The applicant should submit a scheme for approval by the Local Authority detailing water efficiency measures along with rainwater harvesting and greywater reuse. Where measures are not being used reasons should be provided.

REASON: There is a high demand for limited water resources in this area; therefore we need to manage water use wisely to meet the needs of society and the environment.

In accordance with Section 34 of the Environmental Protection Act and the Duty of Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.

ADVICE FOR APPLICANT

Water Efficiency

In line with Policy A4.16 *Water Supplies and Resources* of the London Plan 2008 we require the Applicant to consider the efficient use of water within the development. For more information & advice on water efficiency measures see:

Water Resources pages of the Environment Agency website:

<http://www.environment-agency.gov.uk/subjects/waterres/>

The Code for Sustainable Homes:

<http://www.planningportal.gov.uk/england/professionals/en/1115314116927.html>

Environmental Technology Best Practice Programme free helpline Tel: 0800 585794

Waterwise:<http://www.waterwise.org.uk/>

Underground Structures

Large underground structures constructed below the water table may act as an obstruction to groundwater flows. Consequently, a building-up of groundwater levels may occur on the up-gradient side of such structures. Any drainage systems proposed for such structures should also be capable of allowing groundwater flows to bypass the structure without any unacceptable change in groundwater levels, or flow in

groundwater-fed streams, ditches or springs. This needs to be taken into account in the EIA.

Drainage

Drainage from covered car parking floors should not discharge to the surface water system. Where roof parking is proposed surface water should pass through an approved oil separator before connecting to the surface water system.

Any open chemical or refuse storage areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Such areas should be connected to the foul sewer subject to the approval of Thames Water Utilities or its sewerage agent.

The Bridge New Deal for Communities

The Chair of Bridge NDC has submitted a letter of support dated 10th June 2008 in relation to the application for the development of Wards Corner covering different aspects of the proposal as follows:

- Cushman Wakefield Report dated March 2006 – Effect of the Commercial floor space on the Seven Sisters District Centre
- Shared Intelligence Report March 2008 – Social fabric study – Assessment of the proposed development in relation to the economic social and environmental well being of the local area.
- Submitted separately in a letter dated 29th June 2008 – an assessment by Urban Space Management of the existing market and whether it can be required in the new Wards Corner scheme or elsewhere.

London Fire & Emergency Planning Authority (LFEPA)

In their letter 15th July 2008 the LFEPA state that they the premises has been examined and they are satisfied with the proposals in relation to the fire precautionary arrangements.

Met Police Crime Prevention

With reference to the proposed development at Wards Corner, High Road and West Green Road N15. The Crime Prevention Department has no objection to the scheme and looks forward to the regeneration of this key gateway into Haringey.

We have already been consulted on the scheme by the architect with a view to achieving full Secured by Design certification. We have another meeting with them on 7th March and this consultation will need to continue throughout the life of the project. The key challenges for the scheme will be:

- The basement car park will need proper access control to prevent casual use and abuse. I understand there will be gates and an access control system which appears to be a good solution. Communal stairs and entry points will also

need a high level of security in this challenging area. The car parking should be well lit, consider using the Park Mark Standards for this.

- Good lighting is an excellent crime prevention tool that has been proven to reduce crime at a fraction of the cost of CCTV and other methods. Bollard lights are not recommended as they are frequently vandalised and offer poor quality
- light at head height. It will be a key challenge that the lighting is effective and appropriate for its setting.
- The communal door security and access control systems are a key security measure on this type of development and I urge the Developer to use a high specification of security at these points. We can give detailed advice on door and window standards to achieve full Secured by Design certification.

The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community.

Andrew Snape,
Crime Prevention Design Adviser.
Haringey Police

Local Residents Petitions

A petition containing 126 signatures has been received objecting to the proposed development on 14 grounds as follows:

- Destroys heritage buildings, Destroys the market, Does not provide good quality public space or green space, Does not provide community facilities, Is not sympathetic to the area and our cultural diversity, Does not foster community, Is environmentally unfriendly, is unattractive, does not provide essential housing, does not foster small business, Will not regenerate the area in the long term, does not promote health and well being, Gated communities do not encourage healthy communities, the local community was not involved in the creation of this design.

A petition containing 81 signatures has been received in support of the proposed development however 13 people from Edmansons Close, N17 have subsequently made it clear that their views were misrepresented and that they had not signed the petition and that they were wholly in favour of the restoration of Wards Corner.

- We the undersigned are residents of N15 who live, work, or study in or near Wards Corner. We are concerned and alarmed over recent articles published in local papers and other 'propaganda' against the proposed development by Grainger.
- We do not believe the misinformation circulated in the name of local communities, reflects the true voice of the local communities. We urge the Council to develop Wards Corner, to make it safe for us and our children to live and work in.

Local Residents Letters and emails

242 letters have been received objecting or in support of the proposed development, 27 Letters are in support, 23 letters are duplicated.

Below is the summary of the objections

- Local businesses will be affected greatly, with many traders losing their livelihoods. Some traders will lose their homes as well. Demolition will destroy businesses as well as buildings. This proposal will blight the lives of many whose future will disappear in the builder's rubble. Moving back to the area
- demolition and development is not an option that could be contemplated by many.
- Residents in the area covered by the demolition will lose their homes, and face an uncertain future, away from an area that many have lived in for many years
- The Market which ha been created, and which has added vibrancy, richness and diversity to the area would be lost, affecting traders as in 1.
- The iconic Wards Corner building would be lost. Also lost would be the Edwardian Terrace which links the corner Wards building with the bank at the corner of West Green Road – another lovely building that will also disappear. These building should be restored, with the upper floors, brought back into use once again. Demolition and new-build is not the answer.
- The development proposed by Grainger has not benefited from widespread and meaningful consultation with the Community. Apart from a tokenistic consultation about pavements, the local community has not been consulted about this development. It is a development which is the antithesis of what the Community wants, needs and is determined to have.

123 emails responses have been received on Public Access objecting on a broad range of grounds including the following:

Development not in accordance with the planning brief, flats and shopping mall does not constitute imaginative landmark gateway, Development is of a mechanical nature rather than human nature thus not one for which it's users or inhabitants are likely to feel a sense of ownership, reminiscent of high rise development which are generally acknowledged to have fail, would constitute a gated private community which will be severed from and have no sense of identity or involvement with the rest of the Seven Sisters Area, Seven story blocks will not be in harmony with the adjacent Page Green Conservation Area, The health, Education, Recreation and Transport infrastructure is not sufficient to cater for the new inhabitants, the development will displace local businesses in favour of branches of chain stores, the development offers no new open space for public recreation and relaxation, The proposal has been drawn up without involvement from the public and without consultation with local businesses and the people who will be affected by it.

ICM Poll

M&N PR consultants have submitted a poll carried out by ICM on the instruction of the applicant in relation to the proposed development stating that a significant number of respondents had not visited the market and only 19% shop there regularly. That the respondents felt unsafe in the area at night. That many people thought that investment in the area was a good idea. That many favoured the provision of high street shops and local traders. Retaining period buildings was not seen as a priority.

Tackling crime was the most important issue. The methodology and results of which are shown in summary below:

Methodology

- Interviewed 500 residents in post code areas N15 4, N15 5 and N15 6
- Aged over 18+
- Over the telephone
- Between 1 – 12 May 2008-10-23 Weighted by age and area i.e. approximately the same number of people were polled in each age range and area

Key Statistics

- 57% of respondents had never visited Seven Sisters market, and only 19% of respondents shop at the market once a month or more often
- 55% feel unsafe visiting the area at night (including 68% of people aged 18 – 24). This rose to 62% amongst women
- 81% think substantial investment in the wards Corner area is a good idea
- 63% favoured the option of providing retail units for use by both high street shops and local traders, compared to only 30% who wanted retail focused around the existing and local traders
- When asked “what would you say is the most important issue that needs to be addressed at the wards Corner site?”, only 4% actually specified that architecture/retaining period buildings was a priority – less than those who suggested better street lighting
- Only 3% (17 people out of 500) specified that keeping the market was important – the same amount who asked for more green areas to be included

- Tackling crime was the overwhelming main priority for respondents, with 42% specifying this option. Providing a better range of shops and making the area more attractive were joint second with 18% each.

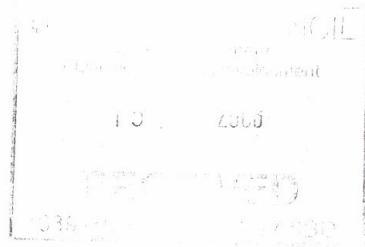
Responses from Wards Corner Community Coalition (WCC)

A letter dated 3rd March 2008 from the Wards Corner Community Coalition stating that they recently organised a meeting amongst shop keepers, traders, local residents and local interest groups from within and around the Wards Corner Site. The meeting was held on 28th February 2008 and WCC state that the audience expressed opposition to the Grainger plans and support for the alternative proposals.

An email dated 3rd March 2008 from the Wards Corner Community Coalition stating objections to the Grainger application.

A letter and DVD has been received on behalf of the Wards Corner Community Coalition dated 8th July 2008 and the letter is reproduced below, the DVD is entitled Plan for the Community:

Paul Smith
Stuart Cooke
639 High Road
Tottenham
London
N17 8BD



Tuesday, 08 July 2008

Dear Mr Smith and Mr Cooke

Wards Corner Site, Tottenham, London , N15

Ref: HGY/2008/0177. Applicant: Victoria Alvarez and Ricardo Pelayo for

Pueblito Paisa on behalf of the Wards Corner Community Coalition (WCC)

Ref: HGY/2008/0322. Applicant: Grainger plc.

Ref: HGY/2008/0303. Applicant: Grainger plc.

The above-mentioned applications refer to development proposals for the Wards Corner Site at Seven Sisters.

HGY/2008/0177 is for the restoration of the existing Transport for London-owned buildings on the High Road frontage, including the iconic Wards building. This would bring large areas of high quality floorspace back into use for retail or other purposes. Preservation and restoration of these buildings, and others on the edge of the site, would ensure that the vibrant Latino market would retain its home, and that thriving small businesses will continue to flourish and expand. This is the Community Plan supported by the Wards Corner Community Coalition (WCC).

HGY/2008/0322 is the proposal of Grainger PLC for the demolition of all existing buildings on the site. This includes all buildings on the High road frontage, and numbers 1 and 2 West Green Road , all of which are in a conservation area.

HGY/2008/0303 is the proposal of Grainger PLC for a total new-build on the Wards Corner site, with retail units below and a private, gated housing development above in two blocks of 7-9 storeys.

The Wards Corner Community Coalition takes the view that the Grainger scheme for the site will not deliver regeneration for the people of Tottenham and will damage the material, social and economic fabric of this diverse community. Further, the Wards Corner Community Coalition believes the Grainger proposals to be based upon questionable premises and have put forward an alternative vision for the site.

At a meeting on Wednesday 2 July 2008, Paul Smith, Head of Development Control South, for the London Borough of Haringey advised the Wards Corner Community Coalition that the Grainger applications will be considered at a Special Planning Committee meeting on 24th July 2008. The WCC's alternative plan (Ref: HGY/2008/0177) will be determined later in the year, possibly around September.

The Wards Corner Community Coalition understands that the Wards Corner site has been neglected for far too long and needs urgent attention if it is to play its part in the regeneration of the area. But whereas the Wards Corner Community Coalition believes that the Grainger proposal if implemented *in toto* would be disastrous for the

area, it feels that a resolution of the problems and challenges posed by the site could be achieved with a combination of restoration and new-build - appropriate to cultural diversity, the commercial viability of small businesses, the need for affordable housing and putting sustainability and conservation to the fore.

Accordingly, the Wards Corner Community Coalition request that Planning decisions on both the Grainger and Community Plan applications be deferred, and a steering committee set up to advance a collaborative planning process involving the Local Planning Authority, Transport for London, Haringey Council officers, New Deals for Communities (NDC), Grainger PLC, the Wards Corner Community Coalition, and other development partners as appropriate.

The Wards Corner Community Coalition believes that this collaborative 'multi-partite' planning process would be able to deliver the over-arching vision of Haringey's Core Strategy to create a "a place for diverse communities that people are proud to belong to".

The Wards Corner Community Coalition is supported by the Prince's Regeneration Trust, the Civic Trust, the New Economics Foundation, the Development Trust Association, the Victorian Society and Planning Aid for London , all of whom are committed to local, regional and central government policies that support the aims and objectives of the Wards Corner Community Coalition. With such support, we believe Haringey, Grainger PLC, Transport for London , and other development partners would receive excellent publicity in the press and in government circles were they to enter into such a collaborative process.

The Wards Corner Community Coalition is aware that this is an unusual step. But these are exceptional times requiring bold solutions especially as, in our opinion, and given the state of the property market, this is not the time to destroy functioning small businesses for speculative development. The Wards Corner Community Coalition feels that all who participate in this proposed collaborative development would have much to gain, particularly Haringey Council.

We will be submitting as part of the Wards Corner Community Coalitions's comments on the Grainger application a copy of this letter with a strong request that it be included in the written report to the Special Planning Committee meeting on 24th July.

Finally, I am sending a hard copy of this email to all recipients with a dvd made for and by the Wards Corner Community Coalition which you are urged to view as documentary evidence of "a place for diverse communities that people are proud to belong to".

Yours sincerely

Wendy Keenan
Wards Corner Community Coalition

5.0 RELEVANT PLANNING POLICY

National Planning Policy

PPS 1: Delivering Sustainable Development (2005)
PPS: Planning and Climate Change supplement to PPS 1
PPS 3: Housing (2006)
PPG 4: Industry, Commercial Development & Small Firms (1994)
PPS 6: Planning for Town Centres (2005)
PPS 10: Planning for Sustainable Waste Management (2005)
PPS 12: Local Development Frameworks (2004)
PPG 13: Transport (2001)
PPG 15: Planning and the Historic Environment
PPG 16: Archaeology and Planning (1990)
PPG 17: Open Space
PPS 22: Renewable Energy (2004)
PPS 23: Planning and Pollution Control (2004)
PPG 24: Planning and Noise (1994)

5.1 REGIONAL PLANNING CONTEXT

The Sustainable Communities Plan (February 2003)

Established growth areas including the London-Stansted-Cambridge-Peterborough Corridor, which includes the Tottenham Hale Area.

5.2 The Mayor's London Plan Consolidated with alteration since 2004 dated February 2008

Policy 2A.1 Sustainability Criteria
Policy 2A.7 Areas for Regeneration
Policy 2A.8 Town centres
Policy 2A.9 The Suburbs: Supporting Sustainable Communities
Policy 3A.1 Increasing London Supply of housing
Policy 3A.2 Borough Housing Targets
Policy 3A.3 Maximising the Potential of Sites
Policy 3A.5 Housing Choice
Policy 3A.7 Large Residential Developments
Policy 3A.8 Definition of Affordable Housing
Policy 3A.9 Affordable Housing Targets
Policy 3A.10 Negotiating Affordable Housing in Individual Private Residential and Mixed Use Scheme
Policy 3A.17 Addressing the needs of London's diverse population
Policy 3A.18 Protection and enhancement of social infrastructure and community facilities
Policy 3A.24 Education facilities
Policy 3A.28 Social and Economic Impact Assessment
Policy 3B.3 Mixed Use Development
Policy 3B.1 Developing London's Economy

Policy 3B 11 Improving Employment Opportunities
Policy 3B.11 Improving Employment Opportunities for Londoners
Policy 3C.1 Integrating Transport and Development
Policy 3C.3 Sustainable Transport for London
Policy 3C.21 Improving Conditions for Walking
Policy 3C.22 Improving Conditions for Cycling
Policy 3C.23 Parking Strategy
Policy 3C.24 Parking in Town Centres
Policy 3D.1 Supporting town centres
Policy 3D.2 Town centre development
Policy 3D.3 Maintaining and improving retail facilities
Policy 4A .1 Tackling Climate Change
Policy 4A .2 Mitigating Climate Change
Policy 4A .3 Sustainable Design and Construction
Policy 4A.4 Energy assessment
Policy 4A5 Provision of heating and cooling networks
Policy 4A6 Decentralised Energy: heating, Cooling and Power
Policy 4A.7 Renewable energy
Policy 4A.9 Adaption to Climate change
Policy 4A.10 Overheating
Policy 4A.18 Water and sewerage infrastructure
Policy 4A.19 Improving Air Quality
Policy 4A.20 Reducing noise and enhancing Sounds cape
Policy 4A .21 Waste Strategic Policy and Targets
Policy 4A.33 Bringing contaminated land into beneficial use
Policy 4B.1 Design Principles for a Compact City
Policy 4B.3 Enhancing the quality of the public realm
Policy 4B.5 Creating an inclusive environment
Policy 4B.6 Safety, Security and Fire Prevention and Protection
Policy 4B.8 Respect local context and communities
Policy 4B.9 Tall Buildings – Locations
Policy 4B.10 Large – Scale Buildings – Design and Impact
Policy 4B.11 London's Built Heritage
Policy 4B. 15 Archaeology
Policy 5A. 1 Sub-Regional Frameworks
Policy 5B.1 The Strategic priorities for North London
Policy 5B.2 Opportunity Areas in North London
Policy 6A.4 Priorities in Planning Obligations
Policy 6A.5 Planning Obligations

5.3 The Mayor's Other Strategies

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)
The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)
The Mayor's Culture Strategy: Realising the potential of a world class city (2004)
The Mayor's London Economic Development Strategy Success through diversity (2001)

The Mayor's Ambient Noise Strategy (2004)
The Mayor's Energy Strategy (Feb 2004)
The Mayor's Transport Strategy (2004)
The Mayor's Municipal Waste management Strategy (2003)
The Mayor's Energy Strategy (2004)
The Mayor's Planning for Equality and Diversity in Meeting the spatial needs of London's diverse communities SPG
The Mayor's Draft Industrial Capacity SPG (2003)
The Mayor's Land for Transport Functions SPG (March 2007)
The Mayor's Sustainable Design & Construction SPG (2006)
The Mayor's Providing for Children and Young People's Play and Informal Recreation SPG (March 2008)
The Mayor's Housing SPG (November 2005)
The Mayor's Industrial Capacity SPG
The Mayor's Accessible London: Achieving an inclusive environment SPG
The Mayor's Wheelchair Accessible Housing Best Practice Guide (BPG)
The Mayor and London Councils' Best Practice Guide on The Control of Dust and Emissions During Construction

5.4 North London Sub - Regional Development Framework (SRDF)(May 2006)

5.5 Haringey's Community Strategy (2003- 2007)

5.6 Adopted Unitary Development Plan, 2006

Policy G1 Environment
Policy G2 Development and Urban Design
Policy G3 Housing Supply
Policy G4 Employment
Policy G5 Town Centre Hierarchy
Policy G12 Priority Area
Policy AC3: Tottenham High Road Regeneration Corridor
Policy AC4: The Bridge – New Deal for Communities
Policy UD2 Sustainable Design and Construction
Policy UD3 General Principles
Policy UD4 Quality Design
Policy UD7 Waste Storage
Policy UD8 Planning Obligations
Policy UD9 Locations for Tall Buildings
Policy ENV3 Water Conservation
Policy ENV6 Noise Pollution
Policy ENV7 Air, Water and Light Pollution
Policy ENV9 Mitigating Climate Change: Energy Efficiency
Policy ENV10 Mitigating Climate Change: Renewable Energy
Policy ENV11 Contaminated Land
Policy ENV13 Sustainable Waste Management
Policy HSG.1 New Housing Developments

Policy HSG.3 Protection of Existing Housing
Policy HSG.4 Affordable Housing
Policy HSG.9 Density Standards
Policy HSG.10 Dwelling Mix
Policy TCR1 Development in Town and Local Shopping Centres
Policy TCR3 Protection of Shops in Town Centres
Policy TCR4 Protection of local shops
Policy TRR5 A3 Restaurants and cafes
Policy M2 Public Transport Network
Policy M3 New Development Location and Accessibility
Policy M4 Pedestrian and Cyclists
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
Policy M9 Car free developments
Policy M10 Parking for Development
Policy CW1 New Community/Health Facilities
Policy CSV8 Archaeology

5.7 Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG2 Conservation and Archaeology
SPG3a Density, Dwelling Mix etc
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG6 C Restaurant, hot premises-use A3 etc
SPG7a Vehicle and Pedestrian Movement
SPG7b Travel Plan
SPG7c Transport Assessment
SPG8a Waste and Recycling (adopted 2006)
SPG8b Materials
SPG8d Biodiversity Landscaping, Trees
SPG8c Environmental Performance
SPG8e Light Pollution
SPG8f Land Contamination
SPG8i Air Quality
SPG9 Sustainability Statement Guidance
SPG10a The Negotiation, Management and Monitoring of Planning Obligations (Adopted 2006)
SPG 10b affordable Housing (Adopted 2006)
SPG10c Educational needs generated by new housing
SPG10d Planning Obligations and open space
SPG10e Improvements to public transport infrastructure and services
SPG11b Buildings suitable for community use
SPG11c Town Centre and Retail Thresholds

5.8 Local Development Framework – Core Strategy

The Haringey Unitary Development Plan (UDP) remains the statutory plan until at least July 2009 and planning applications will be determined on the basis of its planning policies at least until that time. The current applications are therefore being determined in this basis. However in accordance with Government instruction the Council has started work on the Local Development Framework. Future planning policies will be based on the Council's Core Strategy which is currently at the "issues and options" stage having recently been put to consultation in draft form. The core strategy must conform to the vision in the Council's Community Strategy (2007- 2011). The core strategy is currently timetabled to be adopted in December 2009. In the meantime due to the early nature of its development it has little weight in relation to current decision making.

5.9 Other Documents

Planning for Town Centres: Guidance on Design and Implementation Tools

By Design – Better Places to Live (DTLR, CABE September 2001)

CABE Design and Access Statements

Secured by Design

Towards an Urban Renaissance (Urban Task Force, 1999)

Sustainable Communities: Homes for All (ODPM, January 2005)

Housing Corporation Design and Quality Standards April 2007

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Code for Sustainable Homes (December 2006) DCLG

Demolition Protocol Developed by London Remade

6.0 ANALYSIS/ASSESSMENT OF THE APPLICATION

Main Issues

- 1) Regeneration
- 2) Regeneration Benefits
- 3) The Bridge NDC
- 4) Retail Uses
- 5) Residential
- 6) Density
- 7) Affordable Housing
- 8) Dwelling Mix
- 9) Lifetime Homes and Wheelchair Access
- 10) Conservation
- 11) Design
- 12) Public Art
- 13) Amenity space
- 14) Children's Play space
- 15) Contamination

- 16) Archaeology
- 17) Sustainability Energy
- 18) Traffic and Parking
- 19) Air Quality
- 20) Security Site Management
- 21) Secure by Design
- 22) Drainage
- 23) Noise and Vibration
- 24) Daylight and Sunlight

6.1 Regeneration

PPS 1: Delivering Sustainable Communities sets out the Governments' position in relation to achieving identified planning objectives including providing urban regeneration through mixed-use development, reducing the need to travel and promoting efficient use of land through higher density and use of previously developed land and buildings.

Policy AC3 Tottenham High Road Regeneration Corridor seeks to promote regeneration through development along the Tottenham High Road corridor. The corridor is considered to be an area where redevelopment will act as a catalyst for regeneration of the High Road. Seven Sisters underground/Wards Corner is identified as being capable of being developed as a landmark mixed use development.

Policy AC 4 The Bridge – New Deal for Communities states that the Bridge New Deal for Communities aims to improve the quality of life for residents by seeking to change the area so that it becomes a better place to live. The policy identifies Seven Sisters underground station/Wards Corner as an important site for redevelopment in the area and states that a planning brief advocating mixed use development of the site has been prepared.

In January 2004 the Council adopted a Development Brief for Wards Corner/Seven Sisters Underground station. The land covered by the brief included Apex House, however the brief focused on the Wards Corner site which is the one which was thought to be most likely to come forward for development.

The brief states that the east of Haringey is recognised as a deprived area and that the area around the station is perceived as unsafe and suffers from a high degree of crime. The brief states that the Council is taking a coordinated approach towards development along Tottenham High Road where there has been an overall lack of investment in the building stock. The brief states that the Seven Sisters/Bridge NDC is responsible for the regeneration of the area and the brief site falls within their boundary. The brief also refers to the Boroughs Haringey Retail Capacity assessment (Sept 2003) which also identifies Wards Corner as a focus for development to improve the District Centres shopping environment.

The vision as stated in the brief is to “Create a landmark development that acts as a high quality gateway to Seven Sisters, providing mixed uses with improved facilities and a safer underground station access.

The brief sets out a number of development principles. The first is a reiteration of the vision granted above. A series of urban objectives follow including new development should regenerate and improve the living and working environment and make the best use of the opportunities presented by the site. Development must enhance the Conservation Area. New buildings shall be of distinctive and modern design. Development should reflect the diversity of the community and improve the public realm and include public art. Development should be designed to reduce the opportunities for crime and improve pedestrian access and safety. Development should be mixed use and the houses lost in Suffield Road should be replaced as part of the scheme. The current application for the redevelopment of the wards Corner site has been submitted in the context of the planning brief. The application has to be judged on its merits in relation to Government Planning Policy local Planning policy the brief and any other relevant material consideration includes the criteria set out in the development brief in particular.

6.2 Regeneration Benefits

The proposed development would result in the expansion and redesigning of the public pavement area in front of the High Road frontage. Existing street clutter would be removed. The mature plane tree will be retained. The entrance stairs to the Underground Station will be retained and reclad and covered by glass canopies. Two new retail kiosks will be located next to the existing entrance stairs. The public space is enlarged by recessing the proposed development in the centre of the High Road frontage. A large paved circle will be created shielded by an arc of trees. At the centre of the circle a piece of public art will be erected designed by competition. The remainder of the space will be provided with high quality parking, street lighting, signage, bus stops, benches and other street furniture.

The proposed development would result in the provision of new shops and a cafe bar and restaurant including premises and kiosks for smaller independent retailers and incorporate space for community use.

The proposed development would result in the provision of 197 homes on the site in a mix of dwelling types to appropriate standards of design and layout arranged around a shared roof garden with seating planting and a play space.

The proposed development would result in the physical regeneration of the site through comprehensive redevelopment which would represent investment in the area which would lead to further physical and social economic regeneration in line with Council Planning Policy.

The London Development Agency Comments as stated in the GLA report dated 4th July 2008 are as follows (The LDA support the principle of development. As

this is recognised as a gateway location into the Borough, the LDA welcomes the incorporation of retail frontages onto Tottenham High Road, Seven Sisters Road and West Green Road. In addition, the provision of a range of retail accommodation size suitable for large national high street retailers, smaller local independent shops as well as a range of complementary facilities is welcomed as it will help to ensure an appropriate balance and mix of retailers is achieved. The LDA welcomes the provision of small retail space suitable for start up businesses in order to support and promote a diverse retail offer on Tottenham High Road. This will support the Economic Development Strategy (EDS) objective to "address barriers to enterprise start – up growth and competitiveness". The promotion of small retailers can also assist the needs of local business, small and medium sized enterprises (SME's) and black and minority ethnic businesses which in turn can support the needs of the local community.

6.3 The Bridge NDC

The Bridge NDC is a regeneration programme funded by the Department of Communities and Local Government (DCLG) as part of a national programme of renewal and regeneration in the most deprived wards in England.

The activities of the bridge NDC are lead by the Communities Partnership Board. The Board is made up of twenty three members, 12 of whom are local residents.

The Partnership Board has been involved in promoting the redevelopment of Wards Corner for five years. The Community Conference day on 1st February 2003 informed residents of plans for the Wards Corner Project.

The NDC sponsored Atis Weatherall study in 2003 was a baseline report and evidence base which then led to the adoption of the Wards Corner Brief which was approved in draft for public consultation by the Planning Applications Sub Committee on 7th July 2003, 12,000 households were circulated a summary leaflet, and the Development Brief was adopted in January 2004 by the Executive of the Council. Subsequently the NDC funded a selection competition to find a lead developer on the basis of the brief. Grainger PLC the current applicants were competitively selected in that process.

The Bridge NDC have commissioned and submitted in support of the application 3 studies/reports. It is considered that those documents are material considerations in considering this application. The three studies are:

- (i) A report from Cushman and Wakefield March 2006 which is an assessment of the commercial impact of the Grainger planning application on the existing town centre.
- (ii) A report from Shared Intelligence March 2008 which comprises an assessment of this planning application as it relates to the economic, Social and environmental well being of the local area, and
- (iii) A report by Urban Space Management which assesses whether the existing Seven Sisters Market can be incorporated into the proposed development or elsewhere.

The Cushman and Wakefield Report assesses the likely effect of the commercial floor space in the proposed development on the existing Seven Sisters Centre. (It does not deal with the residential proposals or the design). In summary the report states that the problems that have been identified appear to persist, and other issues are coming to the fore e.g competition from other locations. In terms of national policy (Planning Policy Statement 6) the report concludes that the application represents a potentially beneficial development solution that will address many of these problems, and would conform with local planning policy and should significantly enhance the viability of the Seven Sisters Centre.

The Shared Intelligence Report assesses the proposed development in relation to the economic social and environmental well-being of the local area. In summary the report states that in comparison with the existing conditions the proposed development is likely to have positive benefits on all the aspects of social well-being assessed, housing, crime and the fear of crime, public transport services, public realm and training and employment.

The Urban Space Management report assesses whether or not the existing market can be accommodated in the proposed development. The report states that the market is in effect a series of shops. There is no day to day stall based trading and in fact the market is not strictly a market but a 'retail hall'. The report concludes that it would not be sensible or economically viable to relocate the market into the proposed development. However the report also states that, most if not all of the traders could be of interest to other market operators as potential tenants and that there is an option of integrating the non Spanish speaking traders into alternative locations independently while trying to keep the Latin American traders together to move as a group at the right time.

The Chair of the Bridge NDC Partnership Board in his letter of support for the proposed development states that the proposed development will bring significant benefits to the locality which would include a positive effect upon the vitality and viability of the Seven Sisters Centre. The provision of new housing, improvements in public transport and the public realm reduction in crime and the perception of crime, and improved employment opportunities and skills training.

6.4 Retail Uses

The site lies within the West Green Road/Seven Sisters District Centre. The West Green Road and Tottenham High Road frontages are identified as primary frontages in the UDP. Seven Sisters Road is within a secondary frontage. The size and layout of the shop has been designed so that the large units are on the High Road frontage and the smaller units are on the West Green Road and Seven Sisters Road frontages where it is considered that they better match the type of shop and trading at these locations.

The proposed development will provide 3,792m² of new retail floor space. A net increase of 610m² above the existing provision on the site.

In the original proposed scheme the retail floor space was provided in the form of 19 units ranging in size from 319m² (units) to the smallest being 41m². The larger units were and still are on the High Road frontage the smaller units are proposed to be on the West Green Road and Seven Sisters Road frontages. There is a small ground floor restaurant of 33m² and a first floor restaurant of 320m².

Policy 3D.3 of the London Plan, maintaining and improving retail facilities together with Policy TCR 1 Development in Town and Local Shopping Centres of the Haringey UDP sets out that boroughs should work with retailers and others to prevent the loss of retail facilities, including street and farmers' market, that provide essential convenience and specialist shopping and to encourage mixed use development. In response to the discussion with GLA Officers and Sir Simon Milton Deputy Mayor for Policy and Planning. The applicant has agreed to re provide the existing Seven Sisters Indoor Market shop units 2-6 inclusive are shown as one large space for the re provision of the indoor market. This has been identified as shown on drawing no P(00)01 including an illustrative layout for the market.

This is on the basis that space identified in the proposed development is almost like for like in space terms, on the Seven Sisters Road Frontage. That the applicants give a minimum 6 months notice period to traders for vacant possession. That compensation will be paid to the traders at a rate equivalent to the maximum of that payable under the Landlord and Tenant Act 1954 and that the applicant employs Urban Space Management and Union Land to assess the opportunities for temporary locations for the market as a whole or within the existing market.

The re provision will be secured as part of the section 106 agreement if the application is approved subject to four conditions as follows

- the market must be run by an experienced indoor market operator
- this arrangement must be in place not less than 12 months prior to the due practical completion date of the proposed development
- the market must be occupied by not less than 60% of all market traders that previously occupied the Seven Sisters Market
- the rent will be open market for A1 use class.

The applicant has employed Urban Space Management and Union Land to assess the opportunities for temporary locations for the market as a whole or within an existing market.

The applicant has also agreed to provide a minimum notice period of six months to market traders for vacant possession and are offering a compensation payment to assist with relocation expenses.

The applicants have also agreed to offer to pay compensation to traders at a rate of equipment to that payable under the Landlord and Tenant Act 1954 amounting to a sum of £96,850.

The provision of retail and restaurant uses is in accordance with the Council's retail planning policy. It is considered that this provision will enhance the vitality and viability of the District Centre by attracting new retailers to invest in a wider range of new shops both national and local resulting in more choice and a wider range of goods for sale in the local area.

From the information submitted by Urban Space Management (USM) on behalf of The Bridge NDC it is considered that the character of the market is that of a retail hall. There is according to the study no day to day stall based trading, and the 60 units are occupied as some 36 small shop units. Retail sale is dominant being about half the units, services are just under half with prepared/hot food make up the rest.

The traders themselves are split into two groups. The Latin American/Spanish speaking group is the larger of the two groups. The Latin American traders are a cohesive group whilst the other traders are not. The Latin American group arrived as a result of outgrowing the space available in the Elephant and Castle shopping centre and established themselves in the Seven Sisters Market.

The study considers that the future of the market is not dependent upon this location. The traders could move to alternative locations, and it is considered that there are other locations which would be suitable where there is an existing diversity and suitable transport connections. The non Latin American traders could move to other covered markets.

Keep It Simple training (KIS) are currently funded by The Bridge NDC to help market traders to assess their businesses and provide support and assistance. It is considered The Bridge NDC, including KIS, the applicant and others such as

North London Business should continue to give help and advice in relation to seeking alternative premises.

6.5 Residential

It is well established that there is a need in Haringey and in London as a whole to provide new housing for a growing population. PPS 3 Housing states that local Planning Authorities should provide sufficient land but give priority to reusing previously developed land within urban areas.

Planning Policy HSG 1 New Housing Developments states that new housing developments will be permitted on sites with high accessibility to public transport facilities, and where a mix of house types tenure and sizes is provided where there is access to local services educational and community facilities and where an appropriate contribution towards ancillary community facilities or open space is made.

The site is identified in the UDP in planning policies AC3 Tottenham High Road Corridor AC4 The Bridge NDC as a development site for mixed use. The site is referred to directly as a site specific proposal SSP21. There is therefore no objection in principle to residential use on the site.

6.6 Density

Policy HSG 9 of the UDP indicates that residential development in the Borough should normally be provided at a density range of between 200-700hrha, paying due regard to the density ranges set out in Table 4B.1 of the London Plan. However, the Policy also confirms that higher density development, up to 1,100 hrha may be acceptable where the proposal site is located within a central area with good public transport accessibility and predominantly comprises flats.

The application site is within a defined town centre and has excellent public transport links by train, underground and bus. The proposed residential development is provided in the form of duplexes and flats. Table 4B.1 of the London Plan proposes a residential density of between 650 and 1,100 hrha for this type of site.

The proposed development proposes a total of 570 habitable rooms. The gross site area is 0.717 hectare. The Density is 795 habitable rooms to the hectare.

The proposed building density is considered to be consistent with the provisions of the London Plan and Haringey Unitary Development Plan.

6.7 Affordable Housing

Policy HSG 4 Affordable Housing states that developments of 10 or more units will be required to include provision of affordable housing to meet an overall borough target of 50%. The proportion negotiated will be dependant upon the location the scheme or site characteristics.

In the case of the development of this site the applicants have stated that the costs of bringing the site forward for development are such that it is not possible to develop the site and provide affordable housing. The proposed development is receiving grant funding to allow the regeneration of the site. The applicants have submitted an affordable housing 'toolkit' appraisal to support their case. The GLA have submitted the 'toolkit' appraisal to the validation office for independent assessment. The assessors have reported that they agree with the figures in the 'toolkit', which remains a confidential document, and agree with the applicants that affordable housing cannot be provided on the application site.

The Wards Corner/Seven Sisters Underground Development Brief covered a wider area than the application site.

It is envisaged that separate proposals for housing development will be brought forward in the future for Apex House and Westerfield Road and other nearby sites.

There is a separate Development Agreement between the applicant, and the Council that any development of Apex House would include affordable housing equating to 50% of the habitable rooms on the Wards Corner site. Other sites nearby may similarly be brought forward and provide Affordable Housing in the same manner.

6.8 Dwelling Mix

Policy HSG 10 – Dwelling Mix of the Haringey UDP and Haringey supplementary Planning Guidance SPG 3a – Density, Dwelling Mix, Floor space Minimum, conversions extensions and Lifetime Homes provide advice in relation to new residential development and the dwelling mix that should be provided.

The proposed mix of dwellings to be provided is 5 studio (2.5), 48 1 bed (24%) 107 2 bed (54.5) and 37 3 bed (19%)

Table 1 of SPGa Dwelling mix for private housing gives a mix of 1 bed 37%, 2 bed 30%, 3 bed 22% and 4 bed 11%.

The residential element of the proposed development is predominantly 2 and 3 bed units. The one bed units are below the recommended mix and no four bed units are provided.

Due to the Town Centre location of the proposed development and the commercial nature of the three main frontages it is not considered a suitable location for larger family units. Therefore there are no 4 bed units proposed within the development and the majority of the larger family units are proposed on the Suffield Road frontage which is a relatively quiet residential location.

6.9 Lifetime Homes and wheelchair Access

The applicant states that all the homes provided will be of Lifetime Homes standard with the exception of the 18 Duplex within Suffield Road and 4 flats and two other duplex units which could be adapted in the future to include a small entry-level living room and ground floor WC with shower which would enable the Lifetime Homes criteria to be fulfilled.

In accordance with the Councils SPG 3a, 20 flats, 10% of the total, will be Wheelchair accessible or easily adapted for wheelchair use.

6.10 Conservation

The design of the proposed development in the context of the Conservation Area

The applicants have submitted photographs showing six existing and proposed Conservation Area views. The proposed views show the proposal buildings in the form of photomontages in the photograph.

The existing views show that the existing buildings are modest in terms of their impact design bulk and mass. The existing shop fronts are unattractive and

detract from the appearance of the properties and the forecourts are cluttered and poorly maintained.

The 3 commercial frontages fall in whole or in part within the Seven Sisters Conservation area. The proposed buildings are of greater height, bulk and mass, apart from the centre of the High Road frontage.

The design of the proposed development has been influenced by the desire to produce a quality design which reflects the style of the existing architectural in a modern style. The proposed development is based upon a similar vertical rythm with vertical emphasis using vertical separations in the facade, which echo and to some extent reproduce the vertical style of the existing Victorian style architecture. The use of specific materials with the proposed design reflects the use of traditional materials in the existing buildings.

6.11 Design

Balconies UD 3 General principles and UD 4 Quality Design set out the Councils general design principles for new development in the Borough. Policy CSU 1 Development in Conservation Areas also sets out the Councils planning policy requirements for development proposals in Conservation area, primarily that any new development should preserve or enhance the historic character and qualities of the buildings and/or the Conservation Area.

The applicants have submitted a detailed Design and Access Statement as part of their application submissions. The design statement documents the process of determining the current design up to submission in detail and deals with the way in which the physical and structural constraints have affected the outcome of the design. It also sets out the pre application consultations and exhibitions which took place in July 2007. The applicants held a series of meetings with interested bodies including the Haringey Councils Design Panel, Community Groups and statutory consultees including English Heritage, the Greater London Authority (GLA) and the Commission for Architecture and the built Environment (CABE).

Aspects of the scheme derived from early considerations included the continuous frontage to the High Road, West Green Road and Seven Sisters Road, retention of the existing High Road frontage building line, but widening the public space of the centre. The provision of family houses on Suffield Road with front doors and front gardens at street level. A single secure service road giving access to all the shops. Flats arranged around a first floor communal garden, with a main access at street level on the High Road amongst the matters the implications of building over the underground station determined the amount of development that could be achieved in relation to different parts of the site. Consequently the height of the development is limited structurally in relation to the central part of the site.

Three areas of the proposed scheme have been considered in detail prior to submission. These relate primarily to the High Road frontage and are the centre of the High Road frontage between the two higher groups of buildings on either

side. The public square in front of buildings in the High Road and the ‘corridor’ returning into Seven Sisters Road.

The first floor garden deck is also an important feature of the design which provides access amenity space and play space for the majority of the residential flats included in the proposed development.

The proposed development takes the form of comprehensive redevelopment in a modern style of architecture which comprises a modern interpretation of the architecture of Tottenham High Road using modern methods of construction. The applicants contend that the design whilst being modern is intended to reflect the traditional elements of the existing buildings in the High Road by using appropriate proportion and sub division of the facades of the proposed new buildings and traditional facing materials including brick.

The proposed development is set above a continuous glazed of retail frontage around the three commercial frontages of the site.

The Suffield Road frontage is being of a different scale and character reflecting the residential character of the area in which it is situated.

Above the shops the development comprises the residential accommodation and enclosed shared garden and play space. Access to the residential accommodation is from the High Road via the shared garden to the 10 separate access points to the residential accommodation.

The scale and massing of the proposed development and height and detail has resulted in response to the various street contexts. The flats and shop fronts are designed as a terrace of adjoining buildings. The residential storeys are brick faced with stone copings and cills. Window openings reflect the different rooms they light. Projecting oriel windows enhance the modulation of the facades provide views up and down the street and allow sunlight into rooms facing north onto West Green Road. Shop fronts are glazed and framed with dark pointed or coated steel sections. Set back upper storeys are clad in coated Zinc with glass panels.

The corner building onto Seven Sisters Road and West Green Road conforms to the general parapet height but is rounded on plan and framed in stone. Within the stone frame are coloured glass fins which provide visual interest and screen the rooms behind.

The centre of the High Road frontage is two storeys in height and is framed on either side by the taller residential Upper floors of the proposed development. The height of this centre section is limited by structural constraints of building over the underground station and tunnels below. The Centre of the frontage is designed as a frameless glass curved facade. The structure and separating floors are set behind the new pavement and public forecourt area.

Suffield Road has a different scale and character to the other frontages and comprises a row of family duplex flats with private front doors of street level and two floors of flats above.

The design of the facade is modern, as it is not situated in the Conservation Area, with white residential screen walls framing a parapet at the upper level framing a continuous series of private balconies.

The design of the proposed development is based upon a study of Tottenham High Road. The High Road has a number of design characteristics including individual terraces, vertical rhythm of house design, shop fronts and windows, varying window framing and brick being the predominant material.

The Commission for Architecture and the Built Environment (CABE) have commented that they recognise that Wards Corner is a part of the regeneration area and that they are supportive of mixed use development and that they recognise the challenging constraints of the site.

They state that they consider that the proposed development has been carefully designed to respond to its specific context and that the design concept is sound.

They state the lower element on the High Road has been well designed and the proposed design will have a civic presence in relation to public space in front of it.

They state that they appreciate the creation of the public space which will be well used and the improvements of the system entrances. They state that they are happy with the single entrance to the raised courtyard, the individual residential entrance covers and the raised garden and circulation systems.

They state that the Seven Sisters Road buildings have been articulated in an elegant way but consider that the northern block would benefit from a similar simpler treatment.

In conclusion they state: we think that the design has the making of a good scheme and we support this planning application.

In discussion with GLA Officers and Sir Simon Milton the GLA design officers agreed and on the basis of further information clarification and discussion that the design for the cover building between the High Road frontage and Seven Sisters Road is satisfactory and as a result no design changes are proposed to this element of the proposed development.

However, after discussion the detailed material and treatment of the set-back upper storeys on the Seven Sisters Road frontage have been changed.

The original proposed showed windows set into a metal cladding system and a storey horizontal line to the roof.

This element of the proposed development has now been changed to show alternative windows set flush with opaque glass cladding panels in a regular rhythm of wide and slim panels. This treatment continues up to the roof level and is design to give a contemporary appearance to the duplexes.

This treatment is also used at the same level on the corner of the High Road and West Green Road. This is in response to the comment from CABE which stated that the design of this part of the development should be made simpler and more similar to the Seven Sisters Road frontage of the proposed development.

In response to discussion with GLA Officers and Sir Simon Milton it is considered that the proposed design has resulted from careful study of the character of the area and the challenging constraints of the site within the context of the terms of the planning brief which seeks the provision of a comprehensive high quality landmark development of the site. The proposed design responds to the existing local architecture by the use of vertical rythm and articulation and use of predominantly traditional materials set in a modern style using modern construction. It is considered that the proposed development represents a high quality landmark development which would enhance the appearance of the locality.

6.12 Public Art

The proposed development contains proposals for improvement of the public realm specifically in relation to existing and extended public areas in front of the proposed new buildings in the High Road.

At the centre of the proposed pavement circle the applicants propose to commission a major artwork to provide a focus for the space and a landmark for the site.

The applicants state that they propose to organise a competition to select an artist or artists to design and execute the works. The applicant would hope that the local community would help to finalise the brief and criteria for choosing the artists. A sum of £100,000 has been allocated for public art.

The applicants also state that the stone surround proposed on the corner building will be decorated with a pictorial frieze. The artist and the design and materials to be chosen in conjunction with the local community.

6.13 Amenity Space

The proposed development provides some 1538m² of amenity within a central courtyard at first floor level overlooked by the surrounding residential units. The amenity space is laid out as a landscape area on two levels and includes ornamental trees and good cover planting, lawn areas seating and timber decking ramped access to lower gardens, pouring and lighting to the main footways. The area also incorporates a children's play space.

6.14 Childrens Play Space

The Council's standards for play space are set out in the adopted SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes" (July 2006).

The document states that, as a guide, all new family residential developments providing 40 or more child bed spaces should include at least one appropriately equipped attractive play area wherever practical. Each play area should be a minimum of 200 square metres in size to enable a range of functions to be provided to suit all the needs of the under 10s playing close to home. The minimum size of any play space within the Wards Corner scheme based on the Council's SPG is therefore 200sqm.

The London Plan Draft Supplementary Planning Guidance "Providing for Children and Young People's Play and Informal Recreation" sets out a method for assessing the child occupancy arising in new developments, which is a calculation based upon the number of units of different sizes and tenures, multiplied by the child yield. Using this method of calculation the scheme gives rise to a requirement for 360sqm of dedicated play space, of which a minimum of 210sqm should be suitable for children of 0-4 years.

The play space is intended as a focus for play provision for the under 5s although older children will not be excluded. The main play space is included within the room garden and covers approximately 260msq. Although it is anticipated that children of all ages will use the garden as a whole for a variety of play activities, the equipped play area will provide a focus for this activity. Locating the play here allows the play space to be safely overlooked and creates a social hub for young families, while the potential for disturbance of near neighbors will be at a minimum.

Within the space a variety of play equipment has been proposed including climbing structures, slides, springers, roundabouts, stepping pods and a sand pit.

This is combined with a variety of landscape feature including new planting, low walls and landforms to create a wide range of play experiences.

A variety of surface finishes are included within the play space including paving slabs, grass and a rubber safety surface incorporating a geometric pattern adding to the play opportunities.

The remainder of the play space requirement (100sqm) is met within the wider garden area, which provides further opportunities for children's play through the inclusion of sloping lawns, low walls, seating areas and more private areas will allow children access to a variety of play experiences. The overall size of the playable space therefore far exceeds the 360sqm requirement for all ages. However, more active play for 5-11s and play for 12+ is provided off-site within the nearby Brunswick open space, which is within 400m of Wards Corner.

It is considered that the objectives of the UDP Standards and the London Plan are met by the play space as proposed.

6.15 Contamination

The applicants have submitted a contamination survey in relation to the proposed development. The survey has identified the possibility of historical sources of ground contamination on the site associated with the present day storage yard and former clothing works. The survey recommends that investigation should be conducted to focus on testing the underlying ground conditions in the south eastern corner of the site. A planning condition concerning this matter has been attached to the recommendation.

6.16 Archaeology

The site does not lie in an archaeological priority area. Due to the extent of post ground disturbance it is considered that the proposed development will not have any impact upon any archaeological deposits.

6.17 Sustainability/Energy

The London Plan and the Haringey Unitary Development plan requires major new development to seek to mitigate and be able to adapt to climate change.

Planning policy states that this should be achieved through applying carbon reduction targets to new development and that new development be capable of adapting to climate change through the use of sustainable design and construction eg minimising energy use and avoiding overheating and excessive heat generation within the building.

Policy 4A1 Tackling Climate Change the mayor in the London Plan sets out a hierarchy of considerations for dealing with planning applications.

- Use less energy in particular by adopting sustainable design and construction measures, supplying energy efficiently, in particular by adopting sustainable design and construction measures, supplying energy efficiently, in particular prioritising decentralised energy generation and using renewable energy.

Policy ENV9 of the Haringey UDP seeks to encourage energy efficiency and reduce Carbon Dioxide emissions in new development and Policy ENV 10 seeks to ensure that major developments contribute to mitigating climate change by showing an on site provision of 10%, where feasible of the projected energy requirement from renewable sources.

Policy UD2 Sustainable Design and Construction sets out the matters which must be taken into account in relation to development proposals to ensure that they are sustainable to a wide range of issues and considerations.

As required by planning policy the applicant has submitted an energy strategy in support of the application.

The strategy includes an energy demand assessment for the proposed development in use. The assessment calculates a figure for the CO₂ baseline emission for the proposed building in use. The baseline figure is used to assess the extent to which the use of energy is reduced in the proposed development in relation to employing energy efficient measures in the construction of the buildings and the use of a combined Heat and Power (CHP) system and the use of renewable energy technologies such as wind turbines or photovoltaic (PV) panels.

The strategy proposes thermal fabric performance improvements over building regulation requirements and energy efficient lighting to reduce Co₂ emissions by 8% for the proposed development.

The strategy also proposes to use of a site-wide heat network supplied by a 70KWe gas filled engine CHP is proposed. In order to provide renewable energy the use of a dual fuel bio-fuel (rapeseed) boiler is proposed. This system will provide domestic hot water and electricity using dual fuel boilers and will achieve a 10% reduction in Co₂ emissions from the use of renewable energy. The proposed development is designed to achieve level 3 of the code for sustainable homes.

6.18 Traffic and Parking

National Planning Policy seeks to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS Housing and PPG13 Transport made clear recommendations to this effect. This advice is also reflected in the London Plan. The transport impact of the proposed development has been assessed by the Council's Transport and Highways Group. Policies M2 Public Transport and M3 locating New Development and accessibility of the Unitary Development Plan require that the proposals put forward take into account the needs of public transport users. It is considered that the proposed development is well located in relation to public transport where there is a good level of provision which will result in reduced need for car-use and where travel by other sustainable travel modes can be encouraged.

Policy M4 Pedestrian and Cyclists stated that new development should have a design layout that encourages walking and cycling to the site. In response the proposed development proposes upgrading the public realm on Suffield Road, West Green Road, Seven Sisters Road and the High Road frontages comprising paving, improved lighting and the creation of a new public space which would cater for the increased pedestrian activities expected at this location and ultimately with other schemes in place create a pedestrian friendly environment in this area.

In relation to Policy M9 car free developments, Policy M10 Parking for Development and Appendix 1 of the UDP car and cycle parking standards it is considered that the car and cycle provision can be assessed in the context of the criteria for a car free development. This is because the level of public transport accessibility is high in this location and a controlled parking zone exists or will be provided in the future.

Although it is not normal to provide any car parking spaces in a car free development it is considered that the 44 car parking spaces proposed in the basement would compensate for the loss of the existing 48 car parking spaces on the site and would limit the car parking impact upon nearby roads. Future occupiers of the residential development with the exception of 12 of the houses in to be built in Sulfield Road will not be issued with car parking permits for the CPZ.

It is considered 38 cycle spaces (2 per unit) should be provided for the commercial units. It is considered that the proposed development would not have any significant impact in relation to trip generation over and above existing.

It is considered that the existing public transport infrastructure has sufficient capacity to deal with extra demand created by the proposed development.

The applicants have agreed to submit two travel plans one for the residential and one for the commercial use. This is the subject of a planning condition should planning permission be granted.

The measures to be included will be the appointment of a travel plan co-ordinator, provision of a welcome induction pack containing public transport, cycling walking information, operation of an on site car club scheme. Adequate cycle provision, travel card/discounted season tickets to first occupiers, travel information terminals. Where necessary the implementation of the measures discussed will be achieved through the section 106 and section 278 agreements in which case there is no objection to the proposed development by the highway and transportation section of the Council.

6.19 Air Quality

The applicants have submitted an air quality assessment associated with the construction and extra traffic associated within completed development in relation to air quality as requested in PPS 23 Planning and Pollution Control.

The assessment concludes that the extra traffic associated with the development will not significantly affect air quality.

The assessment also concludes that subject to the implementation of a site specific Environmental Management Plan the residential construction air quality impacts will be of limited significance. A condition concerning the submission of an Environmental Management Plan is attached to the recommendation.

The overall traffic increase is not considered significant in terms of air quality. The impact of the development taking into account the improvements in vehicular technology would only be of minor significance.

6.20 Security and Site Management

The proposed development will include 24 hour portage / security.

An Estate Management Company will be established whose responsibility will be to provide state management to include maintenance refuse collection control of access and car parking. Residential access to the proposed development will be via the controlled entrance on the High Road. Access to the residential blocks will be from the first floor landscape garden area. Vehicle access will be restricted to the gated mews with access from Suffield Road. Access to the residential car park will be limited by a barrier operated by key by those entitled to use the spaces.

6.21 Secure By Design

The Crime Prevention Design Advisor has commented on the proposed development. The basement car park will require access control, good lighting, commercial access priority and stairs should have a high level of security. Good lighting will be required throughout the development. The commercial floor and access control systems should be of a high specification.

6.22 Drainage

The majority of the site comprising hard landscaping and therefore the majority of surface water run off drains into the main water system.

The proposed development will use the existing mains drain and sewer system. The capacity of the system will be reviewed and upgraded where necessary.

6.23 Noise and Vibration

In accordance with PPG 24: Planning and Noise 1994 the applicants have submitted an Environmental Noise and Vibration assessment for the proposed development including an assessment of the underground train vibration at the site to assess the suitability of the site for residential use. The noise impact of the proposed service road is also assessed. The assessment concludes that provided a suitable glazing specification is adopted for all the properties in the developments, the site is considered suitable for residential and commercial use.

The report concludes that the measured level of train vibration is within acceptable limits.

The report concludes that the predicted noise impact from the service road is acceptable provided the ventilation plant emissions are in accordance with the limited sound pressure level given in the relevant section of the assessment.

6.24 Daylight and Sunlight

The applicants have submitted a day light and sunlight assessment in relation to the proposed development based upon Building Research Establishment (BRE) guidelines Site Layout and Planning for Daylight and Sunlight which provides the criteria and methodology for calculation in connection with daylight and sunlight.

The report assesses all properties for compliance with the BRE guidelines in relation to daylight, and all relevant properties for sunlight (which is a smaller number because only of those properties with elevations which face with 90 degrees of due South receive sunlight in the UK).

The assessment concludes that retained levels of daylight and sunlight are good and in compliance with the BRE guidelines.

The assessment also concludes that there are some sunlight losses in excess of the BRE guidelines to the houses in Suffield Road these are small amounts in real terms and are mainly concentrated on winter sunlight where the existing levels are already below BRE guideline amounts.

7.0 Planning Obligations/Section 106 Agreement - Heads of Terms

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

7.1 Indoor Market

That the indoor market is re provided as shown on the proposed development drawings. On the basis that the applicants undertake to provide a minimum six months notice period to the traders for vacant possession and that compensation will be paid to the traders at a rate equivalent to the maximum of that payable under the Landlord and Tenant Act 1954 and that Urban Space Management and Union Land be employed to assess the opportunities for temporary location for the market as a whole or within an existing market.

This re provision will be subject to four conditions to be contained within the s106 agreements. These conditions are as follows:

- the market must be run by an experienced indoor market operator
- this arrangement must be in place not less than 12 months prior to the practical completion date of the proposed development
- the market must be occupied by not less than 60% of all market traders that previously occupied the Seven Sisters Market
- the rent will be open market rent for A1 use class.

The applicant and the Council agree to use all reasonable endeavours to solicit the support of the LDA and its support agencies to facilitate the fulfilment of these conditions.

7.2 Affordable Housing

The GLA toolkit endorses the view that the scheme is not viable with on site affordable housing. The Council as Housing Authority has given assurances regarding the provision of off site affordable housing to complement the proposed development and to fulfil the objective of comprehensive development of the Wards Corner brief. It is anticipated that Affordable Housing will be provided on the other sites covered in the brief.

7.3 Education Contribution

In line with Supplementary Planning Guidance SPG10c ‘Educational Needs Generated by New Housing’. It is appropriate for Local Planning Authorities to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places.

In this case the Local Planning Authority recognises that the costs of bringing the scheme forward are exceptional and that the GLA toolkit analysis demonstrates that the cost of the development is a very high proportion of its value much greater than would normally be expected for a development to take place. A sum of £200,000 was set aside at the outset in the calculations for Section 106 contributions. The Local Planning Authority accepts that there can be a degree of flexibility in the calculation of the education contribution. As stated in this SPG “each application will be considered on its merits on a case by case basis”. The Local Planning Authority therefore accepts a contribution of £200,000 to be reasonable in this case. The NDC has requested that this sum of money be spent on schools within the NDC area.

7.4 Public Art

That a competition be held and the chosen artwork be erected at the front of the site on the High Road frontage including the design of a frieze on the proposed corner building. £100,000.

7.5 Public Realm

That the proposed works for the Public Realm including enhancement to transport/station entrance improvements be provided and that the applicants enter into a section 278 of the Highways Act Agreement in connection with the works. And that an agreement is reached with the relevant statutory parties and owners in order to carry out the works.

7.6 Other Elements

- Implementation of Travel Plans for key land uses.
- Provision of a central energy centre and reduction of C02 emissions of up to 20%
- Achievement of at least Level 3 under the Code for Sustainable Homes
- Establishment of a management company that will have responsibility (in perpetuity) for the ongoing site management and security.
- Establishment of CCTV system and central monitoring suite.
- Procurement of goods and services from local businesses and recruitment of local people.
- Construction Training and Local Labour Agreement
- Provision of Open Space
- Provision and maintenance of Podium Garden and Play space
- No entitlement for occupiers to residents parking permits (except for 12 permits for houses in Suffield Road).

- Contribution of £1000 towards the amendment of the Traffic Management Order (TMO)
- Implementation of Lifetime Homes Standards and 10% wheelchair access (20 flats)
- Off site affordable housing
- Letting/marketing strategy of residential units

8.0 SUMMARY AND CONCLUSION

The application site is the subject of the Wards Corner/Seven Sisters Underground Development Brief which was adopted by the Executive of the Council in 2004 in the context of national Regional and Local Planning Policy.

The Council's Unitary Development Plan contains planning policies for the regeneration of Tottenham High Road and the key sites doing it of which Wards Corner/Seven Sisters in one.

The Wards Corner site is also identified by the Bridge NDC, in whose area it falls, as a major regeneration project which would result in a landmark development which would bring about community benefits to the Bridge NDC area which is characterised by deprivation, lack of investment and the incidence of crime and the perception of crime which are matters which the Bridge was set up by the Government to key to challenge.

The proposed development has been designed to reflect its setting. The scale, height, massing and alignment of the proposed development have resulted from a careful analysis of its context and the detailed design and use of materials has been derived from an analysis of existing Victorian Architecture and reflected in the residential design elements of the proposed development in new buildings of modern style and construction which enhance and are in keeping with the character and qualities of the Conservation area.

The proposed development falls within the Seven Sisters/Page Green Conservation Area and the proposed development will result in the demolition of the existing buildings on the application site. The Conservation Area character assessment states that three of the existing buildings make a positive contribution to the character and qualities of the Conservation Area. The applicants consider that the 3 buildings only have a neutral effect. These buildings would be demolished if planning permission and conservation area consent were to be granted. PPG 15 Planning and the Historic Environment and Policy CSV 7. Demolition in Conservation Areas states that the demolition of existing buildings can be assessed against the level of community benefits which would arise from the new development proposed on the site.

It is considered that the proposed development would give rise to significant community benefits. The benefits would include physical regeneration in the

form of new buildings of good quality design. New and improved public space. Public transport, pedestrian and cycling improvements. New commercial uses. New Homes with new private amenity space including playing space, active management and surveillance. The reduction of crime and the fear of crime and new employment and skills training.

It is considered that these benefits should be weighed positively in relation to the retention of the existing buildings even in relation to those buildings which are considered to positively enhance the Conservation Area.

It is considered that the proposed development would result in a well designed modern development which would be in character with the Conservation Area and which would meet the needs of the Wards Corner/Seven Sisters planning brief which is to provide a landmark development that acts as a high quality gateway to Seven Sisters, providing mixed use with improved facilities and safer underground station access.

It is therefore recommended that planning permission is granted for the proposed development subject to conditions and section 106 agreement. Any decision of the Committee is Subject to the GLA.

8.1 RECOMMENDATION 1

- (1) That planning permission be granted in accordance with planning application reference number HGY/2008/0303 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with Council (under Section 106 of the Town and Country Planning Act 1990(as amended) in order to secure:

Indoor Market

That a space suitable for the re provision of the indoor market shall be provided in the development as shown on the approved drawings subject to the following conditions

- the market is replaced , almost like for like in space terms on the Seven Sisters Road frontage
- the applicants undertake to provide a minimum 6 months notice period to traders for vacant possession
- compensation will be paid to traders at a rate equivalent to the maximum of that payable under the Landlord and Tenant Act 1954
- the applicant should employ Urban Space Management and Union Land to assess the opportunities for temporary locations for the market as a whole or within an existing market
- the market must be run by an experienced indoor market operator
- this arrangement must be in place not less than 12 months prior to the due practical completion date of the proposed development
- the market must be occupied by not less than 60% of all market traders that previously occupied the Seven Sisters Market

- the rent will be open market for A1 use class.

Education Contribution

In line with Supplementary Planning Guidance SPG10c 'Educational Needs Generated by New Housing'. It is appropriate for Local Planning Authorities to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places.

The Local Planning Authority requires a contribution of £200,000.

Public Art

That a competition be held and the chosen artwork be erected at the front of the site on the High Road frontage including the design of frieze on the proposed corner building. £100,000. If necessary the applicant will be required to enter into an agreement under section 247 of the Highways Act dependent upon the exact location of the public art in relation to the public highway.

Public Realm

That the proposed works for the Public Realm be provided and that the applicants enter into an agreement under section 278 of the Highways Act in connection with the works. And that an agreement is reached with the relevant statutory parties and owners in order to carry out the works.

Other Elements

- Submission and implementation of Travel Plans for key land uses, including details of an agreement with a car club operator for the provision of car club facilities on the site
- Provision of a central energy centre and reduction of C02 emissions of up to 20%
- Achievement of at least Level 3 under the Code for Sustainable Homes
- Establishment of a management company that will have responsibility (in perpetuity) for the ongoing site management and security.
- Establishment of CCTV system and central monitoring suite.
- Procurement of goods and services from local businesses and recruitment of local people.
- Construction Training and Local Labour Agreement
- Provision of Podium Gardens and Open Space
- Provision and maintenance of Podium Garden and Open Space and Play space
- No entitlement for residential occupiers to residents parking permits with the exception of up to 12 permits for the houses to be built in Suffield Road.
- Contribution of £1000 towards the amendment of the Traffic Management Order (TMO)
- Implementation of Lifetime Homes Standards and 10% wheelchair access (20 flats)

- Off site affordable housing
- Letting/marketing strategy of residential units
- Waste Management and Recycling

A cost recovery charge of 3% of the total value of the S106.

8.2 RECOMMENDATION 2

- (1) That, following completion of the agreement referred to in resolution
- (2) Planning permission be granted in accordance with the planning application.

GRANT PERMISSION

Registered No. HGY/2008/0303

Drawing number of plans: : P (00) 00, P (00) 01C, P (00) 02, P (00) 03, P (00) 04, P (00) 05, P (00) 06, P (00) 07A, P (00) 08A, P (00) 09, P (00) 10, P (00) 20, P (00) 21, P (00) 22, P (00) 100A, P (00) 101, P (00) 102A, P (00) 103A, P (00) 110A, P (00) 111A.

Design and Access Statement: Wards Corner Seven Sisters Design and Access Statement and accompanying statements Pollard Thames Edwards Architects January 2008.

Conservation Area Audit and Statement Addendum Report 2008

Former Wards Corner Store – 227 -229 Tottenham High Road – appraisal of options for retention or redevelopment

Public Artwork Outline Brief Dated 20th June 2008.

8.3 Reasons for Approval

The proposed development of the site for a mixed use development comprising retail shops and restaurants and residential accommodation with servicing parking and amenity space has been assessed against and found on balance to comply with all the relevant Governmental, National, Regional, Sub Regional and Local Planning Policies which within considered constraints support the regeneration of the Wards Corner site.

Conditions

1. The development hereby authorised must be begun not later than the expiration of 5 years from the date of this permission, failing which the permission shall be of no effect.

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. Notwithstanding the description of the materials in the application, no development of the relevant part shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

4. Samples of all 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 of the relevant part of the development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

5. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 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.

6. That a detailed scheme for the provision of refuse, waste storage and recycling within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

7. In order to ensure that the shops are accessible to people with disabilities and people pushing double buggies, the door must have a minimum width of 900mm, and a maximum threshold of 25mm.

Reason: In order to ensure that the shop unit is accessible to all those people who can be expected to use it in accordance with Policy RIM 2.1 'Access For All' of the Haringey Unitary Development Plan.

8. Detailed plans of the design and external appearance of the shopfronts, including details of the fascias, shall be submitted to and approved in writing by the Local Planning Authority before any shopfront is installed.

Reason: In the interest of visual amenity of the area.

9. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

10. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

11. That details of and on site parking management plan shall be submitted to and approved by the local planning authority prior to the commencement of the use of the basement car parking area. Such agreed plan to be implemented and permanently maintained in operation to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

12. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / 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.

13. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

14. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.

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

15. That details of a management plan for the management and maintenance of the first floor gardens play space and roof gardens shall be submitted to and approved by the Local Planning Authority prior to the occupation of the residential units such agreed details to be implemented and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that a satisfactory standard of amenity space and play facilities is maintained for the future occupiers of the proposed development.

16. That details of a site specific Environmental Management Plan as referred to in the Air Quality Assessment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed plan shall be implemented to the satisfaction of the Local planning Authority during the period of construction.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

17. That all the residential units with the proposed development with the exception of those referred to directly in the Design and Access Statement as not being able to be compliant shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of Lifetime Homes.

18. That at least 20 flats within the proposed development shall be wheelchair accessible or easily adaptable for wheelchair use.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

19. That details of the specification of the glazing to be used in connection with the proposed development in relation to reducing noise levels within the residential units shall be submitted to and approved by the Local Planning Authority prior to the commencement of the relevant part of the works. Such agreed specification to be implemented and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of occupiers of the residential units

20. That the service road ventilation plant noise emissions shall be in accordance with the limiting sound pressure level referred to in the Noise and Vibration Assessment.

Reason: In order to protect the amenity of the occupiers of the proposed development.

21. That the proposed development shall provide service covered storage for 197 cycle racks for the residential units and 38 cycle racks for the commercial units, a total of 235 cycle racks to be provided.

Reason: In order to promote a sustainable mode of travel and improve conditions for cyclists at this location.

22. That the commercial uses shall not be operational before 0700 or after 0100 hours on any day.

Reason: In order to protect the amenity of adjoining residential occupiers.

23. That the applicant shall submit 2 travel plans, one for the residential one for the commercial use, the details of which shall be agreed in writing by the Local Planning Authority prior to the occupation of the proposed development. Such agreed details shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure sustainable travel and minimise the impact of the proposed development in the adjoining road network.

24. That details of the routeing of the associated construction traffic and networks of delivering of goods to the retail/commercial uses of the proposed development be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed details shall be implemented and where appropriate permanently maintained to the satisfaction of the local Planning Authority

Reason: In order to ensure that the proposed development does not disrupt the movement of vehicles and pedestrians doing the adjoining roads and footways.

25. Prior to the commencement of development, the applicant shall provide details to be agreed in writing by the Local Planning Authority of measures to reduce CO₂ emissions from renewable energy technologies by 10.5%.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

26. Prior to the commencement of development, the applicant shall provide full details, to be agreed in writing by the Local Planning Authority, of the biofuel boiler type, air quality impact, fuel supply and carbon intensity.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

27. The applicant shall implement no more than one energy centre and heat network, connecting all uses and incorporating a CHP as the lead boiler sized to minimise carbon dioxide emissions and a biofuel-only boiler as the primary top-up boiler.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

28. The applicant shall implement energy efficiency measures for the residential units to reduce CO₂ emissions by at least 8% beyond the Target Emissions Rate in line with the Fulcrum Consulting energy strategy dated 04/09/2008.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

29. Notwithstanding the information shown on the approved drawings the detailed design and materials of the following elements shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that part of the development:

- Replacement bus stops
- Alterations to Seven Sisters underground station entrances (above ground)
- Footway alterations and improvements to High Road, West Green Road, Suffield Road and Seven Sisters Road and Seven Sisters Road.

Reason: To ensure that the proposed development results in improvements to the safety and safe access of pedestrians on the public highway and users of public transport.

30. That 15 months from the practical completion of the development, the applicant shall submit to the Local Planning Authority a statement confirming the amount of biofuel used by the development in the preceding year. Such a statement shall be submitted annually until the expiration of 5 years.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

31. Energy models for the commercial units based on NCM compliant methods shall be submitted to the Local Planning Authority and approved prior to commencement of works to those units.

Reason: To be consistent with London Plan Policies 4A.1 and 4A.7 and UDP Policy UD2 Sustainable Design and Construction.

Informatics

1. No residents within the proposed developments, with the exception of up to 12 of the proposed houses on Suffield Road will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO for this purpose.
2. The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
3. In accordance with Section 34 of the Environmental Protection Act and the Duty of Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.
4. The carbon intensity of the biofuel should be confirmed against the Government's Renewable Transport Fuel Obligation carbon and sustainability methodology for biofuels.

Appendix 1

GREATER LONDON AUTHORITY
Policy & Partnerships Directorate

Paul Smith
Planning Policy and Development
Haringey Council
639 High Road
London N17 8BD

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: PDU/1973/EW04
Your ref: HGY/2008/0303
Date: 16 July 2008

Dear Paul Smith,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000
Wards Corner, Seven Sisters HGY/2008/0303**

I refer to your letter of 12 February 2008, consulting the Mayor of London on the above planning application. The Mayor has delegated his planning function to his Deputy Mayor, Government Relations, and on 16 July 2008 the latter considered a report on this proposal, reference PDU/1973/01. A copy of the report is attached, in full.

Having considered the report, the Deputy Mayor has concluded that the principle of the re-development of the site is supported in strategic policy terms. However, the Deputy Mayor has come to an alternative conclusion to that set out in the report with regard to the market. Any scheme that fails to re-provide the market in its entirety within the development, together with temporary provision whilst the site is redeveloped, will not be acceptable and will not comply with London Plan policy 3D.3 of the London Plan.

In addition further work is needed on design and energy before this application comes back to the Mayor.

If Haringey Council decides in due course that it is minded to approve the application, it should allow the Mayor fourteen days to decide whether or not to direct the Council to refuse planning permission (under article 4(1)(b)(i) of the Town & Country Planning (Mayor of London) Order 2000). You should therefore send me a copy of any officer's report on this case to your planning committee (or its equivalent), together with a statement of the permission your authority proposes to grant and of any conditions the authority proposes to impose, and a copy of any representations made in respect of the application (article 4(1)(a) of the Order).

Yours sincerely,

Giles Dolphin
Head of Planning Decisions

Direct telephone: 020 7983 4310 Fax: 020 7983 4706 Email: emma.williamson@london.gov.uk

cc Joanne McCartney, London Assembly Constituency Member
Tony Arbour, Chair of London Assembly Planning and Spatial Development Committee
John Pierce and Ian McNally, GOL
Colin Lovell, TfL
Helen Wood and Dean Williams, LDA

4 July 2008

Wards Corner, Seven Sisters

in the London Borough of Haringey

planning application no. HGY/2008/0303

Strategic planning application stage 1 referral (old powers)

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000

The proposal

Demolition of existing buildings and the erection of a mixed-use development comprising 197 residential units, new retail units and restaurant together with basement car parking and a new public square on Tottenham High Road incorporating public realm improvements.

The applicant

The applicant is **Grainger (Seven Sisters) Ltd.**, and the architect is **Pollard Thomas Edwards**

Strategic issues

Design, re-provision of the existing market, affordable housing, energy, children's playspace and transport.

Recommendation

That Haringey Council be advised that the regeneration of this site with a mixed use development is generally consistent with London Plan policies. The level of reprovision of space for the market and local retailers is on balance acceptable. Further work is needed on design and energy before this application comes back to the Mayor at Stage II.

Context

1 On 12 February 2008 Haringey Council consulted the Mayor of London on a proposal to develop the above site for the above uses. Under the provisions of the Town & Country Planning (Mayor of London) Order 2000 the Mayor has the same opportunity as other statutory consultees to comment on the proposal. This report sets out information for the Mayor's use in deciding what comments to make.

2 The application is referable under Category 1B of the Schedule to the Order 2000:
"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 sq.m."

3 If Haringey Council subsequently decides that it is minded to grant planning permission, it must first allow the Mayor an opportunity to decide whether to direct the Council to refuse permission.

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

Site description

5 Wards Corner is a prominent site above Seven Sisters Victoria Line underground station on the western side of Tottenham High Road. The site is also located near to Seven Sisters overground station. The site is 0.65 hectares and comprises a group of 2 and 3-storey late Victorian commercial buildings along the western side of Tottenham High Road wrapping round into West Green Road and Seven Sisters Road together with a group of Victorian terraced houses on Suffield Road. It includes the Wards Corner department store building which gives the site its name. The site is in the West Green Road/Seven Sisters District Centre and the area is predominantly made up of local independent traders with a mix of Turkish, Cypriot, Colombian and Afro-Caribbean influences. The site also incorporates an indoor market comprising 36 separate shops/units of which 64% of traders originate from Latin America and/or are Spanish speaking. The total retail floorspace currently on site is 3,182 sq.m. The existing residential accommodation on site comprises 33 residential units along Suffield Road as well as first floor accommodation above the retail units on Tottenham High Road, Seven Sisters Road and West Green Road. The site is in multiple ownership with TfL and Haringey Council both having significant land holdings.

6 The site marks the overlapping section of two identified regeneration areas- the Tottenham High Road regeneration area and The Bridge New Deal for Communities Area. A planning brief has also been prepared for the site. Part of the site is in the Seven Sisters Conservation Area, essentially the Wards Corner building, the Tottenham High Road frontage and half of the West Green Road frontage. None of the buildings are statutorily listed although three have been locally listed: the Wards Corner building and 1a and 1b West Green Road. The site has a public transport accessibility level of 6 (where 1 is low and 6 is high).

Details of the proposal

7 The proposed development comprises 197 residential units in a mix of studios, 1, 2 and 3-bedroom units and 3,792 sq.m. of retail. The retail units will be located on the Tottenham High Road, West Green Road and Seven Sisters frontages with the Tottenham High Road frontage aimed primarily at high street multiples and the other frontages aimed at local retailers. The West Green Road frontage units are arranged as kiosks to allow for the location of uses similar to that provided in the existing market. The family residential units are located at ground floor on Suffield Road and the smaller units are located above the retail units accessed from a podium. 44 parking spaces, including three disabled spaces, are included in the basement car park.

Case history

8 There are no previous strategic planning applications for this site. A development brief for the site was adopted in January 2004. The brief acknowledges that the area around the station is perceived as unsafe by the local community and suffers from a high degree of crime. The range of shops and facilities in the area is considered to be poor. The brief sets out a number of strategic objectives for the redevelopment and regeneration of the area. The following vision is set out: "*to create a landmark development that acts as a high quality gateway to Seven Sisters, providing mixed uses with improved facilities and safer underground station access*". The brief states that the redevelopment of the site should take place comprehensively and should make the best use of the

opportunities presented by the site including the provision of new housing and retail uses. The replacement buildings should be of a distinctive and imaginative modern design with active frontages and visual variety and interest and should enhance the conservation area. The brief also sets out that the development should include significant improvements to the public realm including public art and street trees and improvements to the access to the underground and bus waiting and interchange facilities.

9 An alternative development proposal has been submitted by a coalition of the market traders and community associations. The description of the development is as follows: "Erection of first floor rear extensions, alterations to rear elevation. Alterations to front elevation, including new bays at first floor level and dormer windows to front roofslope, installation of new shopfront, alterations to 3 storey corner block, internal alterations to create new shops/workshops/offices/cafe (A3) use on ground / first floors and creation of 8 x one bed flats at second floor." This scheme envisages the refurbishment of the existing buildings and the retention and expansion of the existing market. This application is not referable to the Mayor.

Strategic planning issues and relevant policies and guidance

10 The relevant issues and corresponding policies are as follows:

- | | |
|---------------------------|---|
| • Economic development | <i>London Plan; the Mayor's Economic Development Strategy</i> |
| • Housing | <i>London Plan; PPS3; Housing SPG; Providing for Children and Young People's Play and Informal Recreation SPG;</i> |
| • Affordable housing | <i>London Plan; PPS3; Housing SPG</i> |
| • Density | <i>London Plan; PPS3; Housing SPG</i> |
| • Urban design | <i>London Plan; PPS1</i> |
| • Mix of uses | <i>London Plan</i> |
| • Regeneration | <i>London Plan; the Mayor's Economic Development Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy; PPG13;</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy; PPG13</i> |
| • Retail | <i>London Plan; PPS6; PPG13</i> |
| • Employment | <i>London Plan; PPG4; draft PPS4; Industrial Capacity SPG</i> |
| • Access | <i>London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; Wheelchair Accessible Housing BPG; Planning and Access for Disabled People: a good practice guide (ODPM)</i> |
| • Equal opportunities | <i>London Plan; Planning for Equality and Diversity in Meeting the spatial needs of London's diverse communities SPG; Diversity and Equality in Planning: A good practice guide (ODPM)</i> |
| • Culture | <i>London Plan; the Mayor's Culture Strategy</i> |
| • Sustainable development | <i>London Plan; PPS, PPS Planning and Climate Change Supplement to PPS1; PPS3; PPG13; PPS22; the Mayor's Energy Strategy; Sustainable Design and Construction SPG</i> |
| • Historic Environment | <i>London Plan; PPG15</i> |

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is Haringey Unitary Development Plan (2006) and the London Plan (Consolidated with Alterations since 2004).

12 The following are also relevant material considerations:

- The Haringey Core Strategy which is at issues and options stage.

- The planning brief for the site.

Mix of uses

13 The concept of the redevelopment with residential located above retail at a public transport interchange is supported in strategic policy terms.

14 In 2003 Chesterton carried out a health check of the Seven Sisters shopping area and this concluded that although the centre had good convenience (food) retail provision, including a strong independent centre, and was busy, there were some significant problems. These included poor comparison (non-food) offer, inadequate retail stock relative to operator requirements, poor environmental quality, and a particular problem with street crime. A further health check was undertaken by Cushman and Wakefield in early 2008 and this concluded that whilst the centre displays some positive qualities such as, good accessibility, a notable independent trading sector, and the presence of a reasonable quality food store anchor, a range of problems and challenges faces the centre. Most notable of these are the poor quality of the physical environment, the lack of recognised national multiple traders, the problems associated with heavy traffic, and retail competition from the Tottenham Hale retail park.

15 Cushman and Wakefield conclude that the development proposed would have a number of positive benefits for the centre including: the potential to attract a quality anchor tenant to Seven Sisters; that the development would represent a more intensive use of this part of the centre; that the development would not harm the positive characteristics of the centre, including its independent retail offer; that the scheme would help maximise the benefit of its position adjacent to a very busy entrance to an underground station with easy access to the central London; that the characteristics of the development would represent an opportunity for the centre to try and safeguard its vitality and viability in the face of competition; and the proposal would assist in addressing the identified shortcomings in the environmental quality of the centre and public realm.

16 The quantum of retail within the scheme will increase by 610 sq.m. and this is considered appropriate. The proposed offer is a combination of multiples, local retail and market kiosks. The proposals deliver a range of retailing options for all types of businesses. Within this offer six units and twelve kiosks, totalling 627 sq.m., are specifically allocated for local retailing. As such, the proposal would have a positive impact on the centre.

Housing and affordable housing

17 The existing residential units on the site comprise 16 x 1-bed units, 15 x 2-bed units and 2 x 3-bed units, totalling 85 habitable rooms. The 197 units (570 habitable rooms) proposed equates to a net increase of 164 dwellings (485 habitable rooms). The proposed units have the following mix:

	Studio	1 bed	2 bed	3 bed
Proposed	5 (1%)	48 (8%)	107 (56%)	37 (26%)
Existing		16	15	2

18 Although Haringey's Housing SPG sets out that 22% of developments should be 3-bed units and 11% 4-bed plus and the London Plan housing SPG sets a target for 30% of units in developments to be family sized, given the circumstances of the site and its busy town centre

location, the proposed mix is appropriate. The family units are located along Suffield Road to the rear of the site.

19 All of the units are built to lifetime homes standards and 10% will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, in line with London Plan policy.

20 London Plan Policy 3A.10 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes. In doing so, each council should have regard to its own overall target for the amount of affordable housing provision. Policy 3A.9 states that such targets should be based on an assessment of regional and local housing need and a realistic assessment of supply, and should take account of the London Plan strategic target that 35% of housing should be social and 15% intermediate provision, and of the promotion of mixed and balanced communities. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.

21 Policy 3A.10 is supported by paragraph 3.52, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. The 'Three Dragons' development control toolkit is recommended for this purpose. The results of a toolkit appraisal might need to be independently verified.

22 Haringey's UDP contains a policy regarding affordable housing which states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The proportion negotiated will depend on the location, scheme details or site characteristics.

23 A toolkit has been submitted with this application which shows that it is not viable to provide any affordable housing as part of the development. This is because of the exceptional development costs of building over the shallow London Underground lines and the fact that the size of the building is limited by the load that can be put on the areas of the site that are above the underground lines. The toolkit has been independently verified by the Valuation Office Agency and it has been confirmed that the development cannot support affordable housing on viability grounds.

24 Haringey Council has given an undertaking, in its development agreement with the applicant, that affordable housing equating to 50% of the habitable rooms on the Wards Corner site will be provided in a redevelopment of the Apex House site and a development of the Westerfield Road car park site, together with 50% affordable housing of any market provision on these sites themselves. The Apex House is opposite the Wards Corner site and is currently occupied as council offices. The Westerfield Road site is nearby. Agreement has been given by Haringey Council's executive committee to the disposal of both these sites for this purpose. It is understood that an outline planning application for these sites will be brought forward shortly together with a competition to select a registered social landlord and development partner. However, there is no way of legally tying this provision to the current planning application and therefore no certainty that this provision will be delivered.

The market

25 The first iteration of this proposal did not include any provision for the market. The second iteration of the proposal included six kiosk units. However, following negotiations with GLA officers, the latest plans propose the provision of 12 kiosk units along the Seven Sisters Road frontage.

26 Urban Space Management was commissioned by The Bridge New Deal for Communities to assess the existing Seven Sisters Market and to consider if the market could be incorporated into the Wards Corner scheme or relocated elsewhere. The report found that the site currently contains 34 traders in kiosk/shop type units in an indoor hall. 64% of the traders originate from Latin America and/or are Spanish speaking. The market is operated by a head leaseholder who has a lease with London Underground Limited that ends in September 2011. The rents within the market are considerably lower than those in nearby markets. This is a reflection of the low cost of the head lease given that the building is poorly maintained and has been earmarked for development. Each tenant has a licence with a 4-week break clause on either side. The head leaseholder has a lease which entitles London Underground Limited to give three months notice to end the lease once planning permission is received for the redevelopment.

27 Urban Space Management conclude that it is inappropriate for the market to be incorporated into the proposal for a number of reasons. Principally, it expresses an opinion that the current traders will not be able to afford the inevitably higher rents that will be charged for the proposed spaces and that an indoor hall arrangement would not attract a high enough footfall to make the businesses viable. The issue of where the market is located whilst the site is redeveloped is also raised. Work has begun with the traders to look at relocation en-masse, or individually, although understandably there is a reticence to discuss this issue at this stage without the certainty of planning permission.

28 A poll was conducted by ICM in May 2008 that conducted telephone interviews with 500 residents in the neighbouring post code areas of N15 4, N 15 5 and N15 6. Approximately the same number of people were polled in each age range and area. The key findings from the poll were as follows:

- 57% of respondents had never visited Seven Sisters market and 19% of respondents shopped at the market once a month or more often.
- 63% of respondents favoured the option of providing retail units for use by both high street shops and local traders, compared to 30% who wanted retail focussed around the existing market and local traders.
- 3% of respondents (17 people out of 500) specified that keeping the market was important.
- 81% of respondents thought that substantial investment in the Wards Corner area is a good idea and only 4% felt that retaining period buildings was a priority.
- 55% of respondents said that they felt unsafe visiting the area at night and tackling crime was the main priority for respondents with 43% specifying this option.

29 The poll shows that the provision of a combination of local and high street retailing is favoured by the majority of respondents. Although the number of respondents who use the market is relatively low it should be noted that the market has a wider catchment area, being specialist

retail provision, than the immediate area. The poll does, however, show that the market has a role within the local community as well as a wider role.

30 Policy 3D.3 of the London Plan, maintaining and improving retail facilities, sets out that boroughs should work with retailers and others to prevent the loss of retail facilities, including street and farmers' markets, that provide essential convenience and specialist shopping and to encourage mixed use development. This policy is also applicable to planning applications and as such the loss of the market should be resisted.

31 It is important to separate out the issues of the concept of a market on this site and the viability and continuation of the current market. Both of these issues are of importance and need to be dealt with in this proposal.

32 The provision of an increased number of kiosk units, together with the safeguarding of the units on West Green Road and Seven Sisters Road for local independent retail use, will serve to maintain a market and local independent retail on this site. Further work should be undertaken to find an alternative temporary location for the current market so that stallholders could relocate back on the site, at least in part. Work should also continue with the current traders to find them alternative permanent locations, en-masse or individually, should they wish to do so. A permanent relocation option in the locality would mean that continuity would be achieved. Clarification as to the current funding package for assistance with relocation should be provided. Notwithstanding the comments of Urban Space Management regarding increased rents in the new development, measures to increase the affordability of the West Green Road and Seven Sisters Road units and kiosks to local retailers, such as subsidised rents, fit-outs and capped rent periods should be considered. The use of these units and kiosks for local retailers should be conditioned. If undertakings are made that such measures can be implemented and an alternative temporary location for those stallholders wishing to return to the development is found, on balance, the application will be in accordance with strategic planning policy.

Children's playspace

33 Policy 3D .13 of the London Plan sets out that "*the Mayor will and the boroughs should ensure developments that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.*" Using the methodology within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' it is anticipated that there will be approximately 36 children within the development. The guidance sets a benchmark of 10 sq.m. of useable child playspace to be provided per child, with under-5 child playspace provided on-site. As such the development should make provision for 360 sq.m. of playspace.

34 This development provided approximately 1,538 sq.m. of amenity space within a central courtyard which includes a dedicated playspace for under 5's. The site is also within 400m of the Brunswick Road Open Space which includes recently upgraded play facilities for children aged 0-16. This provision is acceptable in strategic planning policy terms.

Urban design

35 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within Chapter 4B which address both general design principles and specific design issues. London Plan Policy 4B.1 sets out a series of overarching design principles for development in London. Other design polices in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage and views.

36 The existing residential density of the site is 119 habitable rooms per hectare, or 46 dwellings per hectare. The application proposes a density of 795 habitable rooms per hectare, or 275 dwellings per hectare. This is within the range of density set out in table 4B.1 of the London Plan and is acceptable in strategic policy terms.

37 Many of the existing buildings on the site are poor quality and contribute little to the area, which has a generally run down quality and is dominated by traffic from the Tottenham Gyratory. TfL and the GLA are committed to making significant changes to the gyratory and this scheme could contribute to the overall regeneration of this part of Haringey.

Site layout

38 A new public square is formed to the Tottenham High Road frontage; new shops and kiosk units create a continuous street level frontage to the High Road, Seven Sisters Road and West Green Road; a cafe-bar/restaurant is located at first floor overlooking the public square and High Road; flats and family duplexes are located at first floor and above a new garden square above the shops and accessed from a main foyer opening off the public square; and family duplexes are located on Suffield Road with front gardens and front doors opening off the street.

39 The homes are arranged in ten blocks with separate entrances, stairs and lifts, forming a complete enclosure to the shared central garden. The enclosure is completed by a row of houses with direct front doors to the garden. The homes are accessed via the garden which is in turn reached via a glass pavilion containing a lift and grand stair from the foyer. The street level foyer is accessed directly from the public square and is managed by a 24-hour concierge. The service road is covered over and this is welcomed. The site layout is an appropriate response to the site.

Scale and massing

40 The shops provide a continuous glazed frontage around three sides of the site. Above them the ten apartment blocks range in height from three to seven storeys above the retail units, including set backs. The main parapet height to Seven Sisters Road and the High Road is four storeys above ground floor retail space and to West Green Road it is three storeys above ground-floor retail space. Suffield Road is three storeys from street level plus a set-back upper-storey, with a further level concealed in the roof space and overlooking the central garden.

41 The frontage onto the High Road dips in the middle due to the height restraints imposed by building over the underground lines.

42 The massing strategy is to break down the development into a series of distinctive buildings of different height and detail corresponding to the various street contexts. The approach of a development of this scale is appropriate for this site given its location at a wide road junction together with the scale of Apex House and the Tesco's development on sites opposite the development. The scale of the development reduces to the rear and relates appropriately to the existing residential properties. The density of the development is in line with the London Plan density matrix and this in itself is an indication that the scale of the development is appropriate to the site.

Public realm

43 The public realm is transformed by the proposal; principally, the High Road frontage is expanded and comprehensively redesigned to create a new public square. All existing street clutter is removed. The main retained elements are the mature London Plane tree and the two entrance stairs to the underground station, which will be reclad and covered by glass canopies. Although changes to the underground station are not within the remit of the application the

design allows for the future installation of lift access to the ticket hall. Two new retail kiosks are located next to the stairs.

44 The existing building line to the High Road is carved out to give more space to the public realm and create a curved public place at the centre of the site. The shops and the restaurant above have a curved frontage embracing this space. A large paved circle is centred on the underground stairs and is shielded from the High Road by an arc of seven new trees. At the centre is a piece of public art which will be the subject of a separate design competition.

Internal layouts

45 All the family homes and most other flats have private terraces or balconies. Most of the homes are dual aspect and none of them has a single aspect north-facing outlook. The units are of a reasonable size.

External appearance

46 The architecture of the scheme is conceived as a modern interpretation of London's street architecture. The apartment blocks and shop fronts are presented as a terrace of adjoining buildings, separated by shadow gaps. The principal residential storeys are brick faced, with stone copings and cills. A range of rectangular window openings reflect the different requirements of living rooms and bedrooms. Projecting windows enliven facades whilst providing views along the street and bringing sunlight into the rooms. The shop fronts are fully glazed and framed with dark painted or coated steel sections and a spandrel zone for controlled signage. The set back upper storeys are coated in zinc and glass panels.

47 The corner to Seven Sisters Road and the High Road, where the Wards Corner building is currently located, has been given special elevational treatment in order to create a landmark. The corner block conforms to the general parapet height but is rounded on plan and framed in stone. The stone frame is to carry a frieze of cast or sculpted relief images recalling the history of the site, for which an artist will be selected by competition. Within the stone frame a composition of vertical coloured glass fins spans between the storeys, providing visual interest and screening the rooms behind. This does not work particularly well and appears as something stuck on to the main body of the building. A better use of money would be to have the highest possible standards of materials design and detailing rather than adding a piece of public art.

48 The High Road centrepiece containing the shops, residential foyer and first floor restaurant comprises a frameless glass curved facade over two lofty storeys.

49 Suffield Road has a completely different scale and character to the other frontages. The proposed frontage contains a row of family duplexes with private front doors at street level and two floors of flats above and these relate well to neighbouring residential buildings.

50 The architectural approach is on the whole welcomed, particularly the high road centrepiece, the Suffield Road blocks and the brick treatment, however, the set back upper storeys and the corner treatment appear awkward and should be reconsidered.

Heritage issues

51 Part of the site lies within a conservation area. Three of the existing buildings are locally listed. The most notable building, the Wards Corner building, was considered for listing in late 2007 by English Heritage but it was not felt to be worthy of listing. The applicant has looked at the retention of this building in the scheme but has concluded that this would not be viable. This approach has been agreed with Haringey Council officers. It is considered that the loss of the building would be justifiable provided the quality of the replacement scheme is high.

52 Overall, the proposed scheme, with the changes set out above, would make a positive contribution to the conservation area and the wider townscape.

Community facilities

53 Policy 3A.18 of the London Plan sets out that the net loss of social infrastructure and community facilities should be resisted and that adequate provision of such facilities is particularly important in major areas of new development and regeneration. Policy 3A.17 of the London Plan sets out that the spatial needs of diverse groups in an area should be met. The current proposal includes a community facility of 158 sq.m., the use of which is currently suggested for a youth centre. It should be noted that the market also serves as a meeting place for the Latin American community and consideration should be given to the community facility being given over for such a use.

Climate change mitigation

54 The London Plan requires developments to make the fullest contribution to the mitigation of, and adaptation to climate change, and to minimise carbon dioxide emissions (Policy 4A.1).

55 Policies 4A.2 to 4A.8 of the London Plan focus on how to mitigate climate change, and the carbon dioxide reduction targets that are necessary across London to achieve this. Developments are required to be adaptable to the climate they will face over their lifetime and address the five principles set out in policy 4A.9 of the London Plan.

Energy

56 London Plan policies 4A.4 and 4A.7 require the submission of an energy demand assessment along with the adoption of sustainable design and construction, demonstration of how heating and cooling systems have been selected in accordance with the Mayor's hierarchy and how the development will minimise carbon dioxide emissions, maximise energy efficiencies, prioritise decentralised energy supply, and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

Energy demand assessment

57 An energy demand assessment has been submitted, but, it is unclear how the baseline emissions relate to 2006 building regulations requirements. Energy efficiency measures and related carbon dioxide reductions should be evaluated with suitable modelling for both domestic and non-domestic elements.

Sustainable design and construction

58 The extent of the demand reduction measures proposed appears to be limited to thermal fabric performance improvements over building regulation requirements and energy efficient lighting. Whilst these measures are welcomed confirmation is requested as to whether any other measures are being employed. Further information also needs to be provided of the design measures that are being adopted to minimise overheating.

Power, heating and cooling infrastructure, and CHP/CCHP (Policies 4A.5 and 4A.6)

59 In line with the London Plan a combined heat and power (CHP) system needs to be considered before the provision of renewables. The suitability of CHP for this site has been examined and a site-wide heat network supplied by a 70 kWe gas fired engine CHP is proposed.

Further consideration as to how the electricity generated is to be used needs to be included in the application. The cooling strategy for all elements of the development needs to be set out in a revised energy strategy.

Renewable energy (Policy 4A.7)

60 The use of a dual fuel bio-fuel (rapeseed) boiler is proposed. The use of this type of boiler fails to ensure that renewable energy will be used on site and, unless a legal clause is in place, the applicant will be free to switch away from renewables. This is not acceptable as the primary source of renewables given the difficulty in enforcing the use of bio-fuel. A more rigorous option appraisal of alternative renewable technologies needs to be submitted and their integration in the site-wide district heating network considered.

61 The following further information on the bio-fuel boiler needs to be submitted: details of any additional abatement technology planned to reduce air pollution emissions; a breakdown of emissions factors for NOX and particulates from the proposed boiler, specifically dispersion modelling on a map showing the levels of both pollutants at ground level; the type, height and location of the chimney; and details of the fuel, the fuel supply chain and the arrangements that have been investigated to secure the fuel supply.

Climate change adaptation

62 The London Plan promotes five principles in policy 4A.9 to promote and support the most effective adaptation to climate change. These are to minimise overheating and contribution to heat island effects, minimise solar gain in summer, contributing to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water.

63 The proposal incorporates an extensive green amenity space at roof level which, to some extent, will contribute to minimising overheating and surface run-off. Further information needs to be provided of any measures designed to prevent overheating, minimise solar gain, minimise water use and contribute to flood risk reductions.

Transport

64 The proposed development is on land within multiple ownerships, including land owned by Transport for London. As a result these transport comments have been prepared by the GLA, and are based on information provided by the applicant within the transport assessment.

65 Given the high public transport accessibility level of 6 it is recommended that this development is made car free in accordance with policy 3C.23 of the London Plan and the advice in paragraphs 7.14 to 7.16 of TfL's Transport Assessment Best Practice Guidance. Residents should also be ineligible for on street parking permits.

66 Below street level, in addition to the underground tunnels serving the Victoria line, there are running tunnels for trains accessing the depots. The development should take into account the impact on this infrastructure.

67 The improvement of access to the London Underground and Network Rail stations and the interchange between them is a key issue. London Rail's Eastern Route Corridor Plan and the Network Rail Greater Anglia Route Utilisation Strategy (RUS) have both identified Seven Sisters as a constraint to future growth. A contribution towards the interchange between rail and

underground in order to widen corridors/walkways to the London Underground station may be required.

68 In order to mitigate the expected increase in bus patronage and to improve access to bus services, the four nearby bus stops on Tottenham High Road, Seven Sisters Road and West Green Road should be upgraded to TfL accessibility standards. The GLA transport team welcomes further discussion on these matters.

69 A survey of the existing car park should be carried out to quantify current traffic movements.

70 Details with regard to swept paths and accident analysis may affect the scope of works on the highway and may require adjustments to the Suffield Road junction with Seven Sisters Road.

71 Servicing issues should be addressed; for any large vehicle to access the top service bay the vehicle needs to be able to turn around within the yard.

72 The offer to improve the public realm adjacent to this site, including the Transport for London Road Network (TLRN) public highway, is welcome. However, works on the TLRN would be subject to agreement and the proposed kiosks may require licenses from TfL.

73 Therefore, it is requested that the proposed footway design is treated by the local planning authority as indicative, subject to detailed consideration and agreement by TfL, as should the proposed kiosks.

74 Further details of proposed pedestrian facilities should be provided.

75 Cycle parking should be provided for the leisure and retail elements of the development, in addition to the residential provision.

76 The GLA will be primarily guided by TfL's Streetscape Guidance on any changes to the TLRN and will also seek advice from Design for London.

77 Wherever possible any construction works should avoid encroachment on the TLRN public highway, including the public footway. TfL can license temporary use of the public highway in certain circumstances, if this does not impede pedestrian and other movement on the network.

78 Construction vehicles servicing the site should not stop on the TLRN, except in authorised bays and locations, and access should be from Suffield Road.

London Development Agency comments

79 The London Development Agency (LDA) support the principle of development. As this is recognised as a gateway location into the Borough, the LDA welcomes the incorporation of retail frontages onto Tottenham High Road, Seven Sisters Road and West Green Road. In addition, the provision of a range of retail accommodation size suitable for large national high street retailers, smaller local independent shops as well as a range of complementary facilities is welcomed as it will help to ensure an appropriate balance and mix of retailers is achieved. The LDA welcomes the provision of small retail space suitable for start up businesses in order to support and promote a diverse retail offer on Tottenham High Road. This will support the Economic Development Strategy (EDS) objective to "address barriers to enterprise start-up,

growth and competitiveness". The promotion of small retailers can also assist the needs of local business, small and medium sized enterprises (SME's) and black and minority ethnic businesses which in turn can support the needs of the local community.

80 Every effort must be made to find alternative accommodation for the existing market traders whilst the development is constructed. The LDA welcomes the provision of units suitable for local traders within the replacement scheme; however, given the significant construction period for the proposed development, sufficient notice and support should be given to tenants to allow them to explore the options for re-location on or off-site that are available to them.

81 Given the scale of the redevelopment, the provision of employment generating uses and in accordance with London Plan policies 3B.1 'Developing London's economy' and 3B.11 'Improving employment opportunities for Londoners', the developer should seek to ensure that local residents and businesses benefit from the job opportunities created by this proposal, in both the construction and operational phases of the development. The adopted Wards Corner/Seven Sisters Underground Development Brief which promotes comprehensive development of the site states, that the priorities for planning obligation contributions include securing local employment benefits through training and local labour schemes.

82 Therefore, initiatives to create training and employment opportunities and to utilise the goods and services of SME's and local businesses should be formalised through a section 106 agreement between the applicant and Haringey Council. The LDA would welcome the opportunity to discuss with Haringey Council the scope for inclusion of such initiatives within the S106 agreement. The delivery of such initiatives will help to ensure the regeneration benefits of the proposed development are maximised for residents of the local community and that the Economic Development Strategy objective to 'Tackle Barriers to Employment' is supported.

Local planning authority's position

83 The development is generally supported at officer level by both the regeneration team and the planning officers.

Legal considerations

84 Under the arrangements set out in article 3 of the Town and Country Planning (Mayor of London) Order 2000 the Mayor has an opportunity to make representations to Haringey Council at this stage. If the Council subsequently resolves to grant planning permission, it must allow the Mayor an opportunity to decide whether to direct it to refuse planning permission. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's comments unless specifically stated.

Financial considerations

85 There are no financial considerations at this stage.

Conclusion

86 The regeneration of this site with a mixed use development is welcomed. The level of re-provision of space for the market and local retailers is on balance considered acceptable given the significant improvements to the public realm and the improved quality of retail provision. Further work is needed on design, energy, temporary location for the market, measures to ensure the viability of the market kiosks and local retail units and transport before this application comes back to the Mayor at Stage II.

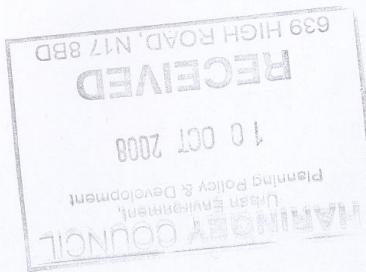
Appendix 2

GREATER LONDON AUTHORITY Policy & Partnerships Directorate

Ransford Stewart

Planning Policy and Development
Haringey Council
639 High Road
London N17 8BD

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: 1973EW09
Your ref:
Date: 8 October 2008



Dear Mr Stewart,

Thank-you for attending the meeting together with Grainger, the developers of the Wards Corner Site, where the revised plans for the scheme were presented to GLA officers and Sir Simon Milton on 3 October 2008. These revised plans were developed following a meeting with the Mayor in July 2008 and a series of meetings with representatives of the market traders.

The changes to the scheme, since the Stage I report was issued in July 2008 can be summarised as follows:

- The market is now replaced, almost like for like in space terms, on the Seven Sisters Road frontage.
- Grainger undertake to provide a minimum 6 months notice period to traders for vacant possession.
- Compensation will be paid to traders at a rate equivalent to that payable under the Landlord and Tenant Act 1954 and which amounts to £96,650.
- Grainger has employed Urban Space Management and Union Land to assess the opportunities for temporary locations for the market as a whole or within an existing market.
- Four conditions are proposed to be contained within the S. 106 agreement. These are as follows:
 - the market must be run by an experienced indoor market operator
 - this arrangement must be in place not less than 12 months prior to the due practical completion date of the proposed development

Direct telephone: 020 7983 4310 **Fax:** 020 7983 4706 **Email:** emma.williamson@london.gov.uk

- The market must be occupied by not less than 60% of all market traders that previously occupied the Seven Sisters Market
 - The rent will be open market for A1 use class.
- The set back storey to Seven Sisters Road is now glazed.

It is considered by officers that these changes address the concerns set out in the Stage I report and decision letter, but these comments cannot fetter the Mayor's decision when the application is reported to him at Stage II.

Yours sincerely,



Giles Dolphin
Head of Planning Decisions

cc. David Walters, Grainger

Appendix 3

Transport for London

2058/08-0805CF01

8th October 2008



Mr P Smith
Haringey Council
Civic Centre
High Road
Wood Green
N22 8LE

Transport for London
Corporate Finance
Property Development
Windsor House
42-50 Victoria Street
London, SW1H OTL
Fax 020 7126 2883
www.tfl.gov.uk

Dear Sir

HGY/2008/0303
WARDS CORNER SITE, HIGH ROAD, LONDON N15

I write in relation to the current planning application by Granger plc for the redevelopment of the site known as Wards Corner, which forms part of land owned by Transport for London.

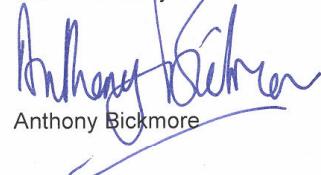
Transport for London (TFL), as Landowners, have been working with your Council and Grainger since 2004 in order to bring about the regeneration of this site in accordance within your Council's vision as set out in the 2004 'Seven Sisters Development Brief'.

As a major landowner above Seven Sisters station, TFL continue to welcome improvements to the local environment as anticipated by Grainger's application. Our infrastructure team have reviewed their suggestions and in concept find them acceptable; the subsequent detailed operational interface will be agreed as the project moves forward.

We have agreed terms for a disposal of the relevant interests to enable Grainger to advance their scheme upon receipt of satisfactory planning consent.

I hope this clarifies our position.

Yours sincerely


Anthony Bickmore

MAYOR OF LONDON



VAT number 756 2769 90



MINUTES

Meeting : **Development Control Forum - Wards Corner**
Date : **20th March 2008**
Place : **CNEL Building , Approach Road, N15**
Present : **Paul Smith (Chair), Cllr Amin, Cllr Vanier, Cllr Bevan, Cllr Diakides, Cllr Hare, Ransford Stewart, David Hennings, Representatives from NDC ,200 Local Residents Approx, Representatives from Community Schemes, Representatives from Grainger**
Minutes by : **Tay Makoon**

Distribution

1.	<p>Paul Smith opened the meeting by welcoming everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p> <p>Proposal: Community Scheme: Erection of first floor rear extensions, alterations to rear elevation. Alterations to front elevation, including new bays at first floor level and dormer windows to front roof slope, installation of new shop front, alterations to 3 storey corner block, internal alterations to create new shops/workshops/offices/cafe (A3) Use on ground / first floors and creation of 8 x one bed flats at second floor.</p> <p>Proposal: Grainger Scheme: Demolition of existing buildings and erection of mixed use development comprising Class C3 residential and Class A1/A2/A3/A4 with access parking and associated landscaping and public realm improvements.</p> <p>Main Issues</p> <ul style="list-style-type: none">• Compliance with the planning policy framework• Design and Density• Effect upon the character and the appearance of the Conservation area• Size and Scale• Impact on adjoining properties• Car Parking• Landscaping <p>Presentation by Architects for Community Scheme</p> <p>The Architect gave the presentation about the long-term vision implementation.</p> <ul style="list-style-type: none">• Communities to articulate their aspirations, needs and priorities	
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- Shared vision attracts partners, money and creative solutions
- Professionals are resources to communities
- Design is a tool
- Flexible solutions building on existing successes
- Citizens empowered to actively shape their public places.

The community commissioned EL Pueblito Paisa Limited as a facilitator to the wider community to produce a Community Led plan for Wards Corner. The wider community referred to are EL Pueblito Paisa Ltd, The Seven Sisters Market Traders, and The local business outside the market and residents associations: Federation of Haringey Residents, Sustainable Haringey Network, The Victorian Society, and Friend of the earth and Tottenham Civic Society.

The Brief was to submit Planning application.

- Preserve and restore the former Wards Department Store building, keeping and reinstating the original features
- Come up with a layout those utilities the upper floor for mixed use offices and residence on the top floor. Following the Wards Corner/Seven Sisters Underground Development Brief-January 2004 and discovered:
- The idea of keeping the market was very much in keeping with the development brief
- The former Wards Department Store building is consider to have some Architectural merit and any development scheme should reflect, and retain, the architectural features of the store, if at all possible
- During the following meetings the brief was enriched by the community coalition adding
- We want to create a place where people want to work, live and invest by providing the facilities we need and the ones we want, safely and sustainably in a place we feel proud of
- High quality and sustainable
- People as better security than watchmen
- The historic architecture is an asset
- Our Cultural diversity is an asset and should be visible
- Thriving local businesses are the foundation of sustainable regeneration
- We acknowledge that the Wards Corner and the Market is a prime public space and we have created the possibility of making of it an extraordinary public space for the residents, the community, the city and the world
- We began to speculate about how the market would interact with the surrounding building and we established that following the Development Brief a building of maximum of 5 storeys could be located in far north corner between West Green Road and the High Road.
- Keep a moderate density that does not put more stress on the current transport, health and schooling offer in the area
- Follow the footprint of the existing buildings and reclaim the open spaces for the benefit of the residents, the whole community of Tottenham, the city and the world

- Thinking about regeneration of the area we saw the need to give an answer to the rest of the parcel of land as to how the market would interact with the surrounding buildings
- Making the whole area permeable, accessible and inclusive
- Create a high quality communal space

The Outcome

To achieve a sustainable development where there is a balance between Environmental – Business-Social Factors – for present and future generations

Presentation by Andrew Scrivener for the Grainger Scheme

- The presentation covered a brief history
- Site has been considered for a long time
- January 2004 Development Brief. Important process – has come up with a set of criteria to bring this site forward
- Grainger has no historic land holdings for this area, we were invited along with others to submit a proposal for this site.
- Grainger was selected as the preferred partner
- Grainger has incorporated the principles of the 2004 Development Brief continually refer to the brief to meet the complexity of this site and our aspirations of the brief
- Grainger has tried to find a balance despite the site constraints with issues around land ownership. It has been a struggle to come forward due to multi-ownership.
- London underground to take ownership with Haringey and The Bridge to bring this site forward
- The leasehold in West Green road are represented and Grainger have given an undertaking in respect of covering those fees
- Fair and open with everybody to bring the site forward
- Spoken to everyone in Seven Sisters Road as we have acquired the majority of properties along this road.
- Since we were selected , we will have 70% land ownership
- Once we have ownership we will be fair and open with everybody, at present it is difficult due to the multiple occupancy.
- Tube line runs under this site and brings a lot of problems with buildings above, issues with the concourse the green in front and is only one metre below pavement level. This raises an issue as to what can be built in the middle of the site. In order to work above the tube line a lot of technical issues has to be overcome by design such as making sure there are no obstruction caused to the escalators to the tube and how you design your building and make it interesting and accessible is very delicate and difficult and this takes time.
- Everyone has a right to light and this has an impact on the residents in West Green Road. This has taken some time to address this in our design.
- Consultation – before we can consult we had to be able to have

- something tangible that we could put out to consultation and until June 2007 we were not able to do that. We have taken comments on board to address issues.
- Plans are available on first Tuesday of every month in the Library.
 - It is very difficult to have a very low density building on this site
 - Create safe residential space and to do that you need to have a building a different level.
 - In order to have a safe and sustainable building we believe you cannot do that by keeping the existing building.
 - Have offered to pay for an independent body to assess the Community Scheme but the offer has not been taken. The offer still stands.
 - Quality of facade – simple and high quality facade. Brick glass and stone that will stand the test of time. In 30 years this building will look as good as it does from the day it was built.
 - Modern approach residential lead approach from the ground floor which would be better for the family units.
 - Public open space – key drivers – the need to improve the perception of crime. It was thought the right thing to do is to put the public open space in the front of the development, it is visible, will be well used, it will have traffic going through it and for people to enjoy.
 - Public Art - create a public art space that the community in conjunction with the Council could through competition display public art.
 - Uses – people are passionate about the market. This scheme does not incorporate the Market. In terms of uses we have created a mixture of uses and encourage people to come and stay here. We have created variety retail uses scheme for in West Green Road to attract larger retailers to make this scheme viable, not just local retailers but a wide range.
 - Gated Community- created a balance for the people living and visiting from the general public.

Questions from the floor

Q1: Mathew Bradby - Tottenham Civic Society - Statement

Grainger applications - concern with balconies in front of this development, having seen No 1 Roundway –this development the building is of similar height and balconies in front of it. People didn't use

the balconies for eating and drinking but for storing bikes and cardboard boxes in this location. Grainger says 12 major bus routes It is a very busy. Grainger says ticket Hall is one metre below the development site - if the development were to cause disruption to the Victoria line, this would be splashed across all major UK newspapers. The closest green space is Markfield it's about 15 minutes walk away. Drawings are misleading in that it shows a great deal of outdoor space and is not true.

Retail – I'm very concerned about the kind of companies that goes into this kind of development are Macdonald's, Yates, Weatherspoons and these businesses are licensed till one in the morning. This scheme will disrupt the Conservation Area as the development will be 7/8 storeys high apposed to 3 storeys as it is

now.
Residential very big concern - private housing. Selfridges is 1909 built that is a heritage - why is Haringey demolishing this building that is also 1909.
Developer's costs don't match up - This is developers' gambit and on that basis should be rejected. The community plan that has been put forward is marvellous.

Questions relating to the Community Scheme

Q1: Cllr Hare: Can you tell me if the footprint of the community scheme changes along the main road frontage?

Ans: We based the building surrounding the market on the existing footprint.

Q2: Viability between the two scheme are so stark, Grainger has made a lot of how their scheme is so viable, a lot of great words from the community but very little about how viable it is to their scheme,

How it meets the development brief. For me the High Road is the Heritage of Tottenham, Tottenham had a Town Centre that was prestigious not included Wards Corner, shops like M & S. How do the two schemes meet the spec? I am not sure that it does?

Ans: The viability is clear -it is about what we are going to create. Money is not a consideration at the moment. But money must be there for whatever we want to create.

Q4. The community plan has been designed in a much shorter time than the Grainger scheme - we are aware that financial viability has to be demonstrated.

We are also aware that the Grainger scheme has a lot of restoration costs.

Demolition is expensive, structural costs. There are lower structural costs for the community scheme. You could ask Grainger for proof of how they are going to meet the development costs and you will find that we are on the same footing.

Ans: No reply given

Q5: Does the Community scheme include the renovation of the shops in West Green Road?

Ans: It has already been addressed in the community plan. We acknowledge the value of the surrounding properties -Yes - It is a possibility.

Q6: How many people are going to be employed in the shops and offices in the community plan?

Ans: 250 is the current number - I do not have the correct figures right now.

Q7: Funding - How do you propose to do all the restoration work with the businesses in the market still working?

Ans: We have only been working on it since August and all this will be worked out - Ruth has addressed the funding already.

Q8: Owner of the Optician715 Seven Sisters Rd - I can see that Grainger PLC is very profit driven is the community scheme profit driven?

Ans: The project will boost the economy in the area. We are intending to double or triple the amount of businesses

<p>Q. What independent feasibility study has been done on the Wards Corner by the community Coalition?</p> <p>Ans: We carried out a number of surveys, socially and physiologically and topologically. The result of these surveys started the design guidelines for this scheme.</p> <p>Q10: Are you doing the renovation in phases?</p> <p>Ans: Yes</p> <p>Q11: With the phased development there is a huge amount of empty space in the development and across the development for businesses to carry on at the same time, Statement.</p> <p>Ans: No reply</p> <p>Q12: You say the community agreed with the decision you are making - have you done any consultation with local residents and I am a resident and I live round the corner</p> <p>I have not had any communication from you?</p> <p>Ans: Yes we have done a lot of consultation and we have documented what people have said, we have 800 signatures on a petition in regards to this scheme. 350 community members on 28th Feb in this room.</p> <p>I apologise if you did not get a notification letter. Posters were up everywhere. The largest meeting in Tottenham for 50 years .Distributed 6,000 leaflets.</p> <p>Q13: What is the coalition is it paid workers? Housing how many and are they going to be private and gated?</p> <p>Ans: 140 units - would like to stick to some affordable housing that the Council is asking for. The coalition are volunteers that came together to form a coalition of community interest,</p> <p>Q14: Can you give any examples of similar scheme in London or out that has a nice turn out.</p> <p>Ans: Coin Street was community lead without the restoration. The round House was community lead in Camden.</p> <p>Q15: A few people have been complaining about the community plan but they haven't had much time - how long will you need?</p> <p>Ans: Community led programme, one year - however long it will take.</p> <p>Q16: Legal requirements - how can you cover the whole scheme step by step.</p> <p>Ans: We are in the process of getting legal support sorted. But it is possible.</p> <p>Q17: Why don't the community plan have areas instead of shops, we need second hand book shop antiques etc.</p> <p>Ans: That is the vision of the community plan and it would fit in very well, We are designing out areas and what you are describing is possible.</p> <p>Q18: Grainger asks Ricardo the architect for the community plan to clarify the planning application whether its renovation of Wards Corner or the scheme presented this evening.</p> <p>Ans: The planning application was created for saving the market and so far to show how it is going to look like and how it is going to be interacted. The</p>	
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<p>planning application is for the market that is the answer with the market and the rest of the building. PS - clarified that the Council will be making a decision based on what is described as being in the planning application and not on the description of the wider vision.</p> <p>Q19: Judith Hannah - Grainger talked a lot about the difficulties of the site and constraints, the least disruption is to keep as much of the building as possible to minimise the disruption to the tube line New foundation would be asking for more trouble.</p> <p>Q20: Judith Hannah: Consultation - why was there no consultation made on the development brief? Ans: No reply given</p> <p>Statement from the floor : That the promotion of the scheme represented a misuse of NDC money which should be used for the community and not for private developers</p> <p>Q21: Will the Grainger scheme cause more disruption than the Community Scheme? Ans: The Grainger and community plan will involve the same amount of disruption.</p> <p>Q22: In relation the consultation on the development brief in 2004, why did Grainger not follow the Councils best practice advice as it is a Beacon Council? Ans: Ransford Stewart – The consultation on the brief followed normal Council consultation procedures and the matter was also considered as part of the inquiry into the then emerging Unitary Development Plan.</p> <p>Q23: Does the Grainger scheme incorporate any affordable housing? Ans: Affordable Housing - not possible on site due to the costs of the constraints of the site. It is anticipated that Apex House and other nearby site will provide an off site affordable housing.</p> <p>Q24: Inclusive design - how you have included the principles of inclusive design in your scheme? Ans: Accessibility - all parts of this scheme will be accessible to the public .</p> <p>Q25: what are the full range of benefits. Ans: The Design and Access includes a list of all benefits that would resolve from the scheme.</p> <p>Q26::How long will the disruption be Ans: The building would be likely to take 18 months to complete.</p> <p>Paul Smith ended the meeting by thanking everyone for attending and participating in the meeting. He advised everyone to send their comments to the Planning Service if not already done so. There is a further chance to make representations at Planning Committee.</p> <p style="text-align: center;">End of meeting</p>	
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